



**MORNINGTON
PENINSULA**
Shire

ATTACHMENTS

COUNCIL MEETING

MONDAY, 15 JULY 2024

6:30 PM

**MUNICIPAL OFFICES
BESGROVE STREET, ROSEBUD**

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NOTICE OF AN APPLICATION FOR A PLANNING PERMIT

The land affected by the application is located at:

**530 STUMPY GULLY ROAD BALNARRING
LOT 1 TP 432658 VOL 6321 FOL 165**

The application is for a permit to:

**PROPOSED USE AND DEVELOPMENT OF THE LAND FOR
A MOBILE TELECOMMUNICATIONS FACILITY
GENERALLY IN ACCORDANCE WITH THE SUBMITTED
PLANS**

The applicant is:

STILMARK HOLDINGS

Planning application number and officer is:

**P22/1433
ALEX HARRISON**

You may view the plans and documents that support the application free of charge online at:

**www.mornpen.vic.gov.au
> Building and Planning > Planning > Advertised Planning Applications**

Any person who may be affected by the granting of the permit may object in writing to the responsible authority. If you object, the Responsible Authority will notify you of its decision.

Your objection must:

- Include the objector's full name, relevant postal address, phone number & email address
- Specify the planning application number
- Include the reasons for the objection and state how the objector would be affected

Lodge online at www.mornpen.vic.gov.au;

Or mail to: Planning Services Team, Mornington Peninsula Shire, Private Bag 1000, Rosebud 3939

The Responsible Authority will not decide on the application before:

7 NOVEMBER 2022

Privacy Notification: The personal information provided in an objection is collected for planning purposes in accordance with the *Planning & Environment Act 1987* (the Act). The public may view an objection in accordance with Section 57 of the Act whilst the planning application is current.

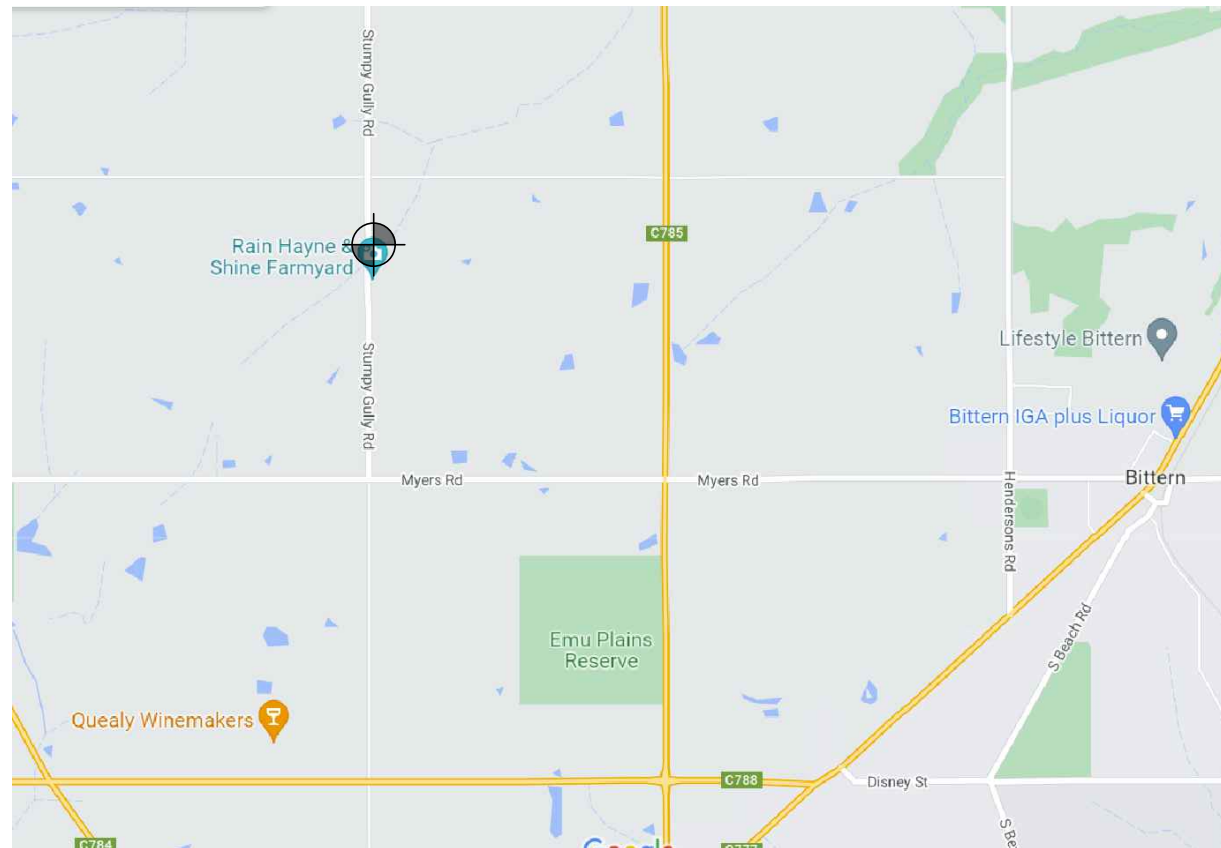
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AV3926-001-P2	DRAFT SITE SETOUT PLAN	A-1												
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HASTINGS SOUTH WEST

530 STUMPY ROAD,
BALNARRING,
VIC 3926

SITE ID: AV3926-001

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LOCALITY PLAN
NOT TO SCALE



STILMARK TELECOMMUNICATIONS

- a. 37-45 Myrtle Street,
Chippendale NSW 2008
- w. www.stilmarkgroup.com

FOR APPROVAL

DRAWING No.
AV3926-001 - 00

A3



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SITE PLAN
SCALE 1:2500

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A-1	31.05.2022	ISSUED FOR APPROVAL	EW	EW	MH



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AV3926-001
HASTINGS SOUTH WEST
530 STUMPY ROAD, BALNARRING, VIC 3926

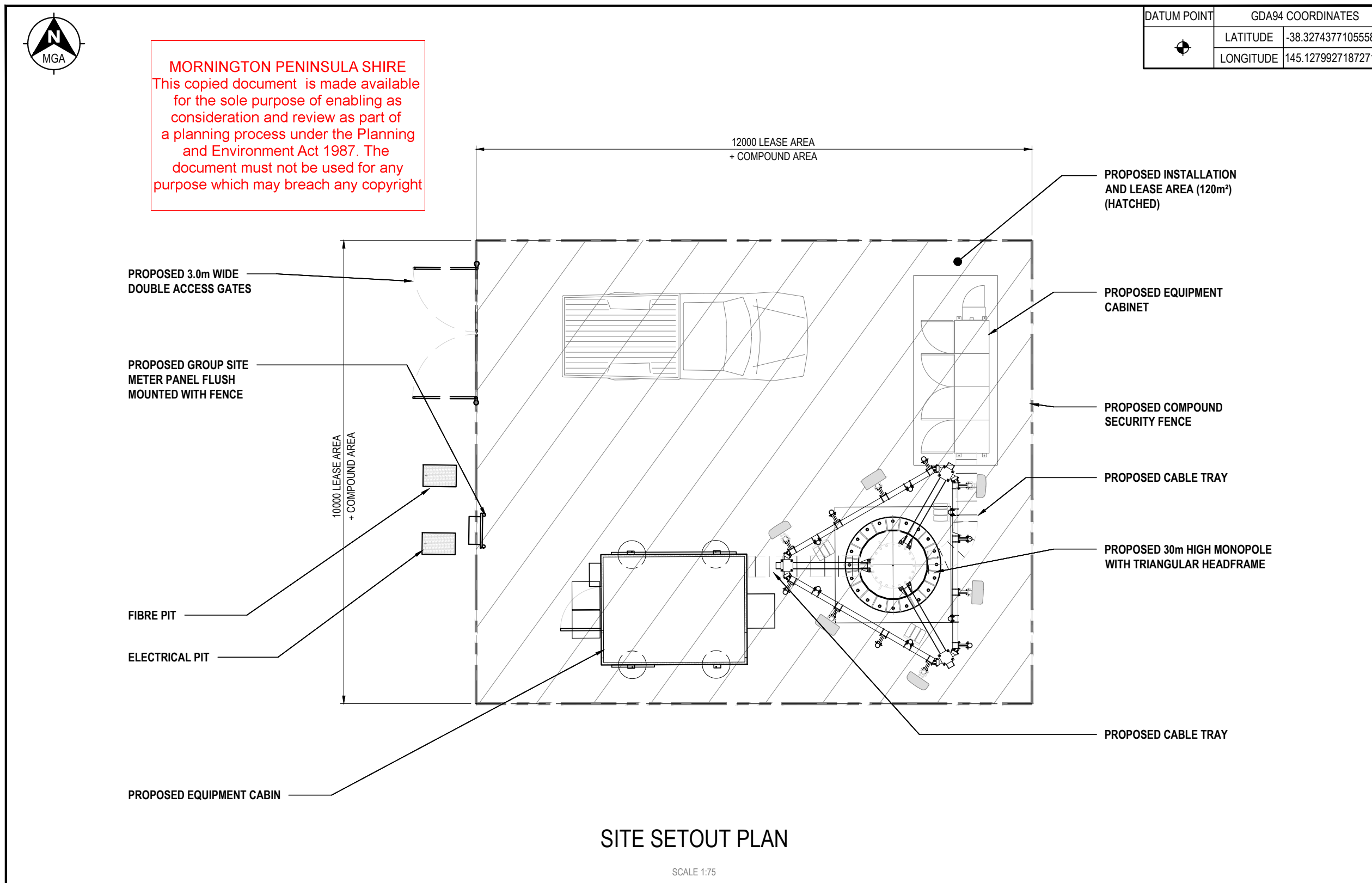
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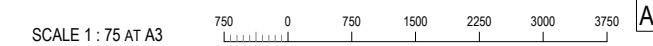
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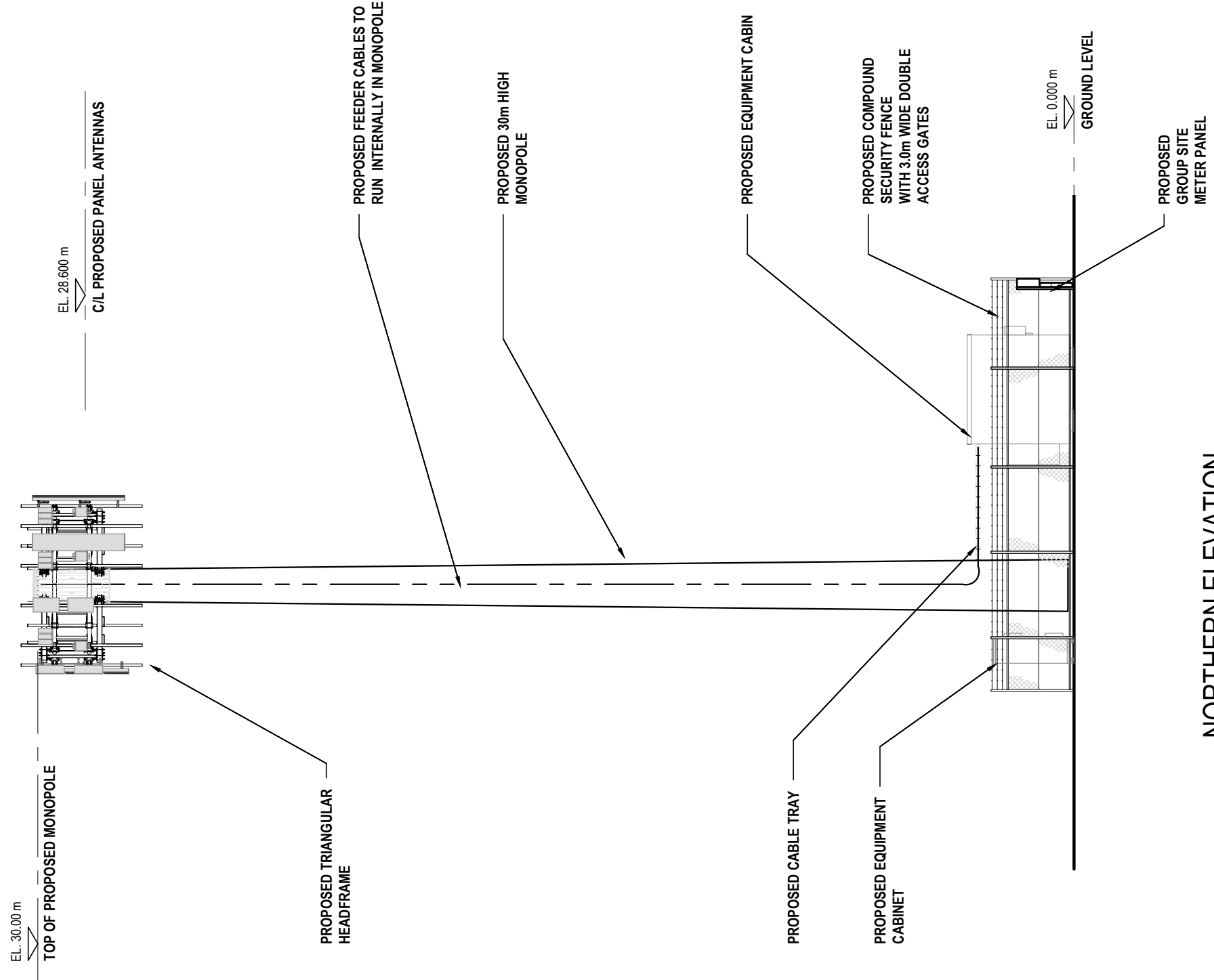
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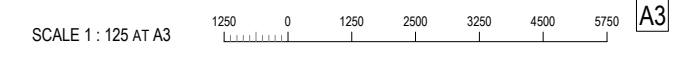
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Chippendale NSW 2006
www.stilmarkgroup.com

AV3926-001
HASTINGS SOUTH WEST
530 STUMPY ROAD, BALNARRING, VIC 3926

TITLE: DRAFT SITE ELEVATION		
DRAWING STATUS: FOR APPROVAL	DRAWING No. AV3926-001 - P3	REVISION A-1





07 June 2022

Planning Department
Mornington Peninsula Shire Council
Private Bag 1000
Rosebud VIC 3939

Via email: customerservice@mornpen.vic.gov.au

Dear Sir/Madam:

Proposed telecommunications facility
530 Stumpy Gully Road, Balnarring VIC 3926
Lot 1 TP 432658

Stilmark would like to formally lodge this Planning Permit Application for a proposed telecommunications facility at 530 Stumpy Gully Road, Balnarring.

Stilmark is a licenced carrier for the purposes of the *Telecommunications Act 1997 (Cth)* and operates as an infrastructure provider or 'neutral host', whereby new facilities are sited, designed, acquired, built and maintained by Stilmark but utilised by carriers - such as the mobile carriers - as part of their respective networks. Stilmark structures are purposely designed and constructed to allow for collocation of at least two or three carriers to occur.

I wish to submit a proposal to establish a telecommunications facility, in the form of a mobile telephone base station, at 530 Stumpy Gully Road, Balnarring. The specific location is towards the south-west of the subject property, as shown on the attached proposal plans. The structure, once approved, will not be constructed until there is sufficient need or demand that a carrier elects to locate on it.

The site is located within the *Green Wedge Zone* pursuant to the Mornington Peninsula Planning Scheme. The proposal is of a kind requiring a permit within this zone pursuant to Clause 52.19 of the Scheme.

This planning assessment is written in accordance with the requirements of the Mornington Peninsula Planning Scheme and the Victorian Telecommunications Code of Practice and sets out the rationale and merits of the proposal to assist Council in determining the application.

The Subject Land

The subject land is described as being on Stumpy Gully Road, however the property also has a northern boundary along Hunts Road. Physical access to the proposed site location will be made available directly off Stumpy Gully Road via an access gate. The site is approximately 40m north of



the southern property boundary, and approximately 65m off the western property boundary. The proposed site location is around 375m south of Hunts Road.

There are stands of mature vegetation in the immediate vicinity of the subject site, specifically to the east, south and west, however the proposed site location is currently void of vegetation. The subject property, and most of the surrounding land parcels, are all bordered by significant stands of mature vegetation, that will significantly minimise any visual impact of the proposed facility. Stumpy Gully Road itself is lined with vegetation that provides a 'canopy' over the Road.

The majority of the subject lot is currently utilised for rural and agricultural purposes, with the surrounding properties being primarily large lot rural properties and subdivided lots.

As noted above, the land is located within the *Green Wedge Zone* pursuant to the Mornington Peninsula Council Planning Scheme, specifically GWZ2.



Image 1 – Subject property, 530 Stumpy Gully Road, Balnarring, VIC 3926



The Locality

The subject property is approximately 5.2km west of Hastings, and 5km north from Balnarring itself. Dromana is around 14km west of the site, while Tyabb is approximately 8km north. The area surrounding the subject property is predominately an agriculturally based locality, with numerous businesses, both small and large-scale, operating out of the surrounding suburbs.

A number of properties surrounding the subject property have residential dwellings located on them, along with a business operation. It is expected that the greater/wider surrounding areas will have an increase in residential development in the coming years, and these areas will receive significant benefit from the forward planning that is a reason behind this proposal.

The proposed facility will have a significant impact on the business operations of the local agricultural and commercial industries, by providing a much improved mobile telecommunications network.

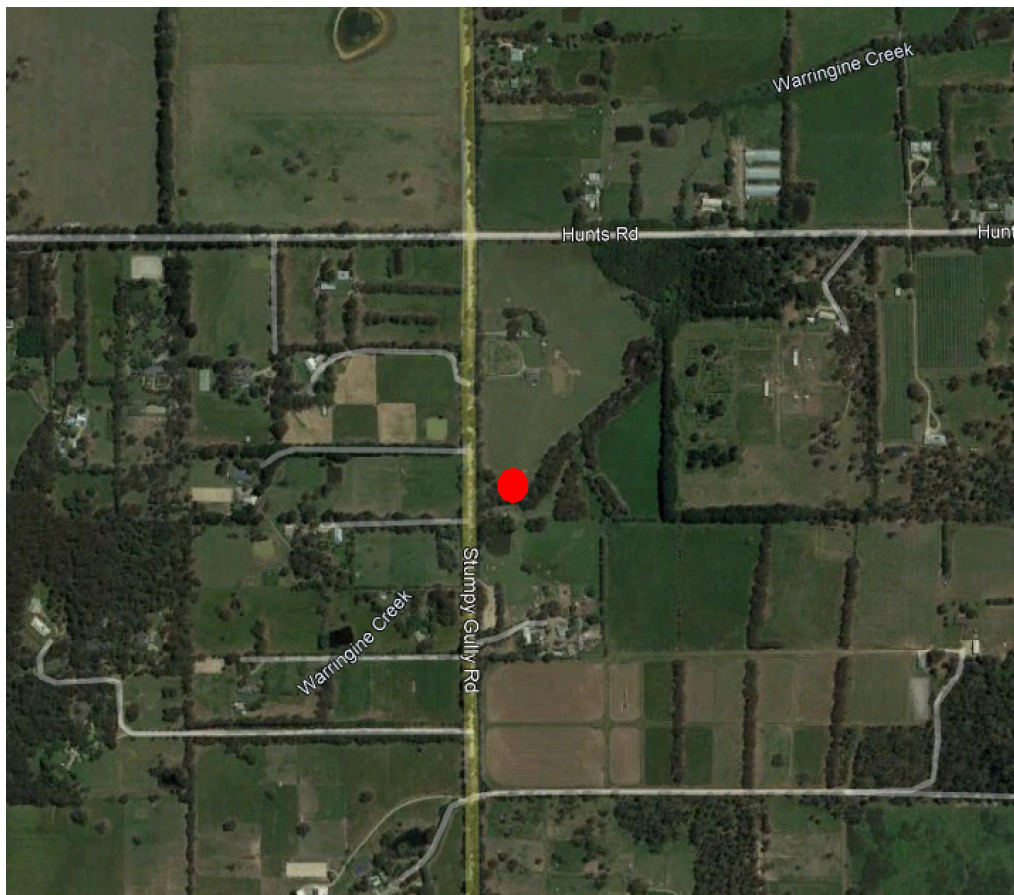


Image 2 – Locality surrounding site location, 530 Stumpy Gully Road, Balnarring, VIC



The Proposal

The proposal is to establish a new telecommunications facility on the site, including a monopole and ground-based equipment, within a fenced security compound.

More specifically, the proposal consists of the following (as shown on the plans submitted);

- a 30 metre high monopole with headframe;
- a new headframe mounted at the top of the monopole to accommodate six (6) future panel antennas;
- a new equipment shelter located at the base of the monopole; and
- a security fenced compound around the proposed facility.

The area required for the facility and its compound is already clear of any significant vegetation, and no additional vegetation is required to be removed.

Need for the facility

Stilmark is proposing the facility to cater for a projected future need by the carriers in this area (and forms part of a larger strategic program across the South-East region of Victoria). As such, the proposal represents strategic and practical forward planning based on projected future need - an approach which, for this type of infrastructure, has generally not occurred in the past.

However, it is critical to note that as Stilmark is an infrastructure owner and provider, it will not build the structure until a carrier elects to locate on it – that is, the structure will not be speculatively built in the hope it will be collocated on. As such, there will be no impact – visual or otherwise - from the structure until there is a need for it to be constructed. To that end, Council and the community do not need to be concerned that unnecessary structures will be constructed, regardless of whether there is an approval in place. Notwithstanding, Stilmark is confident that there will be a demand in time for the proposed structure and seeks an approval on that basis.

Once the structure is in place, it will also be suitable and available for collocation by a second (or potentially third) carrier. This preference and preparation for collocation will also help to minimise the number of such structures in the council area and give Council an improved basis on which to drive collocation when new facilities (by others) are proposed.

In terms of future requirements, the coverage in the area is generally poor and there are no mobile phone base stations within at least three kilometres of the proposed location. It is not possible to adequately and efficiently service the area around the proposed location from existing facilities. Data services, in particular, are unreliable and throughput speeds slow. Due to the numerous businesses and rural residential properties within the surrounding area, it is imperative that a new telecommunications facility be installed to service the exponential demand in mobile telecommunications services into the future.

Image 3, below, shows an extract from www.rfnsa.com.au, which is an online database of all existing and proposed facilities in Australia. As indicated on the extract, the proposed facility (marked with a red marker) is more than 3 kilometres from all existing mobile telecommunications facilities. The nearest telecommunications tower is an NBN facility located around 1.2km away, however the closest Carrier mobile telecommunications facility is a Telstra facility off Balnarring Road in Merricks



North, to the north-west (orange square). Other existing mobile phone base stations are even more distant. As the NBN facility does not provide mobile telecommunications coverage, the extent of the coverage 'hole' in the area surrounding the proposed facility is considerable.

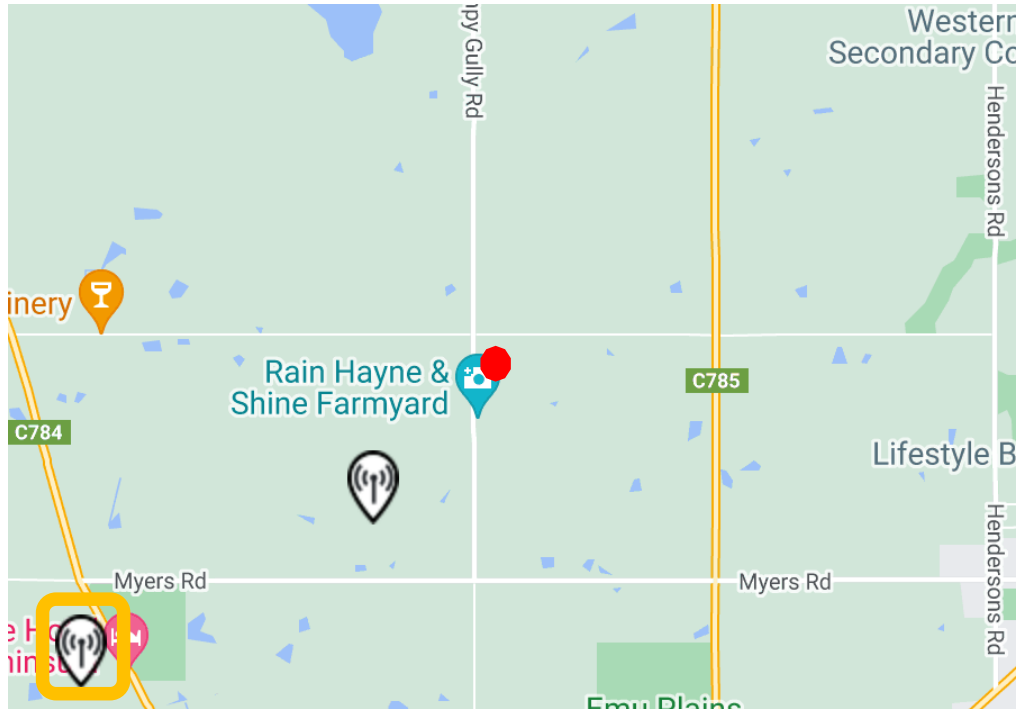


Image 3: Proposed Location and surrounding facilities

The new facility is well placed in a central location to allow for new and improved coverage and services to the area, which includes areas north of Balnarring, as well as along Stumpy Gully Road, Hunts Road, and the areas to the west of Hastings.

Given the lack of existing telecommunications infrastructure and other tall structures in the appropriate area requiring coverage improvements, collocation is also not an option for addressing future requirements, and a new structure will be required. Existing facilities would not provide the required coverage improvements to areas of currently poor coverage.

Assessment against the Planning Scheme

As noted above, the subject land and proposal is located in the *Green Wedge Zone* pursuant to the Mornington Peninsula Planning Scheme. In this zone, a telecommunications facility such as that proposed requires a permit.

Green Wedge Zone

The purposes of the *Green Wedge Zone* are to:

- *provide for the use of land for agriculture;*



- recognise, protect and conserve green wedge land for its agricultural, environmental, historic, landscape, recreational and tourism opportunities, and mineral and stone resources;
- encourage use and development that is consistent with sustainable land management practices;
- encourage sustainable farming activities and provide opportunity for a variety of productive agricultural uses;
- protect, conserve and enhance the cultural heritage significance and the character of open rural and scenic non-urban landscapes; and
- protect and enhance the biodiversity of the area.

In this instance, the schedule referenced is Schedule 2 (GWZ2) which relates to subdivision of land. As such, the Schedule is not relevant to the proposal put forward here.

The proposed facility at Stumpy Gully Road does not work against the purposes of the GWZ zoning of the subject property, as the facility will utilise a very small portion of land that is not being used for agricultural use, and is not considered to be of a significantly high agricultural value, being on the outskirts of the property near stands of mature vegetation. The proposed facility will further promote sustainable farming activities and practices by ensuring that all surrounding agricultural businesses have the highest level of mobile telecommunications services available to them. This will improve productivity and technologies that can be used throughout the local farming industries, and will enable farming activities to continue effectively, efficiently, and in a financially viable manner.

While the proposed facility will be 30m in height, it is the inherent nature of a telecommunications facility that it is taller than the area that it is intending to service. It is also considered commonplace, and one of the most appropriate landuse zones, to site a telecommunications facility in.

While the main impact of such a facility is its visual impact, amelioration measures have been put in place to ensure the impact is minimised. In this instance, the use of a monopole creates a slimline appearance rather than the bulk of a steel lattice tower. The siting of the facility in an area that is distanced from residences and other members of the community, further reduces the actual and perceived visual impact of the facility.

As has been mentioned, once approved, the proposed facility will not be built until a carrier elects to locate on it.

Facilities such as the proposed make very little noise, limited to a domestic-type air-conditioning unit, and emit no dust or odour. As the facilities are un-manned, they only require 4-6 maintenance visits per year, and therefore create no impact on nearby traffic.

The proposed facility does not contravene the purpose of the *Green Wedge Zone*, and due to its location and siting, it will not affect the safety or amenity of the local community.

Accordingly, I conclude that the impacts of the facility have been sufficiently minimised by way of appropriate siting within an appropriate landuse zone, whilst achieving the required technical outcomes.

Environmental Significance Overlay – ESO4

The site location is covered by *Environmental Significance Overlay ESO4*. The general Environmental Significance Overlay has the following purpose:



- *To identify areas where the development of land may be affected by environmental constraints; and*
- *To ensure that development is compatible with identified environmental values.*

The objectives of ESO4 relate to the Eastern Peninsula area, and include:

- *To protect and conserve the environmental systems, bio diversity, native vegetation, habitat areas, land and soil stability, drainage patterns, and stream quality of this area.*
- *To promote the sustainable development of rural land and integrated land and catchment management, including the retention and enhancement of habitat corridors and wetlands.*
- *To ensure that subdivision and development density is compatible with maintaining the long term natural, agricultural and landscape values of this area; and*
- *To promote siting and design of buildings and works that is responsive to the undulating rural landscape character and vistas of this area, and that maintains the scenic value of roads and recreation routes.*

The proposed site location utilises an area that is currently void of vegetation, and the construction of, and ongoing access to the facility, will not result in the removal of or degradation of any existing vegetation.

The proposed facility will benefit from the existence of mature vegetation in the immediate surroundings, as well as the more distant vegetation on the property boundary and along Stumpy Gully Road.

The proposed facility will not impact upon the existing vegetation in the area, and due to the small footprint of the proposal, will not impact on environmental systems, habitat areas or biodiversity in the area immediately surrounding the site location. Due to the minimal height of the proposed facility, and the siting of the facility in an area that is surrounded by stands of mature vegetation, it is considered that there will be minimal, if any, visual impact due to the proposal once constructed.

Environmental Significance Overlay – ESO17 and 28

It is noted that Environmental Significance Overlays 17 and 28 cover land in the vicinity of the proposed facility. These overlays pertain primarily to Bushland and Streamlines, of which this proposal will not impact upon due to its siting in an existing open and cleared area.

Infrastructure Provisions

Part 19 of the Scheme deals with infrastructure requirements and is broad in its application. Telecommunications are dealt with in 19.03-4.

The Objective of the Scheme in this respect is:

“To facilitate the orderly development, extension and maintenance of telecommunication infrastructure.”

The Scheme also lists a number of strategies, which are:

- *Facilitate the upgrading and maintenance of telecommunications facilities.*
- *Ensure that modern telecommunications facilities are widely accessible to business, industry and the community.*



- *Ensure the communications technology needs of business, domestic, entertainment and community services are met.*
- *Ensure that the use of land for a telecommunications facility is not prohibited in any zone.*
- *Encourage the continued deployment of broadband telecommunications services that are easily accessible by:*
 - *Increasing and improving access for all sectors of the community to the broadband telecommunications trunk network.*
 - *Supporting access to transport and other public corridors for the deployment of broadband networks in order to encourage infrastructure investment and reduce investor risk.*
- *Ensure a balance between the provision of important telecommunications services and the need to protect the environment from adverse impacts arising from telecommunications infrastructure.*
- *Planning should have regard to national implications of a telecommunications network and the need for consistency in infrastructure design and placement.*

In this instance, the proposal is for a telecommunications facility that will provide for the future use of all Carriers to install equipment to service their expanding Networks. The facility will ensure the surrounding community is kept up to date, and provided the most advanced mobile telecommunications services available. Users that will benefit from this proposal include the extensive nearby agricultural and rural operations, the nearby roadlinks, and the residential dwellings and areas further abroad. This facility will provide for current and future needs, including the 5G Network services. Further, this proposal is located in an appropriate zone with setbacks from adjoining landuse zones and perceived sensitive areas to ensure there is minimal or no impact on amenity.

As such, in this instance it seems clear an appropriate balance between the need for the facility and its impact on the environment has been struck.

It is also a requirement of the Scheme that the Code of Practice for Telecommunications Facilities in Victoria (Department of Sustainability and Environment, 2004) be considered. This is reinforced by Part 52.19 of the Scheme and an analysis of the Code is also set out below.

Telecommunications Facility (52.19)

The Planning Scheme also specifically mentions telecommunications facility at 52.19.

The key purpose of this part of the Scheme is to ensure telecommunications facilities:

- Meet the communication needs of the community;
- Ensure the approach to the assessment of such facilities is consistent;
- Minimise impacts on amenity.

The need for the facility, its benefits and likely impacts on amenity (including how this impact will be mitigated) have already been set out above.

The proposed facility is neither a 'low-impact facility' nor exempt by some other means (such as the Victorian Code). As such, a permit is required.

An assessment against the Code is set out below.



Victorian Telecommunications Code of Practice

With respect to the Code, the proposed facility is not one set out in Section 5 of the Code and therefore requires a permit.

With respect to the Principles set out in Section 4 of the Code, I note the following:

Principle 1: A telecommunications facility should be sited to minimise visual impact –

- The proposal incorporates a monopole of minimal bulk, and utilises the smallest possible structure to meet the needs of the facility, in this instance a 30m monopole;
- The proposed facility has been sited in an agricultural zoned area, well distanced from sensitive uses and residential areas;
- The proposed facility has substantial buffering from surrounding sensitive areas;
- The proposed facility utilises the existing stands of mature vegetation in the surrounding area to greatly minimise any possible visual impact.

Principle 2: Telecommunications facilities should be co-located wherever practical –

- There were no existing buildings or structures in the area that would permit collocation to occur and the technical and network requirements to be met.
- The long-term Network objectives of a site in this area could not be achieved by utilising existing facilities in the area, and a standalone facility ensures future Network capacity and the ability to provide upgraded services to the surrounding community.
- This proposal offers the appropriate height and a structural suitability for future collocation of all Carriers.

Principle 3: Health standards for exposure to radio emissions will be met –

- As with all mobile telecommunications facilities in Australia, the proposed facility is required to comply at all time with the relevant Radiation Protection Standard, and once operational, must have this compliance certified by an accredited body.

Principle 4: Disturbance and risk relating to siting and construction be minimised –

- Construction activities on site will adhere to all relevant state and local environmental protection policies. All associated guidelines for construction will be adhered to throughout the construction process. Due to the minimal footprint proposed by the facility and associated equipment, there is minimal excavation required, and construction timeframes will be relatively short.

As such, the need, siting and design of the proposed facility complies with the Principles and intent of the Code.

Materials and finishes

It is proposed to install a steel monopole, which is grey in colour and that will quickly present as a surface which will recede into the environment. The antennas are a natural grey colour, that blend with the grey tone of the pole. The ground based equipment is commonly painted a shade of green,



and will complement the nearby vegetation surrounding the site compound.
No external lighting is proposed as part of this facility.

Conclusion

The proposed telecommunications facility at 530 Stumpy Gully Road, will form an integral part of the mobile telecommunications network in the greater Mornington Peninsula. As part of Stilmark's assessment of the future mobile telecommunications need in this area, a new facility is required to ensure the community surrounding the site locality receive high quality and reliable mobile telecommunications services. This includes the agricultural, rural and residential users, and the nearby road links and local businesses in the area.

There is strong State policy support for telecommunications facilities if, when balancing improved telecommunications services with environmental impact, a particular proposal provides a net community benefit. It is strongly considered that there are significant benefits to the locality surrounding the proposed facility, including along the road networks, the residential outskirts areas of surrounding suburbs, and the significant agricultural and rural areas directly surrounding the proposed site location.

The site has a number of important characteristics that make it suitable for the construction of a new telecommunications facility in the manner proposed. Significantly, the site provides the appropriate location that will adequately service the objectives of existing and future mobile networks, including 5G. The location also ensures the facility can effectively integrate into the existing network of surrounding mobile sites.

Stilmark have undertaken an assessment of the relevant matters as required by Commonwealth, State, and Local planning policies, including the Telecommunications Act 1997, and the Mornington Peninsula Planning Scheme. The proposal is considered appropriate in light of the relevant legislative, environmental, technical, radio coverage and public safety requirements.

The proposed facility is considered appropriate for the subject site for the following reasons:

- The facility is located specifically to provide reliable mobile phone service to the area surrounding the site, including the agricultural and rural areas directly around the site, as well as the roadways and residential areas of surrounding suburbs;
- The use of a monopole with minimal bulk ensures that visual impact is significantly mitigated;
- The siting of the facility within an area that has significant stands of mature vegetation in the surrounding area will further minimise any visual impact;
- The proposal is consistent with the relevant provisions of the Mornington Peninsula Planning Scheme and relevant State planning provisions, as well as recent Infrastructure Victoria report findings;
- The facility will ensure the provision of improved mobile phone coverage and competition in the area;
- The facility will allow for all mobile telecommunications Carrier's to collocate their equipment on one standalone structure;



- The site location is able to ensure that the Carrier's future network growth, including 5G, can proceed efficiently; and
- Emissions from the proposed facility will be significantly below the Australian Radiation Protection and Nuclear Safety Agency standards adopted by the Australian Communications and Media Authority.

The assessment of the proposal demonstrates that the proposal represents sound and proper town planning and it is respectfully requested that consent is granted for this application.

Should you have any questions, please don't hesitate to contact me on the below.

Yours sincerely

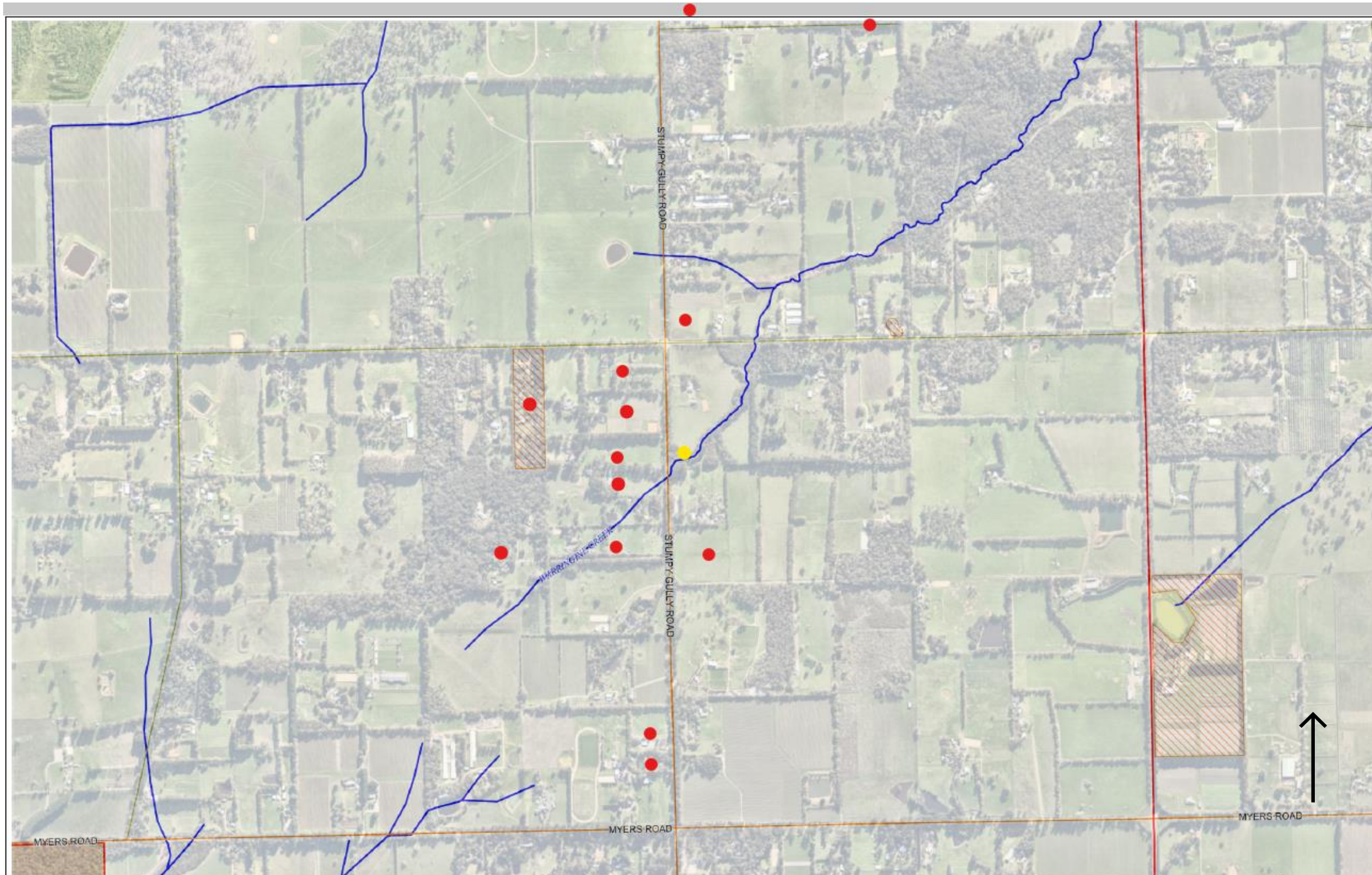
A handwritten signature in black ink, appearing to read "CHAYES", written over a horizontal line.

Chris Hayes
Planning Manager
Stilmark

chris.hayes@stilmarkgroup.com

(02) 8405 7914

P22/1433 – 530 Stumpy Gully Road Balnarring - Objections & proposed site of Telecommunications facility



Yellow dot - Site of proposed facility
Red dot - Objection

Petition

Improving Mobile Phone Coverage in the area bounded by Coolart Road, Hodgins Road, Balnarring Road and Bittern-Dromana Road.

We, the undersigned, petition the Mornington Peninsula Shire Council and the Victorian State Government to: [Contact on our behalf Telstra, Optus and TPG to advise them that we have poor 4G and no 5G service at our homes and ask them to provide improved service for all residents as a matter of urgency via the existing NBN tower located at 234 Myers Road Balnarring. The proposed privately owned tower at 530 Stumpy Gully Rd is inappropriate for this purpose as it will only cover a small area and require many other additional similar towers to be built.](#)

Petition Methodology

- The area of land specified above contains approximately 186 individual parcels of land.
- Between 10/06/2023 and 15/06/2023 six members of the local community visited as many of these properties as possible and attempted to make contact with the owner of each property.
- We were able to speak with 102 property owners which represents 55% of the total.
- 2 owners did not support the stated aim of the petition.
- 100 property owners signed the petition.

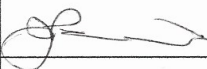




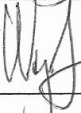
Conclusion

98% of the property owners in the area are supportive of the proposal.

Petition

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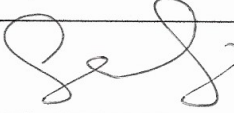
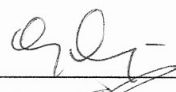
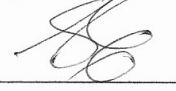


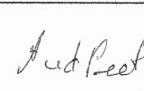
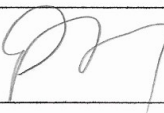
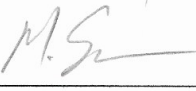

	Name	Street Address	Signature
1	SHARON RIDGWAY	Balnarring Farm 466 Stumpy Gully Rd Balnarring	Sharon A Ridgway
2	NICKOLAS PHUMMER	468 STUMPY GULLY ROAD BALNARRING 3926	Nickolas Phummer
3	Jill Pearson	247 Myers Road Balnarring 3926	
4	Katherine Bode	253 Myers Rd Balnarring 3926	KBode
5	Barn and co	238 Myers Rd Balnarring 3926	
6	DAVID GORDING	265 MYERS RD BALNARRING 3926	
7	KAREN GORDING	265 MYERS RD Balnarring 3926	Kabelyn
8	GRAHAM MERRINGHAM	273 MYERS RD BALNARRING 3926	
9	Colleen McCreal	273 Myers Rd Balnarring 3926	
10	Wynne JUDSON	277 Myers Rd Balnarring 3926	

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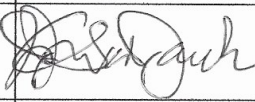
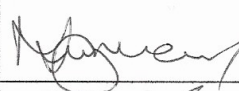
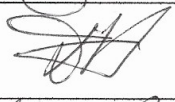
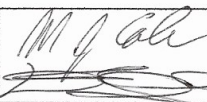

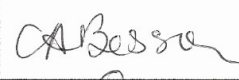
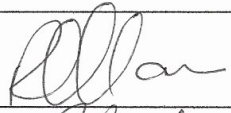
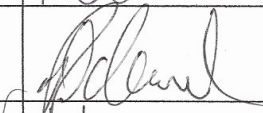
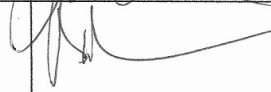
	Name	Street Address	Signature
11	PAULA JUDSON	277 Myer Rd Balnarring	
12	SARAH SCHRODER.	256 MYERS RD BALNARRING.	
13	Geneene Dwyer	280 Stumpy Gully Rd Balnarring	
14	STEPHEN ELDER	253 STUMPY GULLY RD BALNARRING	
15	Steve VanDerPeet	261 Stumpy Gully Rd Balnarring	
16	STEVEN VANDERPEET	261 STUMPY GULLY ROAD BALNARRING.	
17	ANGELA VANDER PEET	273 STUMPY GULLY RD BALNARRING. 3 926	
18	GRANT PERRY	91 STUMPY GULLY RD	
19	MALCOLM Summons	264 STUMPY GULLY RD	
20	Judy Summons	264 STUMPY GULLY RD	

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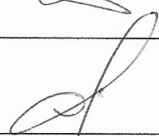

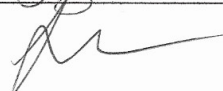
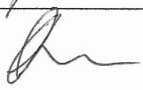
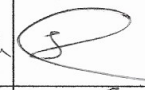

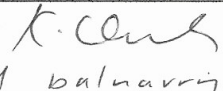
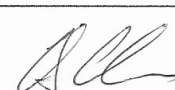
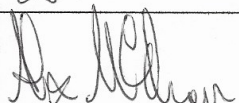
	Name	Street Address	Signature
21	Louise Wilson	319 Stumpy Gully Rd.	
22	JOHN OSWALD-JACOBS	336 STUMPY GULLY RD BALNARRING	
23	NICHOLAS HARGREAVES	309 STUMPY GULLY ROAD	
24	DAVID HEFFERNAN	329 Stumpy Gully Rd	
25	Melinda Cole Doug Cole	349 Stumpy Gully Rd Balnarring 3926	 
26	"	"	"
27	Chris Besson	1275 Stumpy Gully Rd Moorooduc 3933	
28	Rhonda Shannan	70 Bittern - Dromana Balnarring Rd	
29	JULIAN MANDERSOHN	47 BULLDOG CREEK RD MZANIKS	
30	Russell Wilson	249 MYERS RD BALNARRING	

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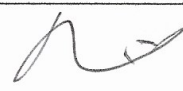
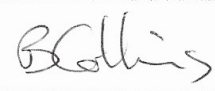
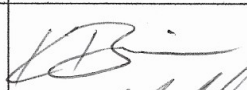
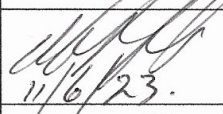
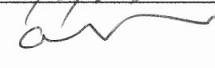
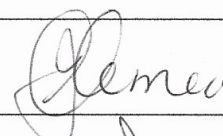
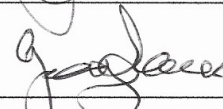
	Name	Street Address	Signature
31	LOUISE SMITH	255 MYERS ROAD	
32	Cameron Batt	269 Myers Rd Balnarring 3726	
33	Polly Barnett	125 Balnarring Rd Balnarring	
34	HILTON SWAN	121 Balnarring Rd	
35	Amy Swan	121 Balnarring Rd	
36	CILBERT CABRAL	82 BITTERN - DROMANA BALNARRING	
37	George Allegos	66 BITTERN - DROMANA RD BALNARRING	
38	Kat Quenly	K. Quenly 62 Bittern-dromana rd balnarring	
39	HANS MUELLER	58 BITTERN DROMANA RD BALNARRING	
40	ALEX MERACKEN	101 BITTERN - DROMANA RD BALNARRING	

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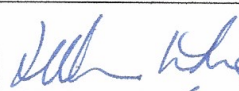
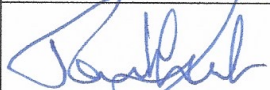
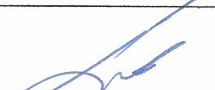
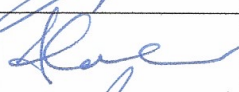


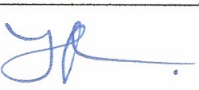
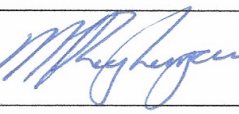
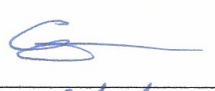

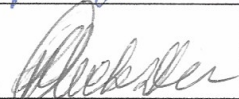
	Name	Street Address	Signature
41	CHRISTIAN BRADSHAW	110 HUNTS RD TREVONG	
42	Sammy Reis	75 HUNTS RD Balnarring	
43	GORDON JAMIESON	79 HUNTS ROAD BALNARRING	
44	Denis Collins	81 HUNTS RD Balnarring	
45	Ben Collins	81 HUNTS RD Balnarring	
46	Kayley Baird	80 HUNTS RD TREVONG	
47	MARK WEST	89 HUNTS RD BALNARRING	 11/6/23.
48	ANDREW CLEMENTS	73 HUNTS RD BALNARRING	
49	Jenny Clements	73 HUNTS RD BALNARRING	
50	Georgina Mack	75 HUNTS RD Balnarring	

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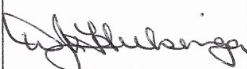

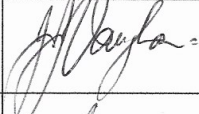

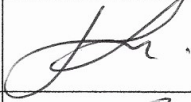



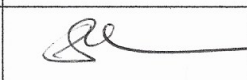
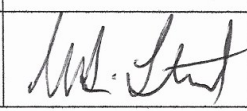
	Name	Street Address	Signature
51	Selma Louwer	17 Turners Rd. Balnarring	
52		17 Turners Rd Balnarring	
53	Alexa Louwer	505/163 WILKINSON ST HILDA	
54	Sam Spa	11	
55	Debra Carr	Stumpy Gully Rd Balnarring	
56	Lou Rehgengri	44 Cairn Road McCrae	
57	Terese Rehgengri	44 CAIRN RD MCCRAE	
58	Erin Bourke	31 Mitchell Rd Lilydale VIC 3140	
59	MATT BOURKE	31 Mitchell Rd Lilydale VIC 3140	
60	SAMMY WEBSTER	71 Hawks Rd Balnarring	

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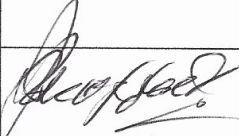
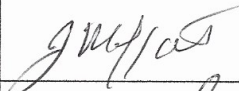
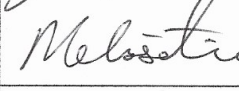

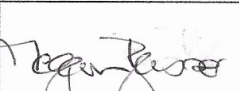
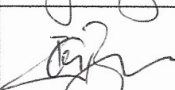
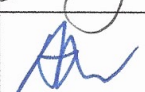
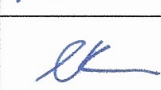
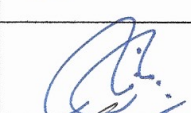
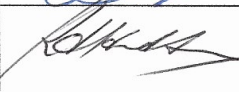
	Name	Street Address	Signature
61	DOROTHY HULSINGA	78 HUNTS RD TUERONG	
62	SACK HULSINGA	78 HUNTS RD TUERONG	
63	Joe Vaughan	100 HUNTS Road. TUERONG	
64	Amanda Vaughan	100 Hunts Rd Tuerong	
65	John Machie	101 Hunts rd Balnarring	
66	Kathrine Machie	101 Hunts rd Balnarring	
67	ally Marriner	Turners Road	
68	P. marriner	" " " "	
69	S MARTINGA	" " " "	
70	M. Stuart	98 Hunts. Rd. "Tuerong"	

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	Name	Street Address	Signature
71	Iain Moffat	8 TURNERS RD BALNARRING -	
72	JANE Moffat	8 Turners Rd Balnarring	
73	MELISSA PERKINS	13 Turners Rd Balnarring	
74	Amber Matthews	7 Turners rd Balnarring	
75	Megan Bassler	22 Turners Rd Balnarring	
76	IAN BASSER	22 TURNERS RD BALNARRING	
77	Andre Brewer	77 Hunts Road Balnarring -	
78	Clydie Brewer	77 HUNTS Road Balnarring	
79	Adrian Reis	75 Hunts Rd Balnarring	
80	ROSE HUTTON	95 HUNTS RD BALNARRING 3926	

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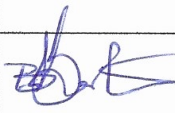
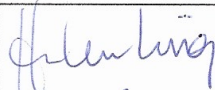

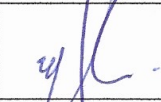

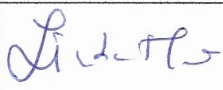
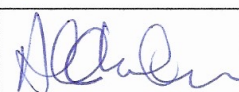
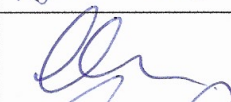
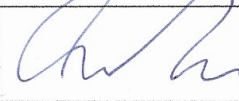
	Name	Street Address	Signature
	Wendy Hutton	95 HODGINS RD BALNARRING	Wendy Hutton
81	KURT ESSER	71 HUNTS Rd BALNARRING	Kurt Esser
82	ROHAN COMING	16 HUNTS Rd BITTERN	Rohan Coming
83	Robyn Waterfall	62 Coolart Rd BALNARRING	Robyn Waterfall
84	Imv CHAPMAN	237 MYERS RD BALNARRING	Imv Chapman
85	W. Huxford	241 MYERS RD BALNARRING	W. Huxford
86	Mick Woolley	224 MYERS RD BALNARRING	Mick Woolley
87	Robyn Hutchison	438 Stumpy Gully Rd Balnarring 3926	Robyn Hutchison
88			
89			
90			

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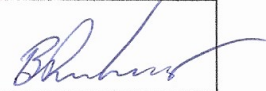
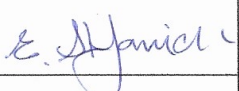

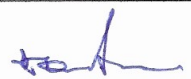

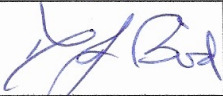
	Name	Street Address	Signature
111	Barric Bolton	499 Stumpy Gully Rd Balnarring.	
112	HELEN LING	Stumpy Gully Road Balnarring	
113	KELLY DIETRICH	405 STUMPY GULLY RD, BALNARRING	
114	BART KOWALSKI	405 STUMPY GULLY RD. BALNARRING	
115	Robert Brown	414 Stumpy Gully Rd	
116	Linda Hodges	414 Stumpy Gully Rd	
117	Adam Charlton	436 Stumpy Gully Rd	
118	Carla Charlton	436 Stumpy Gully Rd	
119	ANDREW DEWHURST	509 STUMPY GULLY RD BALNARRING	
120	Freya Dewhurst	509 Stumpy Gully Rd, Balnarring	Freya Dewhurst

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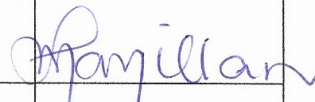
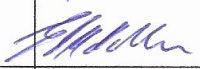

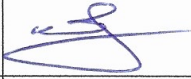




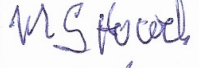
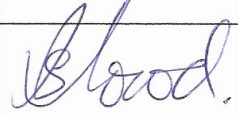
	Name	Street Address	Signature
121	Ben Denhurst	509 Stumpy Gully Rd	
122	Mandy Strack	491 Stumpy Gully Rd	Mstrack on behalf
123	Eoin Strack	491 Stumpy Gully Rd	Jstrack on behalf
124	Jorja Strack	491 Stumpy Gully Rd	Jstrack
125	Callum Strack	491 Stumpy Gully Rd	Jstrack on behalf
126	EILEEN STIFANICH	477 Stumpy Gully R.	
127	LAURIE STIFANICH	477 Stumpy Gully RD.	
128	TONK BARRETT	481 STUMPY GULLY BALNARRING.	
129	CHRIS BIRD	483 Stumpy Gully RD, BALNARRING	
130	JEAN BIRD	483 Stumpy Gully Rd. Balnarring	

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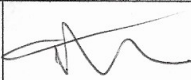
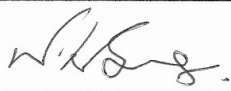
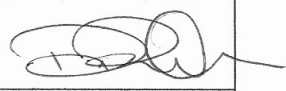

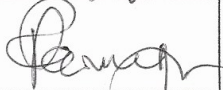
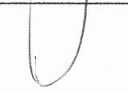
	Name	Street Address	Signature
141	Lesley McMillan	62 Hunts Rd TUERONG	
142	Geoff McMillan	62 Hunts Rd TUERONG	
143	Sheila Patterson	60 Hunts Rd Tuerong	
144	Mel Jones	78 Coolart Road Tuerong	
145	Jeff Bull	78 Coolart rd Tuerong	
146	Sue Rosenblum	519 Stumpy Gully Rd Balnarring	
147	PAUL ROSENBLUM	519 STUMPY GULLY RD BALNARRING	
148	Teresa Howd	529 Stumpy Gully Rd Balnarring	
149	MICHAEL Howd	529 Stumpy Gully Rd Balnarring	
150	ROBERT HOWD	529 STUMPY GULLY ROAD BALNARRING	

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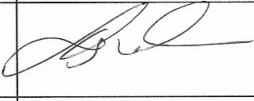
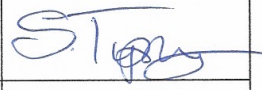

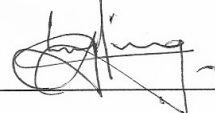

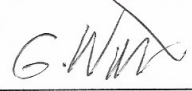
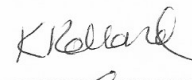
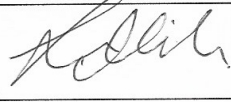


	Name	Street Address	Signature
171	Hollie HICK	333 Stumpy Gully RD BALNARRING	
172	Penny Carleton-Carlos	695 Stumpy Gully Rd Tuerong 3915	Penny Carleton-Carlos
173	Nicola BARRANS	10 WONDERLAND AVE, Tuerong 3915	
174	Rachel Porter	680 Stumpy Gully Rd, Tuerong 3915	
175	JANET & PETER MORAW	679 Stumpy Gully Tuerong.	Janet Moraw
176	John & Gisela	3 Seaview Ave Tuerong 3915	G.E. Piel
177	DAVE REEVE	2 SEAVIEW AVE Tuerong	
178	Mary Lyngach.	578 Stumpy Gully Rd. Tuerong	M. Lyngach
179	PETER FARAWA	467 STUMPY GULLY RD BALNARRING 3926	
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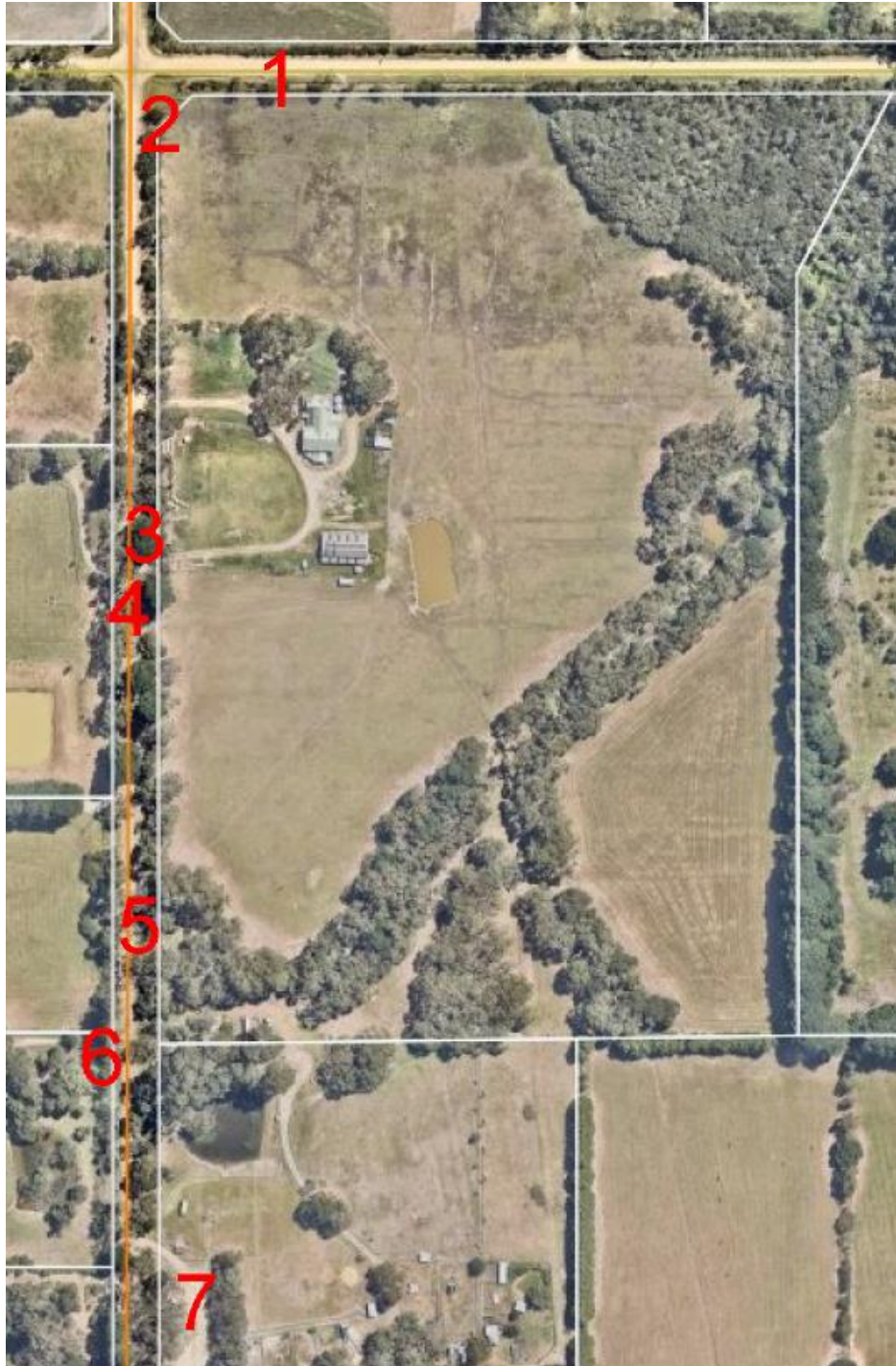
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	Name	Street Address	Signature
191	FELICITY WISCHER	200 Myers Road Balnarring 3926	
192	SARAH TIPPING	88 BITTERN-DROMANA RD. BALNARRING 3926	
193	Geoff Hubbard	56 Hunts Road. Tuerong 3915	
194	Cheryl IRVING	50 Hunts Road, TUERONG. 3915	
195	ROSEY WIRTH	53 HUNTS ROAD BALNARRING	
196	GRAHAM WIRTH	53 HUNTS RD BALNARRING	
197	Karen Rolland	59 Hunts Road Balnarring	
198	SIMON MILLS	790 Stumpy Gully Rd Tuerong	
199	Heather Moss	726 Stumpy Gully Rd Tuerong.	
200	HOWARD CAMPBELL	2112 WONDERLAND AVE, TUERONG	

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Officer photos – 15/5/2023 & Google Street image 23/4/2023

Photo locations



Officer photos – 15/5/2023 & Google Street image 23/4/2023

Photo 1

Looking south from Hunts Road



Photo 2

Looking south from Corner of Stumpy Gully Road and Hunts Road



Officer photos – 15/5/2023 & Google Street image 23/4/2023

Photo 3

Looking south east from Stumpy Gully Road (approximately half way down subject site)



Photo 4

Looking south down Stumpy Gully Road (a little further from half way down subject site)



Officer photos – 15/5/2023 & Google Street image 23/4/2023

Photo 5

Looking east from Stumpy Gully Road to location of proposed tower (beyond trees)



Photo 6

Looking east from driveway of 509 Stumpy Gully Road across Stumpy Gully Road to location of proposed tower (beyond trees)



Officer photos – 15/5/2023 & Google Street image 23/4/2023

Photo 7

Looking north from within 490 Stumpy Gully Road to 530 Stumpy Gully Road to location of proposed tower (beyond trees)





6 June 2023

Planning Department
Mornington Peninsula Shire Council
Attention: Alex Harrison

Via email: alex.harrison@mornpen.vic.gov.au

Dear Alex,

Proposed telecommunications facility
530 Stumpy Gully Road, Balnarring VIC 3926
Lot 1 TP 432658

Request for Further Information

I refer to your email of 6 June 2023, requesting additional information in regard to the need for the proposed facility at Stumpy Gully Road.

Need for the facility:

It has been suggested that there is no or limited need for the facility, and that there is already adequate coverage into the area's surrounding the proposal. It is also noted that comments have been provided in regard to the availability of the NBN in the vicinity of the site location.

To assist in explaining why a new site is required at this location, it is important to understand some background of how mobile telecommunications networks operate, as well as how coverage and capacity dictate the requirements for new sites and specific site locations.

For a network to operate efficiently and effectively, it requires an 'overlapping' network of cells (sites). This overlapping allows for seamless transferring of a phone call, or continuation of data services, from one mobile telecommunications facility to the next, removing or limiting call drop-outs, slow data speeds or areas of no coverage. The extent of this overlap in cells will depend on numerous factors, including the areas to be covered, the expected number of users, and the type of technology being deployed at each site. The topography of the surrounding area also plays a role in the selection of site locations, and the proximity to other facilities in the locality. Image 1 shows a simple cell structure of overlapping telecommunications sites. It is not always possible to obtain this structure, however, as finding site locations that meet the specific requirements of a new facility is often difficult due to terrain, land ownership, existing land uses, development proposals, and other factors.

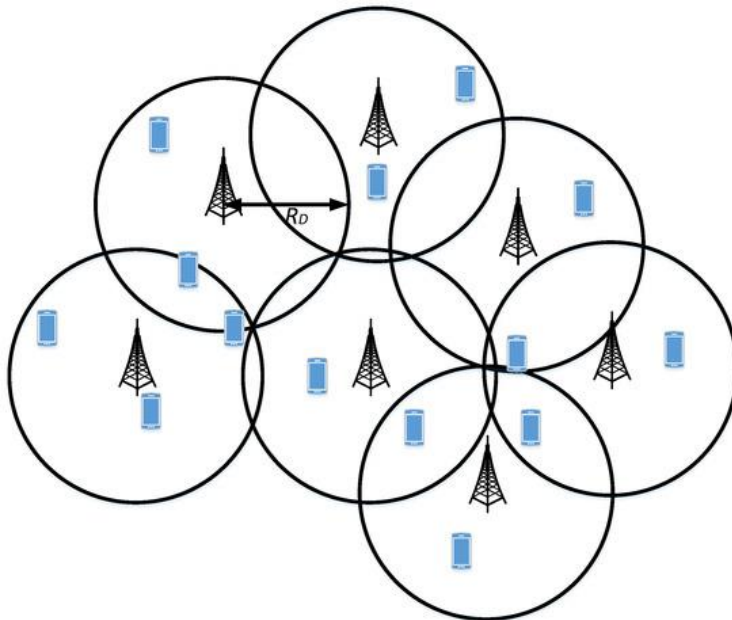


Image 1 – ideal network of overlapping cells

The existing and proposed cell network around Bittern, Balnarring and Hastings is shown at image 2, below.

- the blue circles show an approximate 1.3km radius around each existing mobile telecommunications facility;
- the yellow circles are an approximate 1.3km radius around proposed site locations with Permit applications submitted to Council;
- the green circles are a 1.3km radius denoting ‘investigation’ areas, where a new facility is being explored; and
- the red circle is shown around the proposed site location on Stumpy Gully Road.

The ‘1.3km radius’ has been used to indicate the approximate coverage area of a new facility operating with 5G technology. The distance coverage from an effective 5G facility can be as small as 200-300m, however can extend beyond 1km depending on the specific technology used, and the capacity to be provided. Historically, telecommunications facilities providing ‘voice only’ services were able to cover significantly larger areas (many kilometres). The equipment utilised to deliver data-based services cannot travel as far, hence the requirement for additional facilities in closer proximity.

As is visually apparent, there are a number of cell ‘holes’ where the extent of the coverage (at a radius of approximately 1.3km around each existing facility) is not adequate. The image also visually indicates that overlapping cells are not always possible as an ‘ideal network’ indicated at Image 1.



The coverage and service improvements (to a 5G network) would occur primarily within the 'cell' around the proposed site location, however there would also be improvement areas outside this cell and into surrounding cells, particularly with voice coverage.

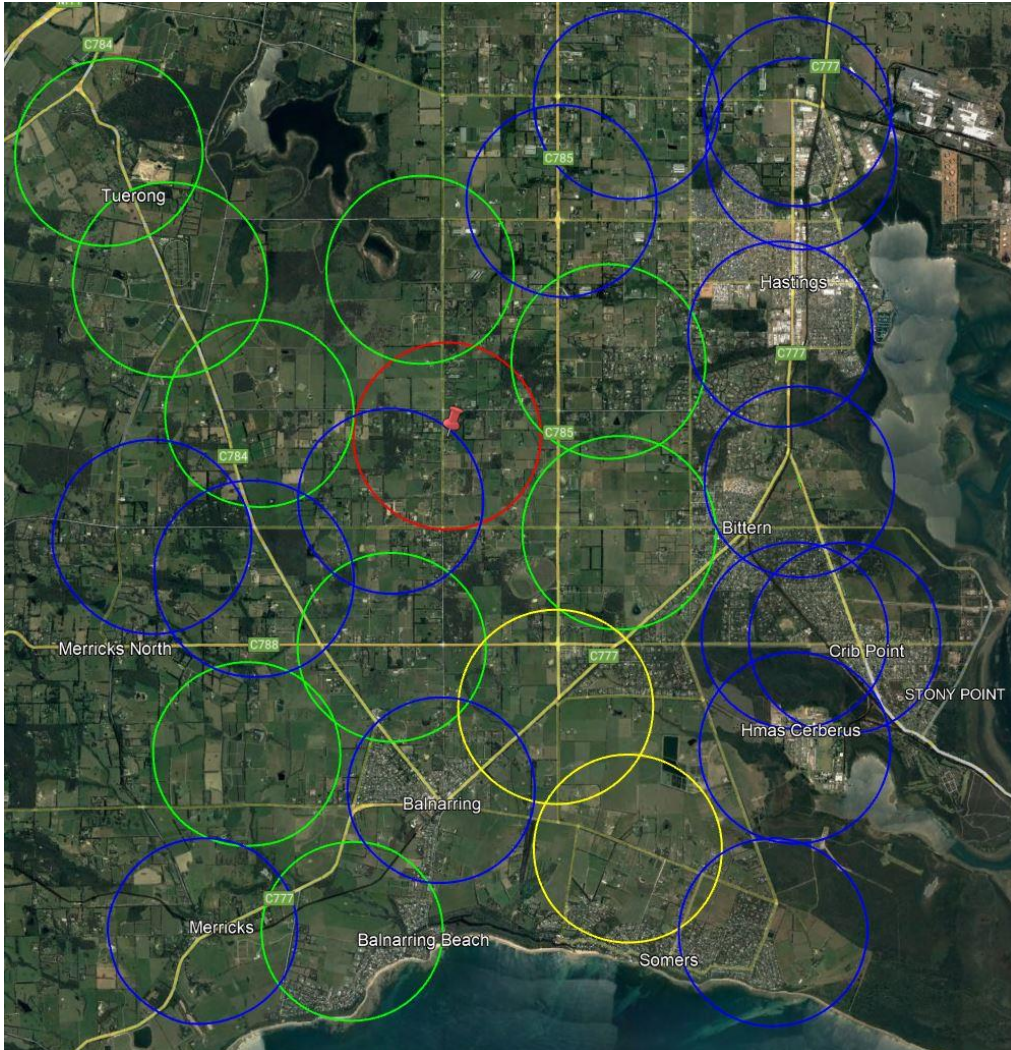


Image 2 – Existing (blue circles), proposed (yellow circles) and investigation areas (green circles) of the cell network near Bittern, Balnarring and Hastings

Publicly available mobile telecommunications Carrier 'coverage maps', such as those found online, can be deceiving, and require technical understanding to explain. While they often indicate that certain coverage is available in an area, for example 4G or 5G services, it does not go into the specific details of this coverage or the service provided. For example, a coverage map may show an area has 5G available to users, however this may simply reference the ability of a device to connect to the 5G Network, but then would revert to the 4G Network for actually providing data services due to the



depth of capacity of the 5G Network in that area (i.e. there is 5G coverage to connect to, however when downloading or uploading data, there is not available capacity and the operator would revert to their 4G network in the area). Additional facilities with 5G equipment in the area would allow for devices and users to connect to, and fully utilise, the 5G Network as the capacity of this Network is able to provide these improved services.

Carriers also make relatively broad statements in regard to their coverage maps, such as:

"Our coverage maps are only an indication that your address may be serviceable, but serviceability is not guaranteed.

Like any radio-based network, coverage may vary in quality and availability. This could be because of your device, how close you are to our nearest mobile tower, or how many people are using the Network where you are."

It is important to note that while the National Broadband Network (NBN) may be available in some of the surrounding areas, it does not provide mobile telecommunications services, only broadband to fixed residential properties. A robust mobile telecommunications network provides mobile services, both voice and data, to the entire surrounding area, whether it be a residential property, business, or motorist, with the ability to be used for emergency services notifications and in the event of bushfire or flood, and importantly, to be used in emergency situations to call an ambulance, police etc. As the NBN does not have the objective of providing wireless mobile coverage, its site locations are not always suitable for a mobile telecommunications carrier.

The above visual representation and explanation highlights the requirement for a new facility in the area, and also indicates the ongoing need for improved mobile telecommunications services, especially with the advent of improving network technologies such as 5G. Ongoing technological advances result in shorter distances being covered, and the need for additional, locally dedicated facilities, such as this proposal.

I trust that the above and attached information has appropriately answered Council's information request. Should you have any further questions, please don't hesitate to contact me on the below.

Yours sincerely

A handwritten signature in black ink, appearing to read "Chris Hayes". The signature is stylized and somewhat abstract, with several overlapping loops and lines.

Chris Hayes
Planning Manager
Waveconn

chris.hayes@waveconn.com

(02) 8405 7914



Planning Delegate Report - P22/1433

APPLICATION SUMMARY

Planner	Alex Harrison
Date	25/06/2024
Application Number	P22/1433
Address	530 Stumpy Gully Road BALNARRING VIC 3926 Lot 1 TP 432658 Vol 6321 Fol 165
Applicant	Stillmark Holdings
Planning Scheme	Mornington Peninsula Planning Scheme
Zone & Overlays	GWZ2, ESO17, ESO28, ESO4, VPO2
Public Notice	No. Exempt from Notice pursuant to Clause 52.19-3
Objections	Yes 21 objections (this includes a petition signed by 200 people)
Decision	Grant a planning permit

PROPOSAL

Proposal	Development of a telecommunications facility
Decision Documents	<p>The documents assessed were:</p> <ul style="list-style-type: none"> 'Draft Site Plan' Revision A-1, Drawing number AV3926-001-P1, Dated 31/5/2022, Prepared by Stillmark 'Draft Site Setout Plan' Revision A-1, Drawing number AV3926-001-P2, Dated 31/5/2022, Prepared by Stillmark 'Draft Site Elevation' Revision A-1, Drawing number AV3926-001-P3, Dated 31/5/2022, Prepared by Stillmark

PERMIT TRIGGERS

Zone	Clause	Trigger?	Rationale
GWZ2	Clause 62.01	No	Use: The use of land for a telecommunications facility does not require a planning permit unless in the PCRZ.
	35.04-5	Yes	Buildings and/or works: A building which is located within 100m from a waterway requires a planning permit. The proposed telecommunications tower will be located within 100m from the Warringine Creek.
Overlays			

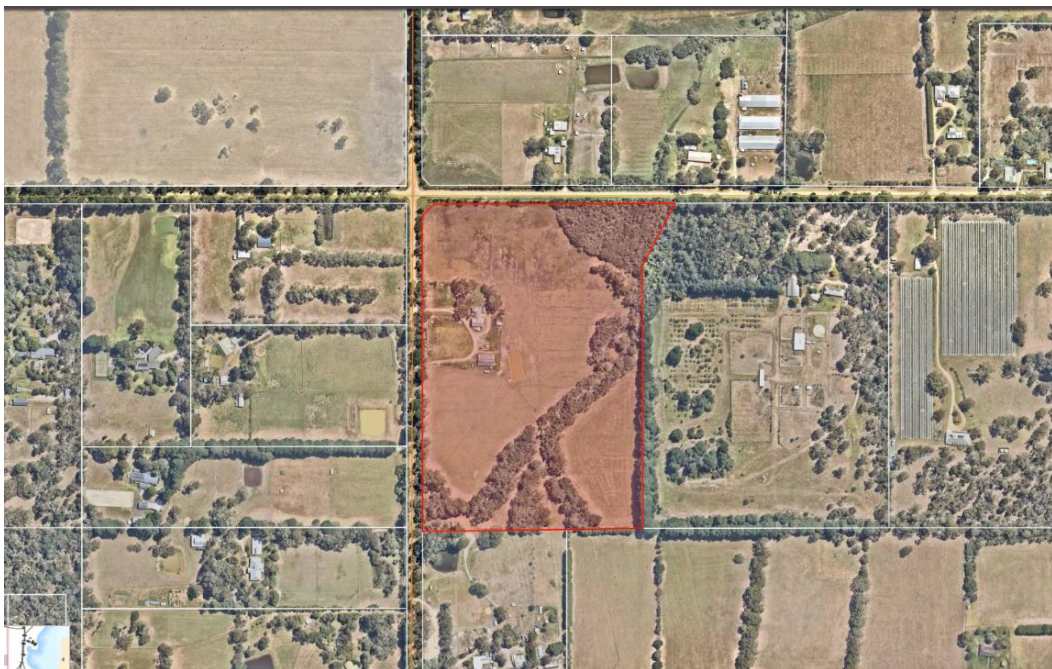
ESO17	42.01-2	Yes	A permit is required to construct a building or construct or carry out works
ESO4	42.01-2	Yes	A permit is required to construct a building or construct or carry out works where a building or structure exceeds a height of 8m above natural ground level.
ESO28		No	The proposed works are located outside of this overlay
VPO2		No	The proposed works are located outside of this overlay
Particular & General Provisions			
	52.19-1	Yes	A permit is required to construct a building or construct or carry out works for a telecommunications facility however a telecommunications facility equipment shelter is exempt.
	62.01	No	Use of land for a telecommunications facility is exempt from a planning permit
	62.02-1	No	Buildings and works for a telecommunications facility exempt from a permit under clause 52.19-1 are exempt from a planning permit (Equipment shelter)
	62.02-2	No	A fence (security fence) is exempt from a planning permit as it is not specifically required under the ESO17 and ESO4.

SUBJECT SITE

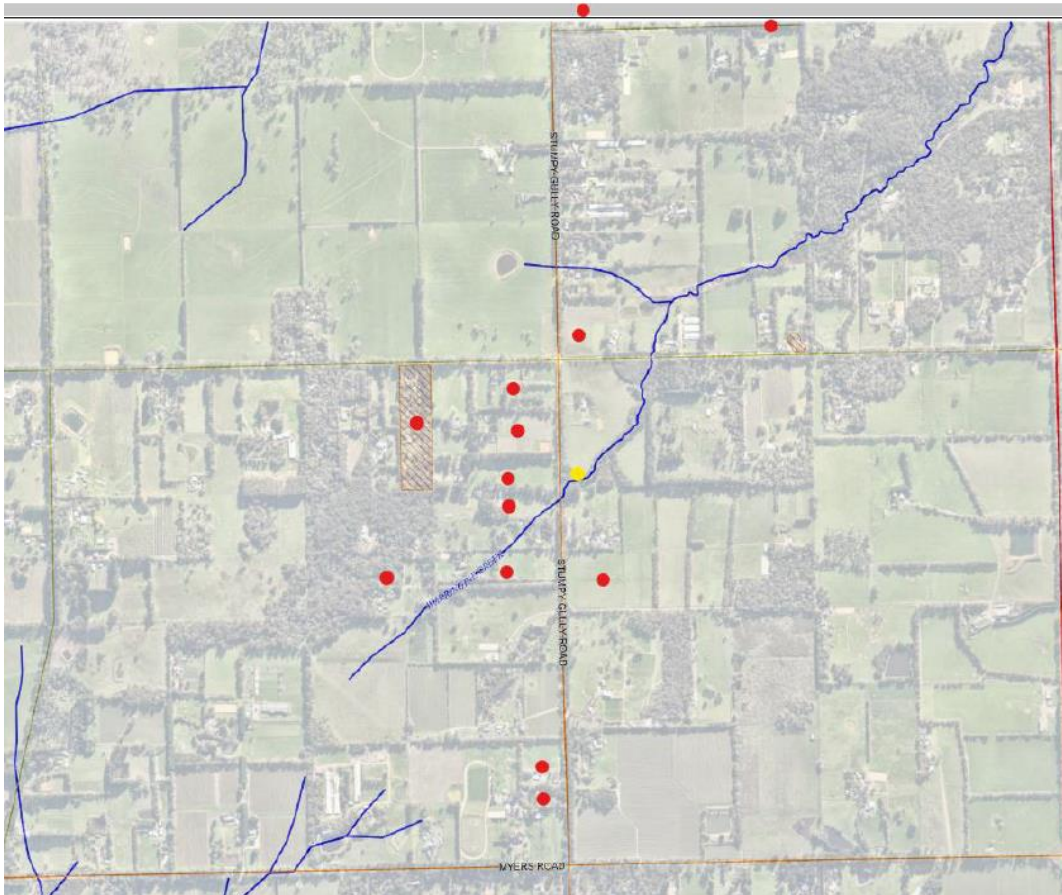
Site Conditions	
Lot:	11.29 hectares in total size
Existing conditions:	Rural dwelling, out buildings, dam, large open paddock and
Topography:	Relatively flat
Vegetation:	Mature strands of vegetation from the southern boundary to the north east corner alongside the Warringine Creek
Vehicle access:	The proposed access is via a gate through the existing fence from Stump Gully Road. There will be no tree removal required for this access.
Street trees:	Yes – Mature native vegetation along Stumpy Gully Road but these will not be impacted upon
Impacts on adjoining land vegetation:	None
Surrounding Land	
Abutting zone(s) / overlays(s)	GWZ2
North:	Road reserve of Hunts Road beyond which is 62 Hunts Road Tuerong - rural dwelling and outbuildings on lot of approximately 43,981sqm in total size.
South:	490 Stumpy Gully Road Balnarring– Approximately 36,187sqm in total size occupied by a working farm open to the public known as 'Rain, Hayne and Shine'.

	468 Stumpy Gully Road Balnarring- Approximately 289,886sqm in total size occupied by a rural dwelling, stables and various outbuildings.
East:	59 Hunts Road Balnarring- Approximately 122,290sqm in total size occupied by a rural dwelling, stables and various outbuildings.
West:	Road reserve of Stumpy Gully Road beyond which are large allotments occupied by rural dwellings and various outbuildings.
Site Context	
Cultural Heritage Management Plan (CHMP)	A CHMP is not required as the proposal is not a high impact activity under the Aboriginal Heritage Regulations 2007.
Bushfire Prone Area:	Yes
Flood Prone Areas:	Yes
Restrictions and/or easements on title:	N/A
Permit/Site history	
	The following previous decisions are relevant to the subject; P16/1895 – Issued on 15/2/2017 for the development of a dwelling and associated works

Aerial Photo showing subject site - GIS (27/2/2024)



Aerial Photo showing subject site and objectors



Proposed facility :Yellow dot
Objectors (not including petition): Red dots

N ▲
N ▲

PUBLIC NOTIFICATION

The application was on public notice in accordance with Section 52 of the *Planning and Environment Act 1987* (the Act) from 21 October 2022.

On 4th November 2022 Amendment VC226 was approved by the Minister for Planning which changed the Victoria Planning Provisions (VPP) and all planning schemes in Victoria by supporting emergency recovery, telecommunications, solar energy systems and community care accommodation. VC226 amended Clause 52.19 -Telecommunications facility of the Mornington Peninsula Planning Scheme to state that an application under any provision of this planning scheme to construct a building or construct or carry out works for a telecommunications facility is exempt from the notice requirements of section 52(1)(a), (b) and (d), the decision requirements of section 64(1), (2) and (3) and the review rights of section 82(1) of the Act, unless certain criteria apply. In this instance, the criteria for giving notice or considering objections do not apply.

Council informed all submitters of the changes made by VC226. Objections are still able to be received in relation to the application, but as per Section 60(3) of the Act, the Council is not required to consider the objections or issue a Notice of Decision (NOD) and third parties are not able to appeal any decision of Council to the VCAT.

21 objections (including a petition signed by 200 people) in addition to eight letters of support were received. With regard to Section 60(3) mentioned above, Council will address these objections, due to matter being called in for a Council decision.

REFERRALS

Referral	Type	Response	Officer Response
Flood	Internal	Council's Flood Assessment Officers stated that consent is not required under Regulation 153 of the <i>Building Regulations 2018</i> , but is required under Regulation 154 and would be subject to advice from Melbourne Water which can be obtained through the applicant's Building Permit Response. However, this is a separate process for the applicant to resolve under the <i>Building Act 1993 and Regulations 2018</i> .	Noted

ASSESSMENT

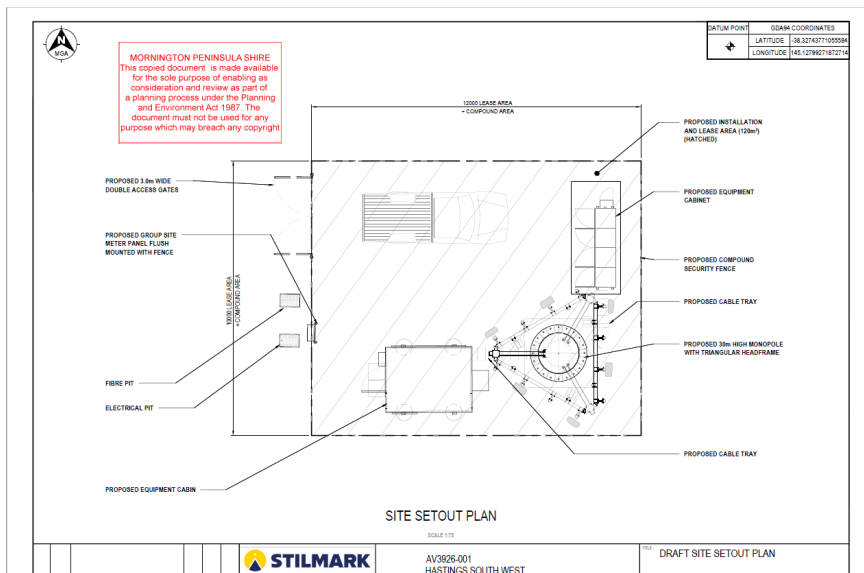
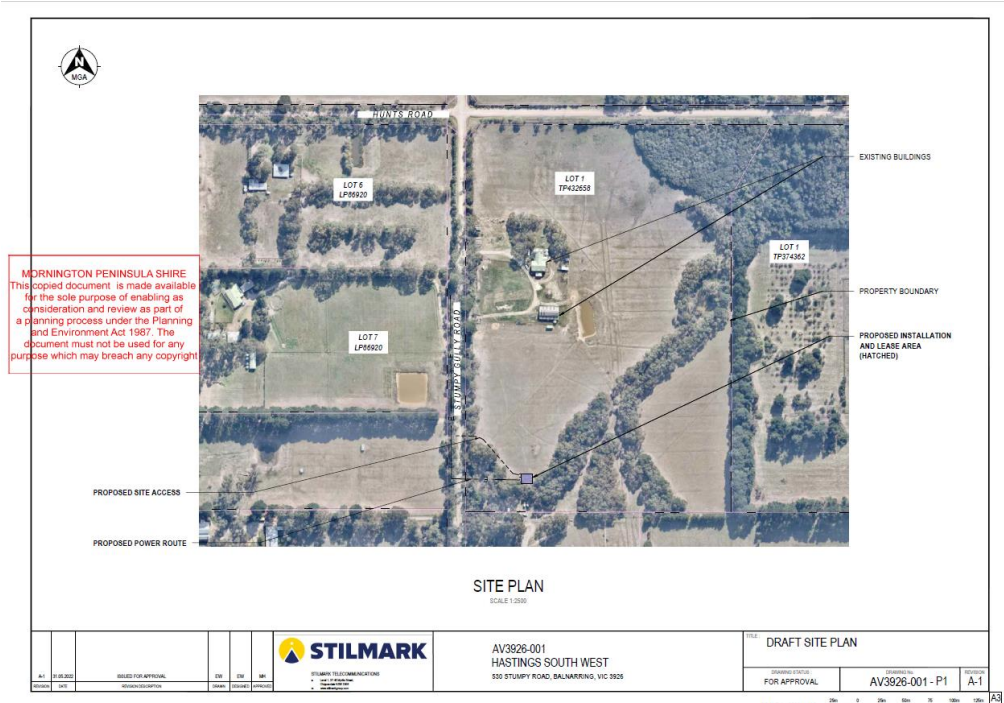
Proposal

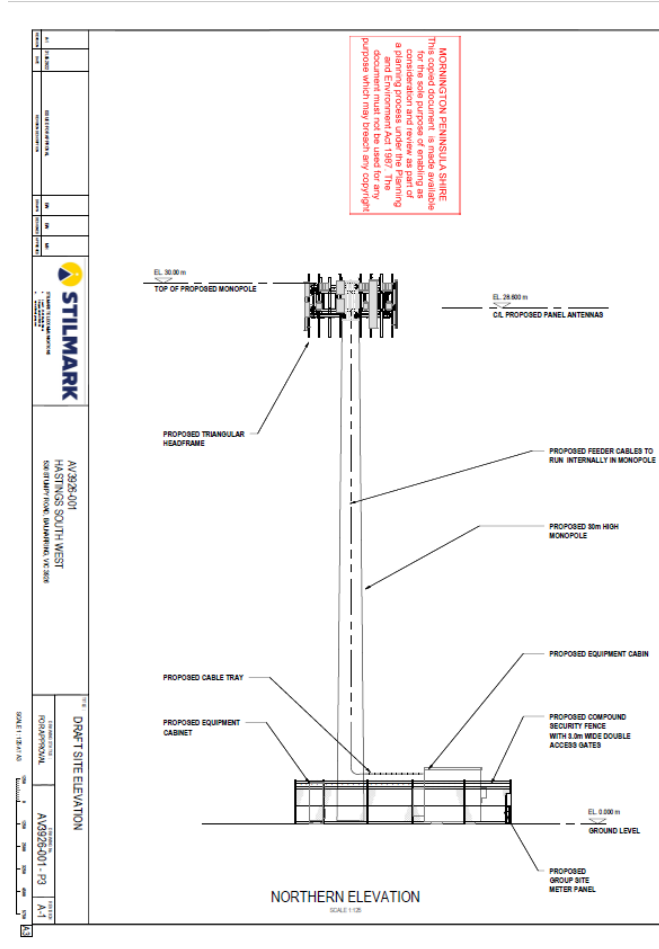
This application seeks approval for the development of a telecommunications facility (tower).

The facility will consist of:

- A 30 metre high steel monopole (grey in colour) with headframe;
- A new headframe mounted at the top of the monopole to accommodate six (6) future panel antennas (grey in colour).
- A new equipment shelter (painted a shade of green) located at the base of the monopole (this is exempt from a permit pursuant to Clause 52.19-1); and
- A security fenced compound around the proposed facility (this is exempt from a permit pursuant to Clause 62.02-2).
- Proposed site access will be from Stumpy Gully Road via an access gate.
- No vegetation is proposed to be removed.
- No external lighting is proposed.

Proposed plans / Elevations





Proposed location





The relevant provisions of the Mornington Peninsula Planning Scheme listed in Appendix 1.

The following key issues are discussed below:

- The design, siting, construction and operation of the telecommunications facility.
- The effect of the telecommunications facility on adjacent land.
- The impact on the Warringine Creek.
- Colocation
- Consideration of the objections.

The design, siting, construction and operation of the telecommunications facility.

The use of land for a telecommunications facility and the development of an equipment shelter and construction of a fence are exempt from the requirement for a planning permit under clauses 62.01, 62.02-1 and 62.02-2 of the Planning Scheme, respectively. Therefore, the construction of the proposed telecommunications tower must be assessed against clause 35.04-5 (GWZ2), Clause 42.01-2 (ESO4 & ESO17) and clause 52.19 – Telecommunications facility with regards to the suitability of the development itself.

The location (siting) of the facility has been selected by the proponent based on the requirement to fill a 'cell / site hole' within the existing and proposed telecommunications network (operating with 5G technology) around Bittern, Balnarring and Hastings which will further service residential properties and businesses. The site location has taken into consideration the surrounding terrain, properties, and vegetation in the immediate and surrounding area.

As previously discussed, the telecommunications facility will be located approximately 40m north of the southern property boundary, approximately 48m off the western property boundary and around 356m south of Hunts Road. It will be located approximately 230m off the eastern title boundary.

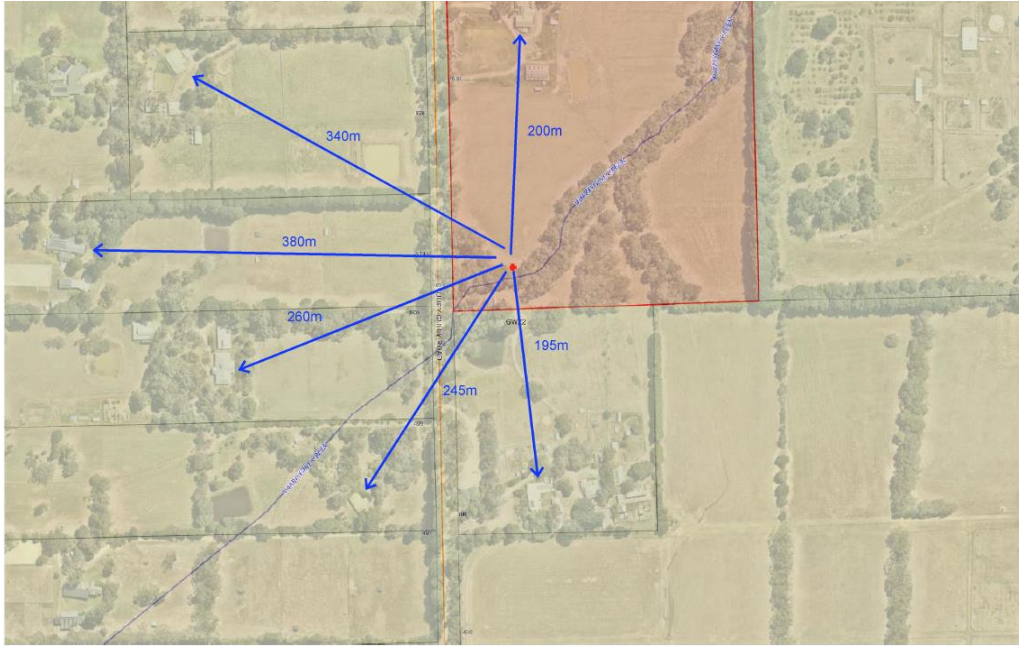
The proposal will be adequately set back from adjoining properties in order to further minimise visual intrusion. It is noted that the monopole would be visible to the south from Hunts Road but that it would be located some 360m away.

Setbacks to subject property boundaries (in metres)



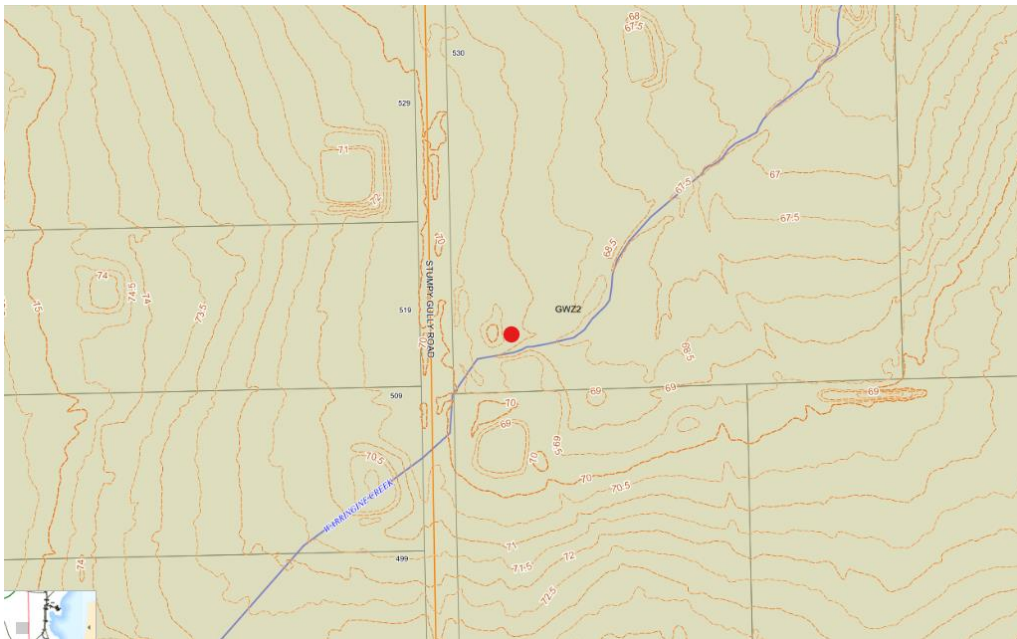
It will also be located approximately 195m from the nearest dwelling on an adjacent property (to the south).

Setbacks to nearby dwellings (in metres)



The monopole would not be located on a high point in the area with the subject site and surrounding area being relatively flat.

Contours (facility = red dot)



The design of the monopole is proposed at 30m high, in the mid-range of height of current telecommunications towers which are generally between 25-50m tall. The use of a slimline monopole ensures the bulk of the facility is as minimal as possible. Further, it ensures that the upper portion of the facility is the more overtly visible section of the tower within the surrounding area (and the entirety of the structure) protruding marginally above the surrounding vegetation.

The monopole and panel antennas will be grey in colour with the equipment shelter painted a shade of green. This will assist in minimising the visual impact of the structure when viewed from the surrounding area. The proposed design is considered acceptable having regard to the relevant provisions of the planning scheme.

As can be seen from photo 4 below, Stumpy Gully Road is heavily vegetated on either side with varying mature trees of exotics (pine) and natives (Eucalypts) overhanging the unsealed road reserve. The vegetation would screen and/or filter views of the facility from Stumpy Gully Road and surrounding properties.

Photo 4 - Looking south down Stumpy Gully Road (subject site on the left)



Further to the south down Stumpy Gully Road (and adjacent to the proposed facility) this dense roadside vegetation continues. Photo 5 below illustrates that views from Stumpy Gully road (looking east) to the subject site and location of the proposed facility are indeed screened by this vegetation.

Photo 5 - Looking east from Stumpy Gully Road to the subject site and location of the proposed facility



As such the proposal will be adequately screened as is practicable from Stumpy Gully Road to the west via existing mature roadside vegetation together with on-site existing vegetation.

This on-site vegetation consisting of mature natives, continues to provide adequate screening to the south as viewed from the adjoining property at 490 Stumpy Gully Road. See photo 7.

Photo 7 - Looking north from adjoining property to the immediate south (490 Stumpy Gully Road)



As a result, it is deemed that there will be minimal visual impact where such an outcome is not an anomaly within the Green Wedge or indeed a rural landscape. It is an integral characteristic of such facilities that they are required to be taller than the surrounding environment to effectively provide improved services to the areas that are currently deficient.

Due to the small footprint of the proposal, setbacks and the fact that no vegetation is proposed to be removed it is deemed that there will be no significant impact on nearby waterways (Warringine Creek) habitat areas or biodiversity in the area immediately surrounding the site location.

Furthermore, the loss of any agricultural land (GWZ2) would be minimal given the proposed small footprint and the sitting of the facility near the southern end of the existing paddock.

Whilst the proposal will be visible within the landscape from certain surrounding areas, it is considered acceptable subject to conditions on any approval having regard to its visual impact in the context of its setting, design and siting and the relevant provisions of the planning scheme.

Clause 19.03-4S – Telecommunications – seeks to facilitate the orderly development, extension and maintenance of telecommunication infrastructure. The proposal seeks to provide a new facility at a suitable location within an area in need for improved infrastructure to provide 5G technology. The design outcome achieves an acceptable balance between continuing improvement of mobile services without unreasonable adverse impacts on the environment.

The effect of the telecommunications facility on adjacent land

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The proposal is not considered to have an unreasonable impact on adjacent land. As previously discussed, the facility is located within excess of 200m from any adjoining dwellings. Stumpy Gully Road with existing mature roadside vegetation also provides a buffer to the west. The Warringine Creek and further mature vegetation in effect provides a buffer to the south from the adjoining property at 490 Stumpy Gully Road.

The proposal is consistent with Clause 02.03-2 – Environmental and landscape values - in that it has been located (subject to conditions) where the structure will not have a detrimental impact on any significant landscape, heritage item or neighbourhood character.

The proposal is considered acceptable having regard to the relevant provisions of the planning scheme as they relate to consideration of the effect of the proposal on adjacent land.

The impact on the Warringine Creek

The monopole will be located approximately 13.8 metres from the Waringine Creek and outside the riparian zone defined by its banks. No vegetation removal is required and thereby the siting is deemed to not impact upon the habitat values of the corridor.

It is considered the facility will not change the natural flow of water of the Waringine Creek. Minimal earthworks are required in the design of the facility, so the rate of flow between the facility and the existing paddock would be minimal.

Council's Flood Assessment Area have stated that the facility would be required to comply with Regulation 154 of the *Building Regulations 2018*, which is at the discretion of Melbourne Water. Council officers liaised with Melbourne Water who advised the finished floor level of the facility would need to be approximately 600mm above the natural ground level. This could be achieved via a substructure as opposed to changes to the natural ground level. The comments of the catchment management authority are indicative that there is no underlying flood risk concern associated with the facility.

Proximity of facility to centre line of creek



Co-location

The applicant has provided a technical response addressing concerns raised regarding coverage in the area, the need for new infrastructure and the possibilities of co-location with an existing NBN tower located at 234 Myers Road located approximately 1km to the south west.

This response states that for a network to operate efficiently and effectively an 'overlapping of cells' (sites) is required which allows for seamless transferring of a phone call, or continuation of data services, from one mobile telecommunications facility to the next, removing or limiting call drop-outs, slow data speeds or areas of no coverage. This response further highlights the cell 'holes' in the area surrounding the subject site. It is this 'cell hole' that the proposal aims to fill and thus provide service improvements (to a 5G network) which collocation to the existing tower at Myers Road would not achieve.

It is further noted that although the (NBN) may be available in some of the surrounding areas, it does not provide mobile telecommunications services, only broadband to fixed residential properties.

It is noted that the Office of Zoe McKenzie MP (Federal Member for Flinders) informed Council Officers that a formal response from NBN and Telstra was being sought with regard to possible co-location at the existing telecommunications facility at 234 Myers Road as an alternative to an entirely new tower being built. To date no formal response has been given by NBN or Telstra in regards to co-location at an alternative location.

Lastly even if alternative sites could be suitable, the responsible authority's decision needs to be based on whether the proposed site is acceptable and not whether alternative sites may be better suited or acceptable.

Consideration of the objections

The concerns raised by objectors that have not been addressed in the body of the report are:

- Electromagnetic Energy (Radiation) and health impacts
- Noise pollution (air conditioning and construction noise)
- Inconsistent with Planning Policy
- Lack of information and incorrect assertions within Applicant's submission.

These concerns are addressed as follows;

Electromagnetic Energy (EME – Radiation) and health impacts

The Victorian Civil and Administrative Tribunal (VCAT) has previously considered the issue of Electromagnetic Energy (EME) on many occasions as it relates to planning considerations under the planning scheme. In summary, it has been established that the Australian Radiation Protection and Nuclear Safety Agency (ARPANSA) and Australian Communications and Media Authority (ACMA) are the responsible and qualified agencies for setting and enforcing the relevant safety standards for EME emissions from telecommunications facilities. Where proposals meet the safety standards established by ARPANSA, proposals are considered safe and acceptable.

A condition on any approval will require that the proposal must comply to the satisfaction of the Responsible Authority with the ARPANSA 'Radiation Protection Standard for Maximum Exposure Levels to Radiofrequency Fields – 3kHz to 300GHz (2002)', or such other standard as is adopted from time to time by the Australian Communications Authority.

The following passage from the VCAT decision *Mason v Greater Geelong CC (Includes Summary) (Red Dot) [2013]* summarises the issue:

Public health concerns about electromagnetic radiation are often raised in planning cases about a telecommunications facility. However, it is not the role of VCAT to second-guess the expert authorities that regulate the area.

The Australian Communications and Media Authority has set a clear regulatory standard – the ARPANSA standard - under Commonwealth law, to protect the health or safety of those who may be affected by the operation of a telecommunications network or facility from the potential impacts of electromagnetic radiation. Compliance with that standard has been effectively incorporated into the Victorian planning framework through clause 52.19 of all Victorian planning schemes and the requirements of 'A Code of Practice for Telecommunications Facilities in Victoria'. VCAT cannot look behind the ARPANSA standard where it will be met, nor does it have the expertise to do so.

The amount of electromagnetic radiation emitted by a telecommunications facility may well be a legitimate issue of public concern. However, VCAT is not a forum for addressing all issues of social or community concern, nor is it an investigative body. It cannot give great weight to unsupported assertions about public health concerns in the context of an individual planning application, particularly in relation to matters outside its own expertise or beyond the limited ambit of its statutory role or discretion in relation to that application. Accordingly, VCAT is not the appropriate forum where generalised opposition to telecommunications facilities based on public health concerns can or should be raised. It is a waste of the parties' and the Tribunal's resources as, ultimately, VCAT is essentially bound to apply the ARPANSA standard.

Allowing objectors to continue to air their concerns about electromagnetic radiation at a VCAT hearing creates false expectations about the role of VCAT and the ambit of its discretion, and the extent to which it can realistically deal with such issues.

Noise pollution (air conditioning and construction noise)

Conditions on any approval would the facility to comply with the noise limits determined in accordance with EPA publication 1826.4, Noise limit and assessment protocol for the control of noise from commercial, industrial and trade premises and entertainment venues (Noise Protocol). Given the substantial setbacks from neighbouring properties – officers are confident that the facility will be able to easily comply with this requirement.

Inconsistent with Planning Policy

The proposal has been satisfactorily assessed against the relevant planning policy.

Lack of information and incorrect assertions within Applicant's submission

Adequate information has been submitted for Council Officers to make a recommendation. This included a site inspection, negotiations with the applicant, MP'S office, consideration of the objections and consideration of the relevant planning policy.

DECISION

That Council having considered all the matters required under Section 60 of the *Planning and Environment Act 1987* decides to issue a Notice of Decision to grant a permit under the provisions of the Mornington Peninsula Planning Scheme for the development of a telecommunications facility and associated works in respect of the land known and described as 530 Stumpy Gully Road BALNARRING VIC 3926 in accordance with the endorsed plans, subject to the following conditions:

Amended plans

1. Before the developments starts, amended plans to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the plans will be endorsed and will then form part of the permit. The plans must be drawn to scale with dimensions. The plans must be generally in accordance with the plans submitted with the application but modified to show:
 - a) All external finishes of the facility (including monopole) to be muted in tone and detailed on the development plans.

Development layout not altered

2. The approved development as shown on the endorsed plans must not be altered without the prior written consent of the Responsible Authority (Unless otherwise specified by a condition of this permit, consent is not required for any buildings or works which do not require a planning permit under the Mornington Peninsula Planning Scheme).

External Finishes

3. The exterior finishes must be of a non-reflective nature to the satisfaction of the Responsible Authority.

Telecommunications facility

4. The telecommunications facility must comply to the satisfaction of the Responsible Authority with the ARPANSA 'Radiation Protection Standard for Maximum Exposure Levels to Radiofrequency Fields – 3kHz to 300GHz (2002)', or such other standard as is adopted from time to time by the Australian Communications Authority.
5. If the telecommunications facility hereby approved becomes redundant, all infrastructure associated with the telecommunication facility must be removed and the area reinstated to the satisfaction of the Responsible Authority. All works to comply with this condition must be completed within three (3) months of the facility ceasing to operate and must be at the expense of the permit holder.
6. Noise levels generated by the approved telecommunications facility must not exceed the noise limits determined in accordance with EPA publication 1826.4, Noise limit and assessment protocol for the control of noise from commercial, industrial and trade premises and entertainment venues (Noise Protocol).

Internal Access

7. Prior to the completion of the approved development, the internal access to the telecommunications facility must be constructed, formed, surfaced with an all-weather wearing course and drained to the satisfaction of the Responsible Authority.

Earthworks

8. All works must be undertaken in a manner that minimises soil disturbance, and any exposed areas of soil must be stabilised to prevent soil erosion, to the satisfaction of the Responsible Authority. All topsoil removed during the earthworks must be stockpiled, maintained in a weed-free condition, respread on disturbed ground after completion of the earthworks and revegetated to prevent erosion, all to the satisfaction of the Responsible Authority.

Expiry

9. This permit will expire if the development is not completed within four years of the date of this permit.

In accordance with Section 69 of the Planning and Environment Act 1987, an application may be submitted to the Responsible Authority for an extension of the period referred to in this condition.

CONFLICT OF INTEREST DECLARATION

I have considered my professional duties and personal interests and declare that to the best of my knowledge no actual, potential or perceived conflict risk of exists in the assessment of this application.

Appendix 1 – Planning Scheme Provisions

Municipal Planning Strategy
Clause 02.03-2 Environmental and landscape values
Clause 02.03-3 Environmental risks and amenity
Clause 02.03-5 Built environment and heritage
Clause 02.3-6 Economic development
Planning Policy Framework (PPF)
Clause 11.03-5S Distinctive areas and landscapes <i>Mornington Peninsula Localised Planning Statement (Victorian Government, 2014)</i>
Clause 15.01-1S Urban design
Clause 19.03-4S Telecommunications
Clause 19.03-4R Telecommunications – Metropolitan Melbourne
Zone
Green Wedge Zone 2 (GWZ2)
Overlay/s
Environmental Significance Overlay, Schedule 17 (ESO17)
Environmental Significance Overlay, Schedule 4 (ESO4)
Environmental Significance Overlay, Schedule 28 (ESO28)
Vegetation Protection Overlay Schedule 2 (VPO2)
Particular Provisions
Clause 52.19 Telecommunications facility
General Provisions
Clause 62 General Exemptions
Clause 65 Decision Guidelines
Operational Provisions
Clause 71.02 Operation of the Planning Policy Framework



STRUCTURE PLANS REVIEW

BALNARRING, BAXTER, CRIB POINT, HASTINGS, MORNINGTON, ROSEBUD, RYE, SOMERVILLE AND
WESTERN PORT COASTAL VILLAGES AND SURROUNDING SETTLEMENTS STRATEGY

Progress Report (July 2024)

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EXECUTIVE SUMMARY

The Mornington Peninsula Shire covers approximately 720 square kilometres with a coastline that extends over 190 kilometres and comprises of 40 townships living within the Urban Growth Boundary (UGB). A key challenge for the Shire is the need to balance the demands for urban growth and the preservation of the natural landscape and rural activity on the Peninsula.

An approach widely used to manage such a challenge is the preparation of a Structure Plan. A Structure Plan is a planning tool that sets out a vision for the future land use and development of a place. It guides land use and development towards the vision by establishing a planning and management framework with environmental, social and economic objectives. A Structure Plan determines what is working well in an area and how this can be enhanced, as well as how the area can grow and change in the future. It provides clear strategies and actions for how this can be achieved.

This progress report provides a status review of the implementation actions identified for the following nine Council adopted Structure Plans:

- Balnarring Township Structure Plan
- Baxter Township Structure Plan
- Crib Point Township Plan refresh
- Hastings Town Centre Structure Plan
- Mornington Activity Centre Structure Plan

- Rosebud Activity Centre Structure Plan
- Rye Township Plan
- Somerville Township Structure Plan
- Western Port Coastal Villages and Surrounding Settlements Strategy.

The Structure Plans identify clear objectives and strategies supported by implementation actions (both statutory and non-statutory) to ensure that the vision of each plan is realised. Actions relate to such things as conducting planning scheme amendments to implement new development controls or the rezoning of land, developing streetscape master plans, undertaking strategic reviews of community infrastructure and public open space needs, advocacy to State Government for improved public transport services, roads and pedestrian linkages and working with local traders to promote local business and undertake public realm upgrades.

A review of the implementation actions allows Council to measure progress, ensure an appropriate application of resources and the delivery of key priority projects.

The first Structure Plans Review progress report, in 2021, provided a status update of the implementation actions identified in the Balnarring, Baxter and Somerville Township Structure Plans.



BALNARRING TOWNSHIP STRUCTURE PLAN

BALNARRING

The township of Balnarring is in the eastern region of the Peninsula near the Western Port Bay coastline. With an estimated resident population of around 1,630 in 2018, the township is forecast to grow to around 1,770 by 2036. Balnarring is one of 40 townships within the Mornington Peninsula Shire and has experienced low levels of growth over many years.

While a substantial portion of the township is in the green wedge, the urban area has a strong village feel with a commercial core that is surrounded by low-rise dwellings set within a bushy landscape. The activity centre is regarded a Small Township Activity Centre where around half of the total commercial floorspace is taken up by retail uses predominantly located in Balnarring Village Shopping Centre. The centre contains a small medical precinct west of Russell Street and services Balnarring and surrounding semi-rural townships.

The Balnarring Township Structure Plan was adopted by Council at the 19 August 2019 Planning Services Committee. The purpose and function of the 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.

VISION

The structure plan outlines the following vision for the township to guide the future of the Balnarring township over the coming 15 years and outlines the objectives and strategies that will realise 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.

OBJECTIVES

The Structure Plan includes seven objectives and associated strategies to guide the future of the Balnarring township:

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

Strategies

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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.

- 2. 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.

- 3. 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.

- 4. 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 continue 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.

- 5. 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.

6. 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.

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.

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.



IMPLEMENTATION ACTIONS STATUS UPDATE

ACTION		LEAD AGENCY	STATUS	2024 COMMENTS
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.	Council Strategic Planning	Ongoing	This action is ongoing and will continue to be implemented as planning permit applications are submitted for individual sites.
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 (page 27 of the Balnarring Township Structure Plan) for Precinct 1.	Council Strategic Planning	Ongoing	This action is ongoing. Amendment C271morn seeks to implement Council's adopted Western Port Coastal Villages and Surrounding Settlements Strategy by introducing design controls to retain and enhance valued township character for settlements within Western Port Bay including Balnarring. It proposes to apply DDO54 to the Balnarring Village which aims to facilitate the development of a cohesive town centre. The amendment has been adopted by Council and currently under consideration for approval by the Minister for Planning.
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.	Council Strategic Planning	Yet to be commenced	Subject to budget and staff resourcing.

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ACTION		LEAD AGENCY	STATUS	2024 COMMENTS
A4	Council will undertake an audit of street lighting in the town centre to identify opportunities to enhance pedestrian movements.	Council Traffic and Transport	Yet to be commenced	Subject to budget and staff resourcing.
A5	Council will work with local businesses to promote their economic activities through clustering, promotion and a business support program.	Council Economic Development	Underway	<p>This action is underway.</p> <p>A survey of all businesses in the Balnarring commercial area was undertaken in early 2021. Part of the survey involved questions on business support needs and an extended workshop program was developed which addresses these needs. This program was launched in July.</p> <p>Additionally, a business grants program which will provide grants to a consortia of businesses in small townships for revitalisation and promotion activities was launched in October 2021.</p> <p>Surveys will be undertaken again later in 2024.</p>
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.	Council Strategic Planning	Yet to be commenced	Subject to budget and staff resourcing.
A7	Council will investigate the need for additional community facilities, including youth facilities, to meet community needs within the township or in adjacent areas.	Council Community Infrastructure & Open Space Planning	Underway	Council is currently developing a new Community Facilities Infrastructure Strategy to guide decision making for the future planning, delivery and management of Council's community facilities. Using the principles in this



ACTION		LEAD AGENCY	STATUS	2024 COMMENTS
				<p>Strategy, Infrastructure Investment Action Plans will be developed for each township.</p> <p>The timing of these Action Plans will be subject to budget and staff resourcing.</p>
A8	Council will continue to implement the recommendations of the <i>Balnarring Civic Court Long Term Master Plan 2015</i> as budget permits.	Council Community Infrastructure & Open Space Planning	Underway	Council continues to implement the recommendations of the <i>Balnarring Civic Court Long Term Master Plan 2015</i> with Stage 1 now complete.
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.	Council Traffic and Transport	Ongoing	This action is ongoing. Council continues to advocate for better public transport on the Peninsula.
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.	Council Strategic Planning	Underway	<p>This action is underway.</p> <p>The Neighbourhood Character Study & Guidelines were adopted by Council in October 2019. The recommended controls to protect and enhance neighbourhood character are now proposed to be incorporated into the Mornington Peninsula Planning Scheme via Amendment C219morn.</p> <p>Officers are working through the recommendations of an independent planning panel that reviewed Amendment C219morn and all community submissions in early 2023.</p>



ACTION		LEAD AGENCY	STATUS	2024 COMMENTS
				Amendment C219morn will be finalised and presented to Council for adoption in mid-2024.
A11	Council will continue the staged implementation of the adopted <i>Balnarring Civic Court Reserve Long Term Master Plan 2015</i> as budget permits.	Council Community Infrastructure & Open Space Planning	Underway	Council continues to implement the recommendations of the Balnarring Civic Court Long Term Master Plan 2015 with Stage 1 now complete.
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.	Council Natural Systems	Underway	Council is currently developing a new Urban Forest Strategy which will set out the vision, strategic objectives, targets and actions required to protect, manage and enhance our urban forest into the future.
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.	Council Corporate Strategy and Business Improvement	Underway	Council has identified an alignment from Merricks to Balnarring to Bittern as part of the Peninsula Trail project that is included in the project's Strategic Plan.
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.	Council Community Infrastructure & Open Space Planning	Complete	This is guided by Council's Dogs in Public Open Space Policy.



ACTION		LEAD AGENCY	STATUS	2024 COMMENTS
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).	Council Traffic and Transport	Ongoing	This action is ongoing. Council continues to advocate for better public transport on the Peninsula.
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.	Council Traffic and Transport	Ongoing	This action is ongoing. Council continues to advocate for better public transport on the Peninsula.
A17	Council will work with VicRoads to reduce vehicle speeds on Frankston-Flinders Road to improve pedestrian priority, amenity and safety.	Council Traffic and Transport	Complete	This action is complete. Federal funding of \$1m was allocated to pedestrian safety improvements on Frankston- Flinders Road and the surrounding area, including lowering the speed limit on Frankston-Flinders Road to 50 km/h and treatments to assist pedestrians cross Frankston-Flinders Road. The works have been completed by the Department of Transport.
A18	Council will advocate and work with VicRoads to redesign the Five-Ways intersection, improving vehicle, pedestrian and cyclist safety, parking, access and connectivity.	Council Traffic and Transport	Ongoing	This action is ongoing.



ACTION		LEAD AGENCY	STATUS	2024 COMMENTS
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 (page 23 of the Balnarring Township Structure Plan).	Council Traffic and Transport	Complete	This action is complete. Federal funding of \$1m was allocated to pedestrian safety improvements on Frankston- Flinders Road and the surrounding area, including lowering the speed limit on Frankston-Flinders Road to 50 km/h and treatments to assist pedestrians cross Frankston-Flinders Road. The works have been completed by the Department of Transport.
A20	Council will investigate closing access to Stumpy Gully Road from Frankston-Flinders Road (providing access via the service lanes if necessary).	Council Traffic and Transport	Yet to be commenced	Subject to budget and staff resourcing.
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.	Council Traffic and Transport	Yet to be commenced	Subject to budget and staff resourcing.
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.	Council Traffic and Transport	Yet to be commenced	Subject to budget and staff resourcing.
A23	Council will advocate and work with VicRoads to redesign the intersections of Warrawee and Frankston- Flinders Roads and Warrawee and Balnarring Roads, improving	Council	Ongoing	This action is ongoing. The intersection of Frankston-Flinders Road/Warrawee Road is included in advocacy list for State managed roads



	ACTION	LEAD AGENCY	STATUS	2024 COMMENTS
	vehicle, pedestrian and cyclist safety, parking, access and connectivity.	Traffic and Transport		and intersections. The Department of Transport recognise the intersection as high risk but no redesign work has been completed to date.
A24	Council will investigate further parking response for commercial zones located within Balnarring Township.	Council Traffic and Transport	Complete	This action is complete. The Balnarring Pedestrian and Traffic Study investigated parking demands at Balnarring Village (privately owned parking). It was found that sufficient parking is available at most times. In the future, it is proposed to convert the existing gravel car park on Balnarring Road to asphalt. This is subject to budget being allocated to the project.
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.	Council Traffic and Transport	Ongoing	This action is ongoing. Improved pedestrian crossings have been delivered at Frankston-Flinders Road adjacent to Community Hall and Frankston-Flinders Road adjacent to Russell Street. In the future, it is proposed to convert the existing gravel car park on Balnarring Road to asphalt. This is subject to budget being allocated to the project.



BAXTER TOWNSHIP STRUCTURE PLAN

Baxter is a small inland township located in the northern region of the Mornington Peninsula. It has an area of 987 hectares, is 49.1 kilometres from Melbourne's CBD and accommodates a population of approximately 2,162 permanent residents. The township is predominately comprised of a relatively flat, open rural landscape due to the majority of Baxter lying outside of the Urban Growth Boundary (UGB).

The township is uniquely placed in a rural setting on the northern edge of the Peninsula nestled in between green wedge land, but relatively close to the outskirts of the Melbourne suburban area. It provides a variety of commercial, recreational, employment and community services to the residential population and is highly prized for its lifestyle factors by the local community.

The township is mainly residential in character with three local retail centres located along Baxter-Tooradin Road serving the local community and adjacent rural areas. The main retail centre identified as a Local Activity Centre, located near the Baxter train station includes a supermarket, associated speciality shops and other retail and commercial uses fronting the main street.

Council adopted the *Baxter Township Structure Plan 2019* at the 1 April 2019 Planning Services Committee Meeting.

VISION

Baxter will continue to be a small township nestled in the green wedge, offering the best of metropolitan and rural lifestyles. It is an affordable and attractive place providing a range of housing types, recreation opportunities, facilities and services to support the community today and into the future. An enhanced town centre and improved public spaces and connectivity has created a more cohesive community, while transport infrastructure ensures that residents can continue to enjoy the benefits of the township's location.

OBJECTIVES

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

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

Strategies

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

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



2. To create a town centre around the railway station 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 railway station and town centre.

Support opportunities for new development around the railway station that are well designed and integrated with the train station, including on Council owned land which is subject to potential disposal.

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

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

3. 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 and commercial land west of the Mornington Peninsula Freeway for service retailing.

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

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

4. 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.

Ensure that residents have adequate transport to access community infrastructure provided in surrounding townships and Major Activity Centres.

5. 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 up to 3 storeys in commercial areas in the town centre and up to 2 storeys for the local shops commercial area.

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

Strategies



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 recreation facilities in, and adjoining, the township.

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

Encourage the development of land adjacent to parks to be designed to improve passive surveillance and connectivity.

7. To ensure residents are provided with a variety of movement options that are safe, accessible, integrated and prioritise all mode types and movements 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 with improved pathways and pedestrian facilities as shown in Figure 6 below (page 22 of the Baxter Township Structure Plan).



IMPLEMENTATION ACTIONS STATUS UPDATE

ACTION		LEAD AGENCY	STATUS	2024 COMMENTS
A1	Council will encourage some limited forms of housing and mixed use development adjacent to, and within, the town centre as shown for Precinct 1 to support the town centre through improved street activation, surveillance and integration.	Council Strategic Planning	Complete	Amendment C269morn was approved by the Minister for Planning in June 2022. The amendment applied Schedule 25 to the Design and Development Overlay (DDO25) to the town centre (all Commercial 1 Zone land which requires all development in Precinct 1 to comply with the design objectives included in DDO25.
A2	Council will prepare design controls to facilitate medium density housing around parks providing more diverse housing types (refer Section 9).	Council Strategic Planning	Underway	Amendment C219morn seeks to implement Council's adopted Housing & Settlement Strategy and Neighbourhood Character Study. It proposes to rezone the residential land from General Residential Zone to Neighbourhood Residential Zone. The NRZ will ensure new development reflects the preferred neighbourhood character of the area. Officers are working through the recommendations of an independent planning panel that reviewed Amendment C219morn and all community submissions in early 2023. Amendment C219morn will be finalised and presented to Council for adoption in mid-2024.
A3	Council will encourage the delivery of more diverse housing stock within the township, providing for the needs of an ageing population.	Council Strategic Planning	Underway	This action is ongoing and will continue to be implemented as planning permit applications are submitted for individual sites.



ACTION		LEAD AGENCY	STATUS	2024 COMMENTS
A4	Council will investigate options to work with housing associations to deliver more diverse housing stock on its land holdings (some of which are subject to potential disposal) within the township.	Council Strategic Planning	Underway	<p>Council has prepared a draft Affordable Housing Development Contributions Strategy to help increase the supply of affordable housing on the Peninsula through the planning system.</p> <p>The draft Strategy is focused on social housing – being housing supplied by the State Government or Registered Housing Associations for eligible families and individuals at a subsidised, affordable rent.</p> <p>The draft Strategy proposes to introduce a mandatory requirement in the Mornington Peninsula Planning Scheme for most new development on the Peninsula to contribute towards the cost of delivering social housing within the Shire, subject to a range of exemptions.</p> <p>Community and stakeholder consultation on the draft Strategy commences on 29 April until 7 June 2024.</p>
A5	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.	Council Strategic Planning	Yet to be commenced	Subject to budget and staff resourcing.
A6	The Plan will provide for new, well designed and integrated mixed-use residential, community and small scale commercial development in the town centre as shown in Precinct 1.	Council Strategic Planning	Complete	<p>Amendment C269morn was approved by the Minister for Planning in June 2022.</p> <p>The amendment applied Schedule 25 to the Design and Development Overlay (DDO25) to the town centre (all Commercial 1 Zone land which requires all development in Precinct 1 to comply with the design objectives and buildings and works requirements included in DDO25.</p>



ACTION		LEAD AGENCY	STATUS	2024 COMMENTS
A7	Council owned land north of the railway station which is subject to potential disposal will be rezoned in part as shown in Precinct 1.	Council Property	Complete	Amendment C269morn was approved by the Minister for Planning in June 2022. The amendment rezoned land at 18 Thomas Street, Baxter from General Residential Zone to Commercial 1 Zone and has been retained by Council. The remaining General Residential Zone land has been disposed of by Council.
A8	Council will undertake an audit of street lighting in the town centre to identify opportunities to enhance pedestrian movements.	Council Traffic and Transport	Yet to be commenced	Subject to budget and staff resourcing.
A9	Council will work with local businesses to promote their economic activities through clustering, promotion and a business support program.	Council Economic Development	Underway	No work has been undertaken with Baxter businesses. An extended workshop program has been developed for businesses across the Shire which addresses these needs. This program was launched in July. Additionally, a business grants program which will provide grants to consortia of businesses in small townships for revitalisation and promotion activities was launched in October.
A10	Council will investigate the need for additional community facilities, including youth facilities, to meet community needs within the township or in adjacent areas.	Council Community Infrastructure & Open Space Planning	Underway	Council is currently developing a new Community Facilities Infrastructure Strategy to guide decision making for the future planning, delivery and management of Council's community facilities. Using the principles in this Strategy, Infrastructure Investment Action Plans will be developed for each township. The timing of these Action Plans will be subject to budget and staff resourcing.
A11	Council will advocate to the Victorian Government for additional	Council	Ongoing	This action is ongoing. Council continues to advocate for better public transport on the Peninsula.



	ACTION	LEAD AGENCY	STATUS	2024 COMMENTS
	public transport options connecting Baxter with surrounding areas to improve access to community and support services for people in and around Baxter.	Traffic and Transport		
A12	Council will identify an appropriate location for a community bus stop or stops in Baxter.	Council Traffic and Transport	Yet to be commenced	Subject to budget and staff resourcing.
A13	Council will adopt the <i>Neighbourhood Character Study & Guidelines</i> (currently under preparation) to provide further guidance on the built form character requirements for residential areas of the township.	Council Strategic Planning	Underway	<p>This action is underway.</p> <p>The Neighbourhood Character Study & Guidelines was adopted by Council in October 2019. The recommended controls to protect and enhance neighbourhood character are now proposed to be incorporated into the Mornington Peninsula Planning Scheme via Amendment C219morn.</p> <p>Officers are working through the recommendations of an independent planning panel that reviewed Amendment C219morn and all community submissions in early 2023.</p> <p>Amendment C219morn will be finalised and presented to Council for adoption in mid-2024.</p>
A14	Council will prepare precinct design guidelines, requirements and planning controls to set parameters for appropriate scale, height and	Council Strategic Planning	Complete	<p>This action is complete.</p> <p>Amendment C269morn was approved by the Minister for Planning in June 2022. The amendment applied Schedule 25 to the Design and Development Overlay (DDO25) to the town centre (all Commercial 1 Zone land which requires all</p>



ACTION		LEAD AGENCY	STATUS	2024 COMMENTS
	intensity of development (refer Section 9).			development in Precinct 1 to comply with the design objectives and buildings and works requirements included in DDO25.
A15	Council will undertake an audit of local parks to determine future priorities for improvements and recreational needs.	Council Community Infrastructure & Open Space Planning	Underway	Council is developing an Open Space Strategy to set a clear direction for achieving an open space network that meets the wide-ranging needs of a growing and diverse community.
A16	Council will plant additional trees within parks and open spaces to improve amenity and micro-climate.	Council Natural Systems	Underway	Council is currently developing a new Urban Forest Strategy which will set out the vision, strategic objectives, targets and actions required to protect, manage and enhance our urban forest into the future.
A17	Council will investigate opportunities to integrate parks within their surrounding neighbourhood to enhance public safety and comfort for users.	Council Community Infrastructure & Open Space Planning	Underway	Council is developing an Open Space Strategy to set a clear direction for achieving an open space network that meets the wide-ranging needs of a growing and diverse community.
A18	Council will provide improved walking and cycling connections to Baxter Park.	Council Traffic and Transport	Underway	The construction of new footpaths is guided by Council's Pedestrian Access Strategy 2024. Delivery is subject to budget availability.
A19	Council will work with Frankston City Council to improve walking and cycling connections into Baxter Park.	Council Traffic and Transport	Underway	The construction of new footpaths is guided by Council's Pedestrian Access Strategy 2024. Any additional pedestrian or traffic infrastructure would require a budget bid.



ACTION		LEAD AGENCY	STATUS	2024 COMMENTS
A20	Council will advocate to the Victorian Government to deliver improvements to the bus network throughout the region to provide for greater access to more destinations with higher frequency services.	Council Traffic and Transport	Ongoing	This action is ongoing. Council continues to advocate for better public transport on the Peninsula.
A21	Council will advocate to the Victorian Government to deliver improvements to the railway station for train and bus passengers.	Council Traffic and Transport	Ongoing	This action is ongoing. Council continues to advocate for better public transport on the Peninsula.
A22	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 at main roads and intersections as identified in Figure 7 (page 23 of the Baxter Township Structure Plan).	Department of Transport and Planning	Underway	<p>The Shire's Peninsula Trail aims to connect missing cycling and walking links along the Peninsula. Priority Trail Link 1 has been identified as the path that connects Somerville to Frankston-Baxter trail and to the Peninsula Link Trail along Stony Point Railway Line. Funding has been secured for this shared path.</p> <p>The Shire's Integrated Transport Strategy is currently under development which will assist advocacy for cycling improvements.</p> <p>The construction of new footpaths is guided by Council's Pedestrian Access Strategy 2024. Delivery is subject to budget availability.</p>
A23	Council will enhance pedestrian and cycling links between precincts of the township and permeability within residential and commercial areas as identified in Figure 7	Council Traffic and Transport	Underway	The Shire's Peninsula Trail aims to connect missing cycling and walking links along the Peninsula. Priority Trail Link 1 has been identified as the path that connects Somerville to Frankston-Baxter trail and to the Peninsula Link Trail along Stony Point Railway Line. Funding has been secured for this shared path.



	ACTION	LEAD AGENCY	STATUS	2024 COMMENTS
	(page 23 of the Baxter Township Structure Plan).			The Shire's Integrated Transport Strategy is currently under development which will assist advocacy for cycling improvements. The construction of new footpaths is guided by Council's Pedestrian Access Strategy 2024. Delivery is subject to budget availability.
A24	Council will work with VicTrack to plan and construct a regional shared path along the Stony Point Railway Line from Baxter to Merricks and Stony Point.	Council Traffic and Transport	Underway	The Shire's Peninsula Trail aims to connect missing cycling and walking links along the Peninsula. Priority Trail Link 1 has been identified as the path that connects Somerville to Frankston-Baxter trail and to the Peninsula Link Trail along Stony Point Railway Line. Funding has been secured for this shared path.



CRIB POINT TOWNSHIP PLAN REFRESH

Crib Point is a historic coastal township located on the eastern side of the Mornington Peninsula adjoining Western Port Bay. It is largely residential in character with small pockets of local commercial, educational, community and recreational facilities.

Crib Point is characterised by its intimate size and small population offset by the large population of navy personnel at the HMAS Cerberus training facility. Generally, the population is characterised by young families and an aging population of retirees. The townships low profile of development and low-key atmosphere have been identified as features which are highly valued by residents and are sought to be protected.

As a small and relatively flat coastal township, land in Crib Point is predominantly divided between residential and port-related uses. The former BP refinery is located near a modest area of industrial land, the remainder of the township is zoned Special Use Zone – Schedule 1 which is reserved for port-related uses. Much of this land has been undeveloped since 1964 with some areas cleared of vegetation. Vegetation coverage is a constant theme in the residential areas both along the streetscapes and within allotments. The Plan was adopted by Council at its Planning Services Committee meeting on 4 May 2021.

VISION

Crib Point will have the look, feel and function of a country town on the coast, deeply connected with its natural environment, with well treed streets and roads, and a mix of old and new dwellings. The town will be recognised for its special environmental character. Remediation and improvement of identified environmentally sensitive areas will ensure the ongoing protection of local habitat and biodiversity.

It will be a safe and attractive place for families, with a good range of community facilities. Streets and pathways within Crib Point will facilitate walking and cycling by both residents and visitors.

The town will be recognised as forming part of Westernport Bay which is the sacred ancestral home of the Bunurong People of the South-Eastern Kulin Nation, the Traditional Owners of these lands and waters.

Future development will generally follow the existing low density and low profile built form and will be set within the landscape. Limited new housing development will be accommodated but the landscape and environmental qualities of Crib Point will be prioritised, with the retention and re-establishment of landscape features and canopy trees strengthening the image of the town.

Opportunities for future commercial development will be protected to meet the needs of the local community for services and employment. A



greater range of tourism businesses and services, and commercial uses which connect Crib Point with both the Bay and the surrounding rural area, will be encouraged to grow the local economy.

The protection of the recreation, nature conservation and tourism values of Western Port and its land catchment will be major considerations in the planning and management of the area for port and port related industries. Any port and port related industrial development will be carefully designed to avoid environmental and visual impacts.

Land at Crib Point will not be used for port purposes or port related uses that are likely to generate significant volumes of heavy vehicle movement on local roads or through towns and villages. Any port and port related industrial development will be physically and visually separated from township residential areas by the establishment of substantial landscaped rural buffers.

Clarity will continue to be sought from the State Government on the future role of the Special Use Zone to provide the certainty needed to deliver good future planning, development and investment decisions.

Interim uses allowed under the applicable existing Special Use Zone provisions will be assessed on a case by case basis in consultation with the Port of Hastings.

OBJECTIVES

The future of the Crib Point Township will be guided by the following five themes and objectives:

1. Residential areas

Objectives

- Protect the existing character of residential areas within the township to protect the coastal country town feel of the township.
- Encourage new development to strike the appropriate balance between building footprint and landscape/permeable open space.
- Manage the extent and form of future medium density development so that it provides for additional housing supply while also reflecting the preferred future character of the area.
- Ensure that new development provides adequate landscaping responsive to the existing environment.

2. Port Land Use and Industrial Areas

Objectives

- Ensure that new development does not have a detrimental impact on port related uses or limit road transport connections for port related uses.
- Facilitate the establishment of appropriate interim uses of under-utilised public Port Purpose reserves and land zoned for Port Related Uses.



- Ensure that port and port related industrial development will be carefully designed to limit environmental and visual impacts.

3. Commercial areas

Objectives

- Avoid concentration of development surrounding commercial areas that creates a sense of a dense urban centre.
- Ensure that future commercial development reflects the elements that make up the existing character of the area and meets the needs of the community.
- Encourage specialised businesses that both contribute to and benefit from a stronger township identity including recreation and uses relating to environmental tourism including the Stony Point – Phillip Island vehicle ferry service which may provide additional economic opportunities within the town.
- Encourage the re-investment of the commercial areas with a particular focus on the Disney Street area.
- Ensure applicable controls (specifically Schedule 21 to the Design and Development Overlay – Crib Point Town Centre) are consistent with the vision of this document and the
- Improve the accessibility, diversity and quality of open space recreational opportunities.
- Allow for further investigations for a network of off-road paths that link to key township open spaces.

Western Port Coastal Villages and Surrounding Settlements Strategy, September 2019.

4. Public open space, environment and character

Objectives

- Protect the Ramsar wetlands and areas of remnant vegetation as a priority, particularly from development which results in loss of biodiversity or increases adverse impacts such as stormwater runoff.
- Protect and improve landscape features such as the tree canopy and coastal habitat.
- Ensure all development is sensitive to and makes a positive contribution to local environmental values, providing for appropriate spacing of canopy trees and regeneration of the landscape setting.
- Improve the quality of the public realm landscape and develop thematic landscape treatments that build upon the identity of the township.
- Encourage the redevelopment of land around and near the Stony Point jetty to establish a high quality of design benefitting of the sites location as a gateway.
- Allow for further investigations into the development of a new tourist bike trail from Hastings to Stony Point with ferry access to French Island and Phillip Island.
- Ensure the protection of the Equestrian Facility in accordance with the identified Master Plan.
- Advocate for Stony Point Pier and Woolleys Beach foreshore area pedestrian and recreation infrastructure improvements.

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5. Access and movement

Objectives

- Encourage safe and convenient walking and cycling to and within Crib Point in accordance with the Crib Point Principal Pedestrian Network.
- Facilitate access to Crib Point via a range of transport modes.
- Advocate for improved public transport access, services and integration to ensure residents have choice about modes of transport to access local facilities and the surrounding region.
- Manage periodic peak traffic demands to protect the amenity of the township.
- Ensure infill development of residential neighbourhoods provides appropriate walking and cycling links.
- Provide for the protection of the Port Service corridor identified by the Port of Hastings, ensuring this corridor does not jeopardise connection to the Crib Point jetty whilst maintaining an appropriate balance with the local traffic through the township.
- Land at Crib Point will not be used for port purposes or port related uses which are likely to generate significant volumes of heavy vehicle movement on local roads or through towns and villages.

- Avoid uses which generate significant volumes of heavy vehicle movement through the township.



IMPLEMENTATION ACTIONS STATUS UPDATE

ACTION		LEAD AGENCY	STATUS	COMMENTS
A1	Council to adopt the Crib Point Township Plan refresh once finalised.	Council Strategic Planning	Complete	The Crib Point Township Plan Refresh was adopted by the Planning Services Committee on 4 May 2021.
A2	Council to review existing planning provisions (specifically Schedule 21 to the Design and Development Overlay – Crib Point Town Centre) that apply to the township ensuring clearer clarity and guidance and consistency with the current vision of this Plan.	Council Strategic Planning	Complete	<p>Amendment C282morn made changes to DDO21 in response to this implementation action and was gazetted on 13 October 2022.</p> <p>The amendment applied DDO21 to the commercial areas of Crib Point and aims to protect and enhance local township character.</p> <p>The revised DDO21 retains the existing 8.5 metre (two storey) mandatory height limit and requires that new development respects the existing coastal village character of the Crib Point township.</p> <p>Application requirements have been introduced to ensure a Site and Context Analysis response and Landscape Plan are prepared to accompany a permit application. Requirements are also included from the Strategy to ensure the protection of the role and character of Crib Point commercial areas.</p>



	ACTION	LEAD AGENCY	STATUS	COMMENTS
				This includes further built form requirements relating to the use of building materials which complement the existing character of the area and provision of vehicle and pedestrian access.
A3	Following review of applicable planning provisions, Council to prepare a Planning Scheme Amendment implementing the vision of this Plan into the Planning Scheme.	Council Strategic Planning	Complete	The vision of the Township Plan is implemented through Amendment C282morn which was gazetted on 13 October 2022.
A4	Retain the Low Density Residential Zone land to the west of Stony Point Road to meet the demand for lifestyle properties.	Council Strategic Planning	Underway	<p>The land to the west of Stony Point Road is to remain Low Density Residential Zone. Amendment C219morn proposes to rezone the land to Schedule 2 – Low Density Residential Zone.</p> <p>Officers are working through the recommendations of an independent planning panel that reviewed Amendment C219morn and all community submissions in early 2023.</p> <p>Amendment C219morn will be finalised and presented to Council for adoption in mid-2024.</p>



ACTION		LEAD AGENCY	STATUS	COMMENTS
A5	Land currently General Residential Zone to be rezoned to Neighbourhood Residential Zone to ensure consistency with the vision for the township.	Council Strategic Planning	Underway	Amendment C219morn proposes to rezone existing General Residential Zone land to Neighbourhood Residential Zone. Officers are working through the recommendations of an independent planning panel that reviewed Amendment C219morn and all community submissions in early 2023. Amendment C219morn will be finalised and presented to Council for adoption in mid-2024.
A6	Areas zoned for commercial use (Commercial 1 Zone) should be retained and encouraged for future development and re-investment of the centre.	Council Strategic Planning	Complete	The Commercial 1 Zone land is to be retained. Amendment C282morn applies DDO21 to Commercial 1 Zone land to provide a clear and consistent framework of planning controls to guide future built form outcomes for commercially zoned land in the township. Amendment C282morn was gazetted on 13 October 2022.
RESIDENTIAL AREAS				
A7	Ensure new residential development is consistent with the existing character of the township and provides adequate landscaping responsive to the existing environment.	Council Strategic Planning	Ongoing	Amendment C219morn will ensure new residential development is consistent with the existing character.



	ACTION	LEAD AGENCY	STATUS	COMMENTS
				<p>Officers are working through the recommendations of an independent planning panel that reviewed Amendment C219morn and all community submissions in early 2023.</p> <p>Amendment C219morn will be finalised and presented to Council for adoption in mid-2024.</p>
PORT LAND USE AND INDUSTRIAL AREAS				
A8	Advocate to the Department of Treasury and Finance to rezone the Public Use Zone 7 land to Public Conservation and Resource Zone and review management and ownership arrangements of this land to establish a local environmental management plan.	Council Strategic Planning	Ongoing	Advocacy to State Government regarding the Port of Hastings and the release of surplus land is a priority advocacy project. This release would allow for alternative productive uses such as housing, industry, conservation and agriculture, in support of the Hastings and Crib Point townships. It is anticipated that the Port of Hastings Development Strategy, due to be released in 2024, will provide increased certainty for land use planning around the Port of Hastings.
A9	Facilitate interim uses on both Council owned and private land in the northern part of the township to realise environmental improvements and remediation of poorly presented land.	Council Strategic Planning Port of Hastings	Ongoing	Interim uses continue to be assessed on a case by case basis. It is anticipated that the Port of Hastings Development Strategy, due to be released in 2024, will provide increased certainty



ACTION		LEAD AGENCY	STATUS	COMMENTS
	Any interim uses should be assessed on a case by case basis in consultation with the Port of Hastings to ensure the use does not impact on port development and use.			for land use planning around the Port of Hastings.
A10	Retain land within the Industrial 3 Zone to provide for additional local employment and the development of service industries to meet the needs of current and future needs of the local businesses and general community.	Council Strategic Planning	Complete	Amendment C271morn applies DDO60 to the IN3Z land to ensure that new development protects and enhances the existing streetscape and vegetated character of this area consistent with this typology. DDO60 contains design objectives, a discretionary building height limit of 9 metres and design requirements. The amendment was adopted with changes at a Council meeting on 4 April 2023 and has been referred to the Minister for Planning for approval.
COMMERCIAL AREAS				
A11	Facilitate opportunities for a range of tourism uses and facilities to build on Crib Point's future economic role, including the proposed boat ramp jetty and ferry service.	Council Economic Development	Ongoing	Council adopted a new Economic Development and Tourism Strategy in May 2024. The Strategy seeks to investigate further options to progress the Stony Point to Cowes car ferry business case.
PUBLIC OPEN SPACE, ENVIRONMENT AND CHARACTER				



ACTION		LEAD AGENCY	STATUS	COMMENTS
A12	Encourage the development of a tourist bike trail from Hastings to Stony Point jetty with ferry access to French Island and Phillip Island.	Council Economic Development	Ongoing	Council adopted a new Economic Development and Tourism Strategy in May 2024. The Strategy seeks to investigate further options to progress the Stony Point to Cowes car ferry business case.
A13	Ensure the retention and protection of regionally significant vegetation.	Council Statutory Planning	Ongoing	The Vegetation Protection Overlay – Schedule 1 (VPO1) applies to the majority of the Crib Point township. The aim of this control is to ensure that any future development has regard to the landscape character of this area and a planning permit is required to remove, destroy or lop any vegetation.
A14	Advocate for the improvements and construction of parking and visitor amenities such as BBQ facilities and park benches at the Woolleys Beach foreshore area and Stony Point Pier.	State Government	Ongoing	Council is pursuing ongoing advocacy for future improvements.
ACCESS AND MOVEMENT				
A15	Encourage greater pedestrian links in accordance with the Principle Pedestrian Network.	Council Traffic and Transport	Ongoing	Pedestrian works along Disney Street in accordance with the Principle Pedestrian Network are proposed, subject to budget.



ACTION		LEAD AGENCY	STATUS	COMMENTS
A16	Footpath to be constructed at Colin and Martin Streets (St Joseph's Primary School) to ensure a safe and accessible path connection for residents and school children.	Council Traffic and Transport	Complete	This footpath has been delivered.
A17	Encourage and facilitate the construction of unmade roads within the township.	Council Community Infrastructure Planning	Ongoing	Construction of unmade roads is delivered by Special Charge Schemes in accordance with the Infrastructure Works Special Charge Schemes Policy.
A18	Review the existing speed limit at Disney Street.	Council Traffic and Transport	Yet to be commenced	Subject to budget and staff resourcing.
A19	Review the informal parking area on the north side of Stony Point Road just before the pier given its high use and demand.	Department of Transport and Planning Port of Hastings	Yet to be commenced	Subject to budget and staff resourcing.



HASTINGS TOWN CENTRE STRUCTURE PLAN

The township of Hastings is predominately residential with a retail and commercial centre concentrated along the High Street spine with stores located behind the High Street shops.

Hastings is one of three major activity centres on the Peninsula and is expected to meet the greatest demand for future growth and to provide the greatest range of retail, commercial and community services and facilities. The Hastings Activity Centre is intended to service the population of the Hastings township, and, for higher order commercial activity and community services, the wider surrounding district.

The aim of the Hastings Town Centre Structure Plan is to address issues of land use, urban design and accessibility in order to provide a framework for future development and improvement of the centre over

The Hastings Town Centre Structure Plan was adopted by Council in December 2014.

VISION

The Hastings Town Centre will be:

- *The 'gateway to Western Port' – a bustling 'country town on the coast' – the 'heart' of the eastern section of the Mornington Peninsula. A valued place the community identifies with.*
- *The community's base for recreation, shopping, social interaction, living, and the focus for retail, commercial, community and civic services.*
- *A place that has its own unique character, designed around High Street – with a low-scale built form and high quality public spaces – that reflects its history as a coastal settlement. It will have a strong functional and visual connection to Western Port.*
- *Forward looking, welcoming future growth in line with its growing community, its increasing role as a regional boating facility and the opportunities provided by the future expansion of the Port of Hastings.*
- *Accessible to its catchment, offering attractive opportunities for walking and cycling, with good public transport services and well-integrated railway station precinct.*
- *A sustainable centre – economically, socially and environmentally – that can adapt to the changing needs of its community and changing circumstances over time.*

OBJECTIVES



The future of the Hastings Town Centre will be guided by the following objectives:

- Enhance the Hastings Town Centre as the heart of the eastern section of the Mornington Peninsula, in line with its role as a Major Activity Centre in the hierarchy of centres on the Mornington Peninsula.
- Facilitate the provision of additional retail and commercial development to improve the competitive strengths of the centre, as well as its employment and economic development opportunities.
- Within the centre, strengthen the focus of commercial and community life on High Street.
- Encourage additional housing opportunities in the non-residential precincts of the centre, creating a broader mix of uses, housing diversity, a more liveable and safe centre and additional dwellings close to facilities and public transport.
- Encourage the provision of additional housing opportunities in the residential areas of the centre.
- Strengthen the Hastings Town Centre as the focus for community, cultural and civic services for the eastern section of the peninsula.
- Enhance and extend the overall provision of public open space in the Activity Centre improve its amenity, attractiveness and economic competitiveness.
- Strengthen the connections and interface of, as well as the synergies between, the Town Centre and the foreshore.
- Promote the role of the foreshore as a high quality public open space that supports the attractiveness of the Hastings Town Centre.
- Maintain and strengthen the existing grid-layout of the Hastings Town Centre.
- Improve the linkages between the main commercial sections of the centre, the foreshore and the railway station.
- Make better use of available land and boost economic activity by allowing higher scale buildings in appropriate locations.
- Create an attractive built form image that is defined by high quality buildings of an appropriate scale to their location.
- Protect views along High Street to the foreshore and Western Port.
- Strengthen the local character of Hastings through protection of its built heritage.
- Strengthen the identity and character of Hastings through high quality architectural design.
- Ensure that the spaces around buildings are designed to make a positive contribution to an attractive public realm.
- Maximise the opportunities of the waterfront location and the coastal backdrop of the centre.



- Create a high quality, all abilities and safe streetscape environment that encourages active street life.
 - Complement the foreshore parks with a range of smaller open spaces (micro-parks) and streetscape enhancements in the centre to support street life and community interaction.
 - Establish Hastings' reputation as a centre of sustainability by fostering innovative and sustainable contemporary design.
 - Improve the environmental sustainability of the Hastings Town Centre in terms of building design, energy and water use, and impacts on the natural environment.
 - Design the outdoor spaces of Hastings to enhance sustainability and to conserve water.
 - Design buildings and spaces to improve the level of actual and perceived safety throughout the centre.
 - Improve the management of traffic flows to and within the Hastings Town Centre in a way that facilitates additional future commercial and residential development and that contributes to the attractiveness of the centre.
 - Support growth of the Hastings Town Centre by maintaining an adequate level of highly accessible car parking.
 - Facilitate improvements to the public transport services that link the Town Centre with its catchment.
- Create a safe and high quality pedestrian and bicycle environment in the Hastings Town Centre.
 - Improve pedestrian and bicycle access between the Town Centre and its catchment.

IMPLEMENTATION ACTIONS STATUS UPDATE



ACTION		LEAD AGENCY	STATUS	COMMENT
THEME 1 – STRATEGIC LAND USE				
A1	Facilitate a Planning Scheme Amendment process to include the policies of the Structure Plan in the Mornington Peninsula Planning Scheme	Council Strategic Planning	Complete	Amendment C190morn implemented the recommendations of the Hastings Town Centre Structure Plan. The amendment made changes to the local policy relating to the Hastings Activity Centre, introduced DDO27 to the Hastings Activity Centre and rezoned land at 4, 6, 8, 15, 17, 19 and 25 King Street; 136, 140 and 144 Salmon St and 2 Elizabeth St from the from GRZ to MUZ. The amendment was gazetted on 19 December 2019.
A2	Support planning applications for the use and development of land that is in line with the policies of this Structure Plan.	Council Statutory Planning	Ongoing	This action will continue to be implemented over time as planning permit applications come forward for individual sites.
A3	Facilitate a Planning Scheme Amendment process for the rezoning of residential land between King Street, Salmon Street and Elizabeth Street to Commercial 1 Zone	Council Strategic Planning	Complete	Amendment C190morn rezoned the land from General Residential Zone to Mixed Use Zone. The amendment was gazetted on 19 December 2019.
THEME 2 – URBAN DESIGN				
A4	Facilitate a Planning Scheme Amendment process for the introduction of building height and setback controls	Council Strategic Planning	Complete	Amendment C190morn introduced DDO27 to the Hastings Activity Centre and includes height (mandatory requirement of 11



	ACTION	LEAD AGENCY	STATUS	COMMENT
				metres (3 storeys)) and setback controls. The amendment was gazetted on 19 December 2019.
A5	Prepare a Streetscape Design Framework for High Street.	Council Strategic Planning	Complete	A Streetscape Design Framework for High Street, Hastings was prepared in November 2015. The aim of the Framework is to develop a Master Plan which reinforces High Street as both the commercial and community hub of Hastings.
A6	Undertake the staged implementation of streetscape improvements in line with the Streetscape Design Framework.	Council Strategic Planning	Complete	The staged implementation of streetscape improvements has now been completed.
A7	Prepare a Strategy for the improvement of laneways.	Council Strategic Planning	Complete	The Hastings Activity Centre Laneways Strategy was prepared in November 2015. The Strategy provides clear direction and guidance to enhance user experience of the Hastings Laneways.
A8	Undertake the staged implementation of laneway improvements in line with the Laneways Strategy.	Council Strategic Planning	Complete	The implementation of laneway improvements has now been completed.
A9	Prepare an Urban Design Framework Project for the King Street Area.	Council Strategic Planning	Yet to be commenced	Subject to budget and staff resourcing.



ACTION		LEAD AGENCY	STATUS	COMMENT
A10	Prepare an Urban Design Framework Project for the Railway Station precinct, in cooperation of VicTrack and the Department of Transport.	Council in conjunction with Victrack and Department of Transport	Yet to be commenced	Subject to budget and staff resourcing.
A11	Prepare an Urban Design Framework Project for the area between High Street, Marine Parade, Herring Street and Salmon Street.	Council Strategic Planning	Yet to be commenced	Subject to budget and staff resourcing.
A12	Prepare a Master Plan for the improvement of north-south pedestrian links, including the provision of micro-parks.	Council Strategic Planning	Partially complete	The Hastings Activity Centre Laneways Strategy was prepared in November 2015. The Strategy provides clear direction and guidance to enhance user experience of the Hastings Laneways. The implementation of laneway improvements has now been completed.
A13	Undertake the staged provision of micro-parks and pedestrian network improvements.	Council Strategic Planning	Partially complete	The Hastings Activity Centre Laneways Strategy was prepared in November 2015. The Strategy provides clear direction and guidance to enhance user experience of the Hastings Laneways. The implementation of laneway improvements has now been completed.
THEME 3 – INTEGRATED TRANSPORT				



	ACTION	LEAD AGENCY	STATUS	COMMENT
A14	Undertake the staged improvement of intersections and pedestrian crossings.	Council Traffic and Transport	Complete	The pedestrian crossing located on High Street has been completed. Parking signage was implemented as part of the Parking Precinct Plan project.
A15	Public transport improvements	Department of Transport and Planning	Ongoing	This action is ongoing. Council continues to advocate for better public transport on the Peninsula. Council has been successful in advocating to the State Government to begin planning of the cross peninsula bus service from Western Port to Mornington.
A16	Foreshore Access Traffic Management Review in Town Centre to accommodate increase in visitation to Foreshore.	Council Traffic and Transport	Complete	This action has been delivered through the 40km Local Area Traffic Management project.
A17	Undertake the staged implementation of traffic management measures in line with the Foreshore Access Traffic Management Review.	Council Traffic and Transport	Complete	This action has been delivered through the 40km Local Area Traffic Management project.



MORNINGTON ACTIVITY CENTRE STRUCTURE PLAN

The Mornington Activity Centre sits within the Mornington township area at the northern end of Mornington Peninsula Shire.

Mornington is one of three major activity centres on the Peninsula and is expected to meet the greatest demand for future growth and to provide the greatest range of retail, commercial and community services and facilities.

The Structure Plan has been prepared to provide a planning policy framework that guides land use, development, transport and public and private investment in the Mornington Activity Centre over the next twenty-five years.

The Mornington Town Centre Structure Plan was adopted by Council in July 2007. As it is now about 17 years old, the Structure Plan is due for renewal, subject to appropriate funding and resourcing in a future financial year.

VISION

In 2030, the Mornington Activity Centre will be:

- *The heart of the district. A place that retains its distinct village ambience and seaside atmosphere;*

- *A centre that people in the district identify with. It gives them a sense of place and belonging. It is their favourite destination to meet, shop, be entertained, work and do business;*
- *An exciting place to live that is integrated with surrounding residential areas; and*
- *A reflection of ongoing community consultation and sustainability principles.*

OBJECTIVES

The future of the Mornington Activity Centre will be guided by the following objectives:

1. Retail Core Precinct

Objectives for activities and land use in the retail core are to:

- Enhance the precinct's role as a heart for the district and to strengthen its place in the network of activity centres on the Peninsula, via carefully managed growth and development. In essence, the retail core precinct will be the hub of a socially, environmentally and economically sustainable Activity Centre, which continues to meet the needs of the growing community;



- Enhance the precinct's Main Street focus, distinct village ambience and sea-side atmosphere;
- Diversify the mix of activities in the precinct to contribute to its long-term success;
- Strengthen Main Street as the iconic, functional and geographic heart of the precinct and district;
- Support an economic environment in which businesses flourish and additional jobs are created;
- Enable the precinct to develop as an attractive place to live, close to shops, restaurants and the bay; and
- Improve integration between the retail core precinct and the foreshore precinct.

Objectives for urban design in the retail core precinct are to:

- Protect the existing scale and character of Main Street;
- Protect heritage places and landmarks, as well as the historic street pattern and alignment;
- Ensure that the scale and design of new development in Main Street will be compatible with the existing built form and respectful of heritage places;
- Integrate environmental sustainability principles into new building design;
- Maintain and enhance the pedestrian environment via the application of safety-by-design principles and active edges;
- Ensure that new development within the precinct is respectful of the existing low-scale, village ambience and sea-side atmosphere;

- Design new residential development in a way that contributes to the character of the precinct, with an appropriate diversity of dwelling types (including size and affordability);
- Increase the range and quality of public open spaces in and near Main Street as places to rest, meet and use for community activities and special events; and
- Improve the interface between the retail core precinct and the surrounding residential areas.

Objectives for integrated transport in the retail core precinct are to:

- Ensure the precinct is accessible and safe, and supportive of a range of sustainable transport options;
- Provide convenient, safe and free car parking to meet the needs of the Activity Centre;
- Provide safe pedestrian and bicycle pathways and an interesting network of pedestrian connections; and
- Support improved access to public transport for users of the activity centre.

2. Professional services precinct

- Facilitate on-going investment, development and consolidation of the precinct, particularly for employment generating uses;
- Ensure that the precinct develops a built form pattern that is consistent with the existing office-style development;
- Promote the precinct as a desirable business address that is an attractive gateway the Activity Centre; and



- Facilitate good access principles between the retail core precinct and the Nepean Highway.
- 3. Highway precinct**
- Facilitate on-going development that complements the existing role of the precinct and utilises the high level of exposure and access the precinct offers;
 - Enhance the precinct as a welcoming entry and edge environment for the Activity Centre; and
 - Enable the precinct to develop as a service centre for travellers heading deeper into the Mornington Peninsula.
- 4. Residential precinct**
- Discourage non-residential uses 'spilling over' into residential areas;
 - Protect the existing low-rise character residential areas, particularly in the vicinity of the commercial precincts of the Activity Centre;
 - Ensure additional traffic is managed in a way that protects and maintains the amenity of residential streets; and
 - Improve pedestrian and bicycle connections from the precinct to the retail core and surrounding areas.
- 5. Foreshore precinct**
- Improve the linkages and synergies with the retail core precinct and so further promote the iconic values of the foreshore and its role as a premier recreational facility;
 - Enhance view lines between the foreshore and the retail core precinct; and
- Ensure adequate access for various modes of transport (including water-based transport) and the coordinated provision of car parking facilities.



IMPLEMENTATION ACTIONS STATUS UPDATE

ACTION	LEAD AGENCY	STATUS	COMMENT
<p>OVERARCHING IMPLEMENTATION INTO THE PLANNING SCHEME PROJECT: IMPLEMENT STRUCTURE PLAN INTO PLANNING SCHEME OBJECTIVES:</p> <ul style="list-style-type: none"> • APPLY THE VISION AND OBJECTIVES OF THE STRUCTURE PLAN TO THE PLANNING AND DESIGN OF ALL NEW DEVELOPMENT AND REDEVELOPMENT IN THE MORNINGTON ACTIVITY CENTRE. 			
<p>A1</p>	<p>Preparation of a Local Policy to link the Structure Plan formally to the Planning Scheme, together with appropriate height controls</p>	<p>Council Strategic Planning</p>	<p>Complete</p> <p>This action is complete. Amendment C95 implemented the Mornington Activity Centre Structure Plan and was gazetted on 24 September 2009. The amendment introduced a local policy and introduced a new DDO13 to the Mornington Activity Centre.</p>
<p>ELEMENT 1: SENSE OF PLACE PROJECT: MAIN STREET HILLTOP SQUARE PROJECT OBJECTIVES:</p> <ul style="list-style-type: none"> • CREATE A STRONG SENSE OF PLACE IN THE HEART OF MAIN STREET • MAXIMISE PASSIVE RECREATIONAL OPPORTUNITIES AND VIEWLINES IN MAIN STREET • CREATE A NEW FOCUS FOR EAST-WEST PEDESTRIAN MOVEMENT THROUGH THE ACTIVITY CENTRE <p>PROJECT: MANAGEMENT, MARKETING AND PLACE MAKING</p>			



ACTION	LEAD AGENCY	STATUS	COMMENT	
OBJECTIVES:				
<ul style="list-style-type: none"> • ADOPT A COORDINATED APPROACH TO ACTIVITY CENTRE MARKETING AND PLACE MANAGEMENT 				
A2	<ul style="list-style-type: none"> • Refinement of design approach for new Hilltop Square in Main Street, between Empire Mall and Blake Street (to be based upon principles outlined in the Structure Plan). • Preparation of detailed landscape plan for Hilltop Square, to be linked with adjacent works at East Square and Empire Square. 	Council Economic Development	Yet to be commenced	Subject to budget and staff resourcing.
A3	<ul style="list-style-type: none"> • Review other models for the management and marketing of other street-based activity centres • Investigate potential funding sources for establishing a full-time 'place manager' for the Mornington Activity Centre • Identify other opportunities to improve the overall management and marketing of the Activity Centre, from both a local and tourism perspective 	Council Economic Development	Yet to be commenced	Subject to budget and staff resourcing.
ELEMENT 2: MAIN STREET FOCUS				
PROJECT: INCREMENTAL IMPROVEMENTS OF THE PUBLIC REALM IN MAIN STREET				
OBJECTIVES:				
<ul style="list-style-type: none"> • AT A BROAD-SCALE, IMPROVE OVERALL PEDESTRIAN CONNECTIVITY AND AMENITY THROUGHOUT MAIN STREET, IN PARTICULAR IN THE SECTION BETWEEN BARKLY STREET AND QUEEN STREET. 				
PROJECT: REDEVELOPMENT OF MORNINGTON VILLAGE PRECINCT				
OBJECTIVES:				



ACTION	LEAD AGENCY	STATUS	COMMENT	
<ul style="list-style-type: none"> • BALANCE THE DISTRIBUTION OF MAJOR ATTRACTORS IN MAIN STREET. • PROVIDE A NEW RETAIL AND OPEN SPACE FOCUS FOR THE ‘SOUTHERN HALF’ OF MAIN STREET. • CREATE A NEW, FUNCTIONAL MARKET SQUARE TO ACCOMMODATE STREET TRADING ACTIVITIES, RECREATIONAL ACTIVITIES AND EVENTS. • REPLACE CAR PARKING AS REQUIRED. 				
A4	<ul style="list-style-type: none"> • Identify key areas for improvement through public works and traffic management • Design works, landscaping and other public realm elements in a way that contributes to the identity of the centre 	Council Traffic and Transport	Yet to be commenced	Subject to budget and staff resourcing.
A5	<ul style="list-style-type: none"> • Feasibility Study • Consultation with the community and land owners • Refinement of design approach and proposed activities mix (to be based upon principles outlined in the Structure Plan) • Preparation of Project Plan encompassing: <ul style="list-style-type: none"> – Redevelopment of Mornington Village centre (retain supermarket and specialties) – Development of a new mixed use facility, comprising a new major attractor, roof-top car parking and residential (townhouses) – Creation of a market square (public open space) – Development of integrated multi-level car parking building and bicycle storage unit – Traffic management measures as required – Development of new bus stops on the Ring Road – Provision of public infrastructure 	Council Strategic Planning Traffic and Transport	Yet to be commenced	Subject to budget and staff resourcing.



ACTION	LEAD AGENCY	STATUS	COMMENT
<p>ELEMENT 3: ACTIVE FRONTAGES AND SAFE INTERFACES</p> <p>PROJECT: EAST SQUARE AND CENTRO MORNINGTON GALLERIA</p> <p>OBJECTIVES:</p> <ul style="list-style-type: none"> • ACTIVATE THE EXISTING BLANK FRONTAGE OF CENTRO MORNINGTON • IMPROVE THE FUNCTIONAL INTEGRATION OF CENTRO MORNINGTON INTO THE MAIN STREET ENVIRONMENT • CREATE AN ACTIVE OPEN SPACE FOCUS FOR THE ACTIVITY CENTRE’S NORTH-EAST • IMPROVEMENT OF INTERSECTION AT EASTERN RING ROAD AND BARKLY STREET • REPLACE CAR PARKING AS REQUIRED 			
<p>A6</p> <ul style="list-style-type: none"> • Feasibility Study • Consultation with community and land owners • Refinement of design approach and proposed activities mix (to be based upon principles outlined in the Structure Plan) • Preparation of Project Plan encompassing: <ul style="list-style-type: none"> – Realignment of the intersection at Barkly and Gordon Street – Development of new galleria style entrance to Centro Shopping Centre (retail/ commercial uses) – Creation of a new square linking the new galleria entrance and Centro to Main Street; – Development of integrated multi-level car parking building and bicycle storage unit – Development of a new retail facility fronting Barkly Street – Traffic management measures as required 	<p>Council Strategic Planning Traffic and Transport</p>	<p>Yet to be commenced</p>	<p>Subject to budget and staff resourcing.</p>



	ACTION	LEAD AGENCY	STATUS	COMMENT
	<ul style="list-style-type: none"> - Development of new bus stops on the ring road Provision of public infrastructure 			
<p>ELEMENT 4: PEDESTRIAN NETWORK AND OPEN SPACE</p> <p>PROJECT: ALBERT AND EMPIRE SQUARES PROJECT</p> <p>OBJECTIVES:</p> <ul style="list-style-type: none"> • CREATE A HIGH-QUALITY FOCUS FOR PEDESTRIAN ACTIVITY IN THE NORTH-WEST OF THE ACTIVITY CENTRE • PROVIDE A RANGE OF NEW OPEN SPACES AND PEDESTRIAN WALKS, EACH HAVING ITS OWN CHARACTER, FUNCTION AND DESIGN OBJECTIVES • IMPROVE NORTH-SOUTH CONNECTIVITY AND PEDESTRIAN LINKAGES BETWEEN THE FORESHORE AND THE ACTIVITY CENTRE • CREATE SAFE AND ATTRACTIVE PEDESTRIAN LINKS BETWEEN NEW CAR PARKING AREAS AND MAIN STREET • BALANCE THE NEED FOR NEW USES IN THE ACTIVITY CENTRE WITH NET COMMUNITY BENEFIT • FACILITATE THE LONG-TERM CONSOLIDATION OF THE MORNINGTON ACTIVITY CENTRE IN ORDER TO STRENGTHEN ITS ROLE AS AN ACTIVITIES AND COMMUNITY HUB AND ENSURE ITS LONG TERM SUSTAINABILITY • BROADEN THE BASE OF ACTIVITY TO INCLUDE MIXED-USE DEVELOPMENT CONSISTENT WITH MELBOURNE 2030 PRINCIPLES <p>PROJECT: OPEN SPACE MAINTENANCE PROJECT</p> <p>OBJECTIVES:</p> <ul style="list-style-type: none"> • ENSURE THAT ALL NEW OPEN SPACE IS REGULARLY MAINTAINED AND CLEANED • ENCOURAGE THE COMMUNITY TO TAKE RESPONSIBILITY AND PRIDE IN THE ACTIVITY CENTRE ENVIRONMENT <p>PROJECT: DIRECTIONAL SIGNAGE PROJECT</p> <p>OBJECTIVES:</p> <ul style="list-style-type: none"> • IMPROVE PEDESTRIAN NAVIGATION OF THE ACTIVITY CENTRE • ENCOURAGE WALKING TRIPS TO AND AROUND THE ACTIVITY CENTRE • ENCOURAGE VISITORS TO 'EXPLORE' MORNINGTON – PROVIDE INTERPRETIVE SIGNS AT POINTS OF INTEREST <p>PROJECT: INCREMENTAL IMPROVEMENTS TO THE PEDESTRIAN NETWORK</p>				



ACTION	LEAD AGENCY	STATUS	COMMENT	
<p>OBJECTIVES:</p> <ul style="list-style-type: none"> ON A BROAD-SCALE, IMPROVE OVERALL PEDESTRIAN CONNECTIVITY AND AMENITY THROUGHOUT THE ACTIVITY CENTRE <p>PROJECT: FORESHORE PARK IMPROVEMENT</p> <p>OBJECTIVES:</p> <ul style="list-style-type: none"> IMPROVE EXISTING RECREATIONAL FACILITIES ON THE FORESHORE IMPROVE VISUAL AND FUNCTIONAL LINKS BETWEEN THE FORESHORE AND THE RETAIL CORE 				
<p>A7</p>	<ul style="list-style-type: none"> Feasibility Study Consultation with community. Refinement of design approach and proposed activities mix (to be based upon principles outlined in the Structure Plan). Preparation of Project Plan encompassing: Albert Square: <ul style="list-style-type: none"> Development of a new square as a heart for surrounding residential activity and as part of a new cruciform pedestrian walk linking Main Street, Empire Street, Albert Street and the foreshore. Development of 3 storey residential apartments focused on the new square and pedestrian linkages Traffic management and infrastructure provision as required. Renovation of heritage property at 8 Albert Street. Empire Square: <ul style="list-style-type: none"> Development of a new square as an extension of the Empire Mall and to link pedestrian pathways 	<p>Council Strategic Planning Traffic and Transport</p>	<p>Yet to be commenced</p>	<p>Subject to budget and staff resourcing.</p>



	ACTION	LEAD AGENCY	STATUS	COMMENT
	between car parking facilities, the foreshore and Main Street. <ul style="list-style-type: none"> - Development of a retail/ mixed use facility, focused upon the new Empire Square, comprising smaller tenants, extending the café-style activity in the Empire Mall precinct. - Development of new bus stops on the Ring Road. - Development of new mixed use building, comprising 3-4 levels of public car parking building and bicycle storage, together with residential uses, adjacent. - Development of a new community services facility. - Creation of a new 'gateway park' at the intersection of Barkly Street and Waterloo Place as a focus for surrounding residential and community activity. - Traffic management and infrastructure provision as required. 			
A8	<ul style="list-style-type: none"> • Develop inventory of responsibilities for maintenance of open spaces 	Council Infrastructure Projects	Underway	An inventory is scheduled to be developed following the new Community Asset Management Services contracts in July 2024.
A9	<ul style="list-style-type: none"> • Develop functional and design principles for pedestrian-scale directional signs • Identify locations for the placement of signs, both for the short and long-term 	Council Traffic and Transport	Yet to be commenced	Subject to budget and staff resourcing.
A10	<ul style="list-style-type: none"> • Within the pedestrian network outlined in the Structure Plan, identify key areas for improvement through public 	Council	Underway	The construction of new footpaths is guided by Council's Pedestrian Access



	ACTION	LEAD AGENCY	STATUS	COMMENT
	works (footpath maintenance, route widening, landscaping etc.)	Traffic and Transport		Strategy 2024. Delivery is subject to budget availability.
A11	<ul style="list-style-type: none"> Develop functional and design principles for the foreshore park Undertake planning and design process 	Council Strategic Planning	Yet to be commenced	Subject to budget and staff resourcing.
<p>ELEMENT 5: DIVERSITY OF ACTIVITY</p> <p>PROJECT: GORDON STREET RESIDENTIAL PROJECT</p> <p>OBJECTIVES:</p> <ul style="list-style-type: none"> FACILITATE THE LONG-TERM CONSOLIDATION OF THE MORNINGTON ACTIVITY CENTRE IN ORDER TO STRENGTHEN ITS ROLE AS AN ACTIVITIES AND COMMUNITY HUB AND ENSURE ITS LONG TERM SUSTAINABILITY BROADEN THE BASE OF ACTIVITY TO INCLUDE MIXED-USE DEVELOPMENT CONSISTENT WITH MELBOURNE 2030 PRINCIPLES ACCOMMODATE DEMAND FOR RESIDENTIAL ACTIVITY IN THE ACTIVITY CENTRE <ul style="list-style-type: none"> PROVIDE A RANGE OF HOUSING CHOICES FOR THE GROWING POPULATION INCORPORATE OPEN SPACE INTO NEW DEVELOPMENT <p>PROJECT: EASTERN RING ROAD RESIDENTIAL PROJECT</p> <p>OBJECTIVES:</p> <ul style="list-style-type: none"> FACILITATE THE LONG-TERM CONSOLIDATION OF THE MORNINGTON ACTIVITY CENTRE IN ORDER TO STRENGTHEN ITS ROLE AS AN ACTIVITIES AND COMMUNITY HUB AND ENSURE ITS LONG TERM SUSTAINABILITY BROADEN THE BASE OF ACTIVITY TO INCLUDE MIXED-USE DEVELOPMENT CONSISTENT WITH MELBOURNE 2030 PRINCIPLES ACCOMMODATE DEMAND FOR RESIDENTIAL ACTIVITY IN THE ACTIVITY CENTRE PROVIDE A RANGE OF HOUSING CHOICES FOR THE GROWING POPULATION PROVIDE A RANGE OF HOUSING CHOICES FOR THE GROWING POPULATION <p>PROJECT: PRECINCT STRUCTURE PLAN FOR THE HIGHWAY PRECINCT INVESTIGATION AREA</p> <p>OBJECTIVES:</p>				



ACTION	LEAD AGENCY	STATUS	COMMENT	
<ul style="list-style-type: none"> • FACILITATE THE CONSOLIDATION OF THE HIGHWAY ACTIVITIES PRECINCT • IDENTIFY A PREFERRED BUILT FORM PATTERN FOR THE PRECINCT • ENSURE A SAFE PEDESTRIAN ENVIRONMENT FOR THE PRECINCT 				
A12	<ul style="list-style-type: none"> • Feasibility Study • Consultation with community and land owners • Refinement of design approach and proposed activities mix (to be based upon principles outlined in the Structure Plan) • Preparation of Project Plan encompassing: <ul style="list-style-type: none"> – Development of 3 – 4 storey residential/ mixed use accommodation (either apartments, retirement village or similar) – Development of two new 'gateway parks' to "bookend" the new residential activity, located at the intersection of Barkly Street and Gordon Street and at the intersection of Phillip Street and Gordon Street (includes closure of Phillip Street) – Formalise pedestrian access on Phillip Street to Gordon Street and along Barkly Street – Formalise section of the Bay Trail – Traffic management and infrastructure provision as required 	Council Strategic Planning Traffic and Transport	Yet to be commenced	Subject to budget and staff resourcing.
A13	<ul style="list-style-type: none"> • Feasibility study • Consultation with community and land owners • Refinement of design approach and proposed activities mix (to be based upon principles outlined in the Structure Plan) 	Council Strategic Planning Traffic and Transport	Yet to be commenced	Subject to budget and staff resourcing.



	ACTION	LEAD AGENCY	STATUS	COMMENT
	<ul style="list-style-type: none"> • Preparation of Project Plan encompassing: <ul style="list-style-type: none"> – Development of new retail facility fronting Barkly Street – Development of residential apartments up to 3 storeys – Integrated multi-level public car parking building and bicycle storage facility; – New / improved bus stops – Traffic management and infrastructure provision as required 			
A14	<ul style="list-style-type: none"> • Undertake a review to assess the potential for residential and office activity to be accommodated at the upper-levels of existing shops in Main Street (within the built form typology outlined in the Structure Plan) 	Council Strategic Planning	Yet to be commenced	Subject to budget and staff resourcing.
A15	<ul style="list-style-type: none"> • Design a brief for the preparation of a Project Plan, which includes the need to: <ul style="list-style-type: none"> – Undertake a detailed review of the existing activities role of the precinct and likely future floorspace demand – Identify the preferred activities mix for the precinct until 2030 – Design a safe and attractive pedestrian environment, which links into the pedestrian network and the Bay Trail as identified in the Structure Plan – Identify the preferred built form pattern for the precinct – Outline any traffic engineering works to undertaken 	Council Strategic Planning Traffic and Transport	Yet to be commenced	Subject to budget and staff resourcing.



ACTION	LEAD AGENCY	STATUS	COMMENT
<ul style="list-style-type: none"> - Outline landscaping and public realm works to be undertaken 			
<p>ELEMENT 6: BUILT FORM AND HERITAGE</p> <p>PROJECT: INCORPORATE DESIGN PRINCIPLES FOR THE RETAIL CORE PRECINCT INTO THE PLANNING SCHEME</p> <p>OBJECTIVES:</p> <ul style="list-style-type: none"> • ENSURE A CONSISTENT STANDARD OF DESIGN AND APPROPRIATE HEIGHT CONTROLS FOR THE RETAIL CORE PRECINCT AND THE PROFESSIONAL SERVICES PRECINCT <p>PROJECT: PURSUE FURTHER HERITAGE CONTROLS IN THE RETAIL CORE PRECINCT.</p> <p>OBJECTIVES:</p> <ul style="list-style-type: none"> • ENSURE HERITAGE PLACES ARE PROTECTED WITHIN THE PLANNING SCHEME 			
<p>ELEMENT 7: PUBLIC REALM AND LANDSCAPE CHARACTER</p> <p>PROJECT: STREET SYSTEM LANDSCAPING PROJECT</p> <p>OBJECTIVES:</p> <ul style="list-style-type: none"> • CLEARLY DEFINE HIERARCHY OF STREETS IN DESIGN TERMS • PROVIDE GATEWAYS AND AVENUES IN KEY APPROACH STREETS • CONTRIBUTE TO 'GREENING' OF THE ACTIVITY CENTRE • ENSURE A CONSISTENT APPROACH TO LANDSCAPING AND LIGHTING THROUGHOUT THE ACTIVITY CENTRE <p>PROJECT: LANDSCAPE DESIGN FOR NEW PUBLIC SPACES (IN CONJUNCTION WITH COMPREHENSIVE REDEVELOPMENT PROJECTS):</p> <p>OBJECTIVES:</p> <ul style="list-style-type: none"> • APPLY A CONSISTENT AND HIGH-QUALITY APPROACH TO OPEN SPACE AND PUBLIC REALM DESIGN (TO BE UNDERTAKEN SEPARATELY FROM COMPREHENSIVE DEVELOPMENT PROJECTS), IN ORDER TO ENSURE THAT NEW OPEN SPACES INCLUDED IN COMPREHENSIVE DEVELOPMENT PROJECTS ARE DESIGNED CONSISTENT WITH THE PRINCIPLES OUTLINED IN 'PUBLIC REALM AND LANDSCAPE CHARACTER' 			



ACTION		LEAD AGENCY	STATUS	COMMENT
A16	<ul style="list-style-type: none"> Preparation of a Design and Development Overlay to link the built form requirements of the Structure Plan formally to the Planning Scheme 	Council Strategic Planning	Complete	Amendment C95 introduced Schedule 13 to the Design and Development Overlay which includes a height requirement of up to 3 storeys and setback requirements.
A17	<ul style="list-style-type: none"> Apply for Planning Scheme Amendment to introduce Heritage Overlays for the retail core precinct (where not already covered), consistent with the heritage recommendations in the Structure Plan 	Council Strategic Planning	Complete	<p>Various Heritage Overlays have been applied to the retail core precinct consistent with the recommendations of the Structure Plan as follows:</p> <ul style="list-style-type: none"> HO355 applies to the central Main Street Mornington Heritage Precinct. Heritage planning policy for existing heritage places and new developments in the retail core are contained in <i>Mornington Commercial Heritage Precinct and Individual Places heritage Report</i> by Lorraine Huddle, 2011. HO355 was introduced into the Planning Scheme via Amendment C135 Part 2 which was gazetted on 5 December 2013. Heritage places were reviewed in the approved report <i>Mornington Peninsula Heritage Review Area 1 – Mount Eliza, Mornington, Mount Martha December 2013</i>. The recommended places were



	ACTION	LEAD AGENCY	STATUS	COMMENT
				<p>introduced into the Planning Scheme via Amendment C174 Part 1 which was gazetted on 26 March 2015.</p> <ul style="list-style-type: none"> • HO365 applies to Former King George V Memorial Bush Nursing Hospital (part) and mature Oak tree west of the building, at 262 Main Street, Mornington (part). This place was assessed in the approved report <i>Mornington Peninsula Heritage Review Area 1 – Mount Eliza, Mornington, Mount Martha December 2013</i>. HO365 was introduced into the Planning Scheme via Amendment C174 Part 1 which was gazetted on 26 March 2015.
A18	<ul style="list-style-type: none"> • Refinement of design approach and identification of preferred species for street system (to be based upon principles outlined in the Structure Plan) • Development of a detailed landscape plan for the street system 	Council Natural Systems	Yet to be commenced	Subject to budget and staff resourcing.
A19	<ul style="list-style-type: none"> • Refinement of design approach for new parks/ squares / plazas (to be based upon principles outlined in the Structure Plan) 	Council Strategic Planning	Yet to be commenced	Subject to budget and staff resourcing.



	ACTION	LEAD AGENCY	STATUS	COMMENT
	<ul style="list-style-type: none"> Preparation of detailed landscape plans for new parks/ squares / plazas, to be linked to comprehensive redevelopment projects 			
<p>ELEMENT 8: BICYCLE AND PUBLIC TRANSPORT NETWORKS</p> <p>PROJECT: IMPROVED BICYCLE NETWORKS</p> <p>OBJECTIVES:</p> <ul style="list-style-type: none"> FACILITATE INCREASED CYCLING ACTIVITY TO AND AROUND THE ACTIVITY CENTRE CREATE FURTHER INCENTIVES FOR CYCLING THROUGH THE IMPROVEMENT OF AMENITY AND SAFETY ON PRINCIPAL BICYCLE ROUTES <p>PROJECT: BUS SYSTEM IMPROVEMENTS</p> <p>OBJECTIVES:</p> <ul style="list-style-type: none"> FACILITATE INCREASED PUBLIC TRANSPORT TRIPS TO THE ACTIVITY CENTRE CREATE FURTHER INCENTIVES FOR PUBLIC TRANSPORT USE THROUGH THE IMPROVEMENT OF SERVICES AND THROUGH IMPROVEMENTS TO AMENITY AND SAFETY AT BUS STOPS <p>PROJECT: PUBLIC TRANSPORT INTERCHANGE</p> <p>OBJECTIVES:</p> <ul style="list-style-type: none"> DEVELOPMENT OF AN INTEGRATED PUBLIC TRANSPORT INTERCHANGE IMPROVED CONNECTION BETWEEN BUS SERVICES AND TAXI SERVICES 				
A20	<ul style="list-style-type: none"> Undertake improvements to principal bicycle network as outlined in 'Bicycle and Public Transport Networks' 	Council Traffic and Transport	Underway	Improvements to the principal bicycle network will be further investigated as part of Council's new Integrated Transport Strategy which has commenced development. As part of this strategy development, Council's



	ACTION	LEAD AGENCY	STATUS	COMMENT
				active transport network, including cycling, will be planned and mapped.
A21	Further consultation with bus companies as required	Council Traffic and Transport	Yet to be commenced	Subject to budget and staff resourcing.
A22	<ul style="list-style-type: none"> Prepare a local public transport plan that outlines the overall provision of services in the long term Apply for State Government funding for improvements to public transport network as outlined in 'Bicycle and Public Transport Networks' 	Public Transport Victoria Traffic and Transport	Responsibility of State Government	Subject to budget and staff resourcing.
A23	<ul style="list-style-type: none"> Investigate options for shuttle bus and other specialised small bus services 	Public Transport Victoria	Responsibility of State Government	Subject to budget and staff resourcing.
A24	<ul style="list-style-type: none"> Investigate feasibility of new public transport interchange, comprising bus services, taxi services and bicycle and car parking 	Council Traffic and Transport	Yet to be commenced	Subject to budget and staff resourcing.
<p>ELEMENT 9: TRAFFIC AND CAR PARKING</p> <p>PROJECT: SECONDARY ACCESS SYSTEM IMPROVEMENT PROJECT</p> <p>OBJECTIVES:</p> <ul style="list-style-type: none"> STRENGTHEN THE ROLE OF THE ACTIVITY CENTRE SECONDARY ACCESS SYSTEM FACILITATE SAFE IN-OUT TURNS AT THE NEPEAN HIGHWAY <p>PROJECT: MAIN STREET SOUTH ACCESS IMPROVEMENT</p> <p>OBJECTIVES:</p> <ul style="list-style-type: none"> OPTIMISE THE CAPACITY OF MAIN STREET (WITHIN THE PROFESSIONAL SERVICES PRECINCT) TO ACT AS AN ACCESS ROUTE TO THE RETAIL CORE PRECINCT 				



ACTION	LEAD AGENCY	STATUS	COMMENT	
<p>PROJECT: RING ROAD IMPROVEMENT PROJECT</p> <p>OBJECTIVES:</p> <ul style="list-style-type: none"> • IMPROVE CONNECTIVITY OF THE EAST AND WEST SECTIONS OF THE RING ROAD • IMPROVE THE CIRCULATION ROLE OF THE RING ROAD TO ENCOURAGE VEHICLES OFF MAIN STREET • ENHANCE NAVIGATION OF THE ACTIVITY CENTRE CIRCULATION SYSTEM <p>PROJECT: IMPROVING CAR PARK NAVIGATION</p> <p>OBJECTIVES:</p> <ul style="list-style-type: none"> • ENHANCE NAVIGATION OF THE RETAIL CORE PRECINCT CAR PARKING SYSTEM <p>PROJECT: CAR PARKING PRECINCT PLANS (PPP)</p> <p>OBJECTIVES:</p> <ul style="list-style-type: none"> • PROVIDE A COMPREHENSIVE PICTURE OF CURRENT PARKING DEMAND AND SUPPLY IN THE PPP AREAS; • PROVIDE STRATEGIES AND POLICIES FOR CAR PARKING WHICH ARE FULLY INTEGRATED WITH, AND SUPPORTIVE OF, THE BROADER LAND USE AND OTHER STRATEGIC PLANNING POLICIES; • PROVIDE COUNCIL WITH A PRECISE MECHANISM FOR DEALING EFFECTIVELY WITH NEW DEVELOPMENT OR REDEVELOPMENT APPLICATIONS; • WHERE APPROPRIATE, PROVIDE A PRACTICAL MANAGEMENT AND FINANCIAL FRAMEWORK FOR THE PROVISION BY COUNCIL OF ADDITIONAL CONSOLIDATED PUBLIC PARKING TO SUPPORT ADDITIONAL COMMERCIAL DEVELOPMENT (EG. VIA A SEPARATE RATE SCHEME FOR EXISTING BUSINESS, PLUS CASH-IN-LIEU FROM NEW DEVELOPMENTS) <p>PROJECT: OCTAVIA STREET ON-STREET PARKING PROJECT</p> <p>OBJECTIVES:</p> <ul style="list-style-type: none"> • CREATE AN ATTRACTIVE ON-STREET CAR PARKING FACILITY AND IMPROVE THE 'BACK-OF-SHOP' ENVIRONMENT OF OCTAVIA STREET 				
<p>A25</p>	<ul style="list-style-type: none"> • Seek State Government funding for the installation of traffic signals at: <ul style="list-style-type: none"> – Wilsons Road/ Nepean Highway intersection (first priority) 	<p>Council Traffic and Transport</p>	<p>Underway</p>	<p>New signals located at the corner of Tanti Avenue and Nepean Highway have been installed.</p>



	ACTION	LEAD AGENCY	STATUS	COMMENT
	<ul style="list-style-type: none"> - Tanti Avenue/ Nepean Highway intersection 			Traffic signals located at the Wilsons Road and Nepean Highway intersection have been identified by the Department of Transport although are not considered a high priority.
A26	<ul style="list-style-type: none"> • Review traffic management measures for this road • Replace the existing roundabout at the Cromwell/ Main Street intersection with traffic lights 	Department of Transport and Planning	Redundant	The intersection of Main and Cromwell Street is managed by the Department of Transport. The Safer Roads Program delivered a number of safety improvements in the area including zebra crossings, roundabouts and 40km/h speed limits. The upgrade of the roundabout to signals was not considered a priority.
A27	<ul style="list-style-type: none"> • Review the operation of the Vale Street/Main Street intersection with the aim of giving priority to the southbound movement of traffic from Vale Street into Main Street to promote traffic flows on the eastern ring road • Remove parking along the ring road in stages to improve traffic flows and increase the attractiveness of this route for safe and efficient traffic movement • Install intersection treatment at the Ross Street / Main Street to improve the ring road link with Queen Street, whilst safeguarding the north-south pedestrian links to the foreshore 	Council Traffic and Transport	Complete	Traffic works have been completed in the area: <ul style="list-style-type: none"> • A centre island has been constructed on the Eastern Ring Road to give priority to southbound movement of traffic from Vale Street into Main Street. • A north-south pedestrian link located at Ross Street given priority with construction of a raised zebra crossing. • The Eastern Ring Road has a signalised intersection at Barkly



	ACTION	LEAD AGENCY	STATUS	COMMENT
	<ul style="list-style-type: none"> • Realign Gordon Street on the northern approach to Barkly Street and create a signalised intersection to improve the operation of the ring road link • Reverse the intersection priority at the Drake Street / Ross Street intersection to favour movements along the ring road • Investigate the need for new directional signs for the Ring Road • Ensure all new off-street car parking is accessible from the Ring Road 			Street which includes Railway Pde North instead of Gordon Street. <ul style="list-style-type: none"> • Changes have been made at Drake and Ross Street to improve safety throughout the intersection. • Directional signage has been installed for the Ring Road.
A28	<ul style="list-style-type: none"> • Identify locations for the placement of signs, to encourage road users to access off-street car parks from the Ring Road and reduce dependence on Main Street's on-street parking 	Council Traffic and Transport	Complete	The implementation of signage in accordance with the Mornington Parking Precinct Plan will be implemented during the 2024/25 Financial Year.
A29	<ul style="list-style-type: none"> • Design a brief for the preparation of Parking Precinct Plans, which includes the need to: <ul style="list-style-type: none"> – Review of current Council policies relevant to parking supply/demand (i.e. land use, traffic, public transport, parking) – Data collection and analysis to establish existing parking supply and demand conditions – Formulation of options for future parking provision and management (including specific proposals for possible commercial and residential development additions) 	Council Strategic Planning Traffic and Transport	Complete	Amendment C281morn, gazetted on 24 February 2022 implemented the objectives and recommendations of the Mornington Major Activity Centre Parking Precinct Plan by applying the Parking Overlay to land in the commercial core to reduce statutory parking rates.



ACTION		LEAD AGENCY	STATUS	COMMENT
	<ul style="list-style-type: none"> Formulation of recommendations in a form suitable for inclusion in the Bayside Planning Scheme as a Parking Precinct Plan 			
A30	<ul style="list-style-type: none"> Realignment and widening of Octavia Street (between Albert Street and Barkly Street) to facilitate 90-degree angle parking on either side and landscaping improvements. 	<p>Council Traffic and Transport</p>	Redundant	The realignment and widening of Octavia Street to facilitate 90-degree parking is not considered feasible due to the construction of the large carpark located off Octavia Street.
<p>ELEMENT 10: ACCESSIBILITY AND SAFETY BY DESIGN</p> <p>PROJECT: MAIN STREET PAVEMENTS PROJECT</p> <p>OBJECTIVES:</p> <ul style="list-style-type: none"> ENSURE A CONTINUOUS ACCESSIBLE PATH OF TRAVEL (CAPT) IN MAIN STREET FOR PEDESTRIANS WITH LIMITED MOBILITY, PARTICULARLY FOR ACCESS BETWEEN CAR SPACES AND THE FOOTPATH <p>PROJECT: MOBILITY REVIEW</p> <p>OBJECTIVES:</p> <ul style="list-style-type: none"> ENSURE EXISTING AND POTENTIAL DEVELOPMENT WITHIN THE ACTIVITY CENTRE IS ACCESSIBLE FOR ALL USERS 				
A31	<ul style="list-style-type: none"> Reduce kerbing in Main Street (within the core retail precinct) and replace with 'flush' pavements and bollards Ensure adequate Disabled Car Parking spaces in this area 	<p>Council Traffic and Transport</p>	Redundant	The existing disabled parking spaces meet requirements and are well spaced.
A32	<ul style="list-style-type: none"> Employ the assistance of interest groups including the Disability Consultative Committee to design a brief for the preparation of a Precinct Plan, which includes the 	Council	Yet to be commenced	Subject to budget and staff resourcing.



	ACTION	LEAD AGENCY	STATUS	COMMENT
	need to undertake a comprehensive Mobility Review of the Activity Centre (precinct-by-precinct)	Community Strengthening		



ROSEBUD ACTIVITY CENTRE STRUCTURE PLAN

Rosebud is located on the south-western edge of the Mornington Peninsula between the townships of Dromana and Rye and is the largest centre in the Shire after Mornington. It is one of three major activity centres on the Peninsula and is expected to meet the greatest demand for future growth and to provide the greatest range of retail, commercial and community services and facilities.

The Structure Plan applies to a large area of commercial, residential and foreshore reserve land and aims to establish a long term vision for Rosebud as a basis for future planning and decision making about the use and development of private and public land.

The Rosebud Activity Centre Structure Plan was adopted by Council on 24 August 2015.

VISION

Rosebud as a major activity centre is distinctive for its special relationship to the coastal environment, its backdrop to Arthurs Seat and linear activity spine along Point Nepean Road.

Rosebud will be a people focussed and lively place, which embraces its town centre and coastline in a coordinated manner, representing the focal point for the southern peninsula region and providing a great place to meet, live, work and play. The centre will accommodate more integrated housing within the commercial areas, which will present to the public realm in an attractive manner.

Rosebud will be an active, attractive, pedestrian friendly, highly accessible and well landscaped activity centre with a clearly identifiable 'heart' located at Rosebud Central and incorporating Village Green, with a community focus also near the corner of Boneo Road and Eastbourne Road.

Evolving into a permanent and strong sustainable community, Rosebud will continue as one of the Peninsula's key seaside retreats. The key historic and cultural values in terms of its relaxed lifestyle and heritage built form and cultural assets will be protected and enhanced.

OBJECTIVES

The future of the Rosebud Activity Centre is guided by three key themes:



1. **Land use and activity:** *these objectives relate to the key activities that are required to enable sustainable growth of the Rosebud Activity Centre and seek to define the principal locations for land use foci and identify key synergies and relationships.*
2. **Environment and place:** *these objectives relate to the key built form, environmental and urban image elements that contribute to the 'look and feel' of the Rosebud Activity Centre. They seek to define the quality of urban design ambition for the centre and the central environmental initiatives leading to a sustainable Activity Centre.*
3. **Function and interaction:** *these objectives seek to determine an appropriate means of movement to, through and around the Rosebud Activity Centre by a range of users and transport nodes.*



IMPLEMENTATION ACTIONS STATUS UPDATE

ACTION		LEAD AGENCY	STATUS	COMMENT
STATUTORY FRAMEWORK – INITIATE AN AMENDMENT TO THE MORNINGTON PENINSULA PLANNING SCHEME TO:				
A1	Link the Structure Plan to the Planning Scheme and include the Structure Plan as a Reference Document.	Council Strategic Planning	Complete	Amendment C206morn implemented the Rosebud Activity Centre Structure Plan, October 2017 by introducing new built form controls to the area. The amendment was gazetted on 22 November 2019.
A2	Include a Local Policy for the Rosebud Activity Centre that reflects the policy directions of the Structure Plan.	Council Strategic Planning	Complete	Amendment C206morn introduced Clause 22.23 – Rosebud Activity Centre which is now reflected in Clause 11.03-1L-03 as a result of the Planning Policy Framework translation.
A3	Change the zoning of the land fronting Point Nepean Road, between First Avenue and Seventh Avenue to a zone that reflects the policy directions of the Structure Plan for this area.	Council Strategic Planning	Complete	Amendment C206morn rezoned the land from General Residential Zone to Mixed Use Zone.
A4	Introduce a Design and Development Overlay over (parts of) the Structure Plan area to reflect the policy directions regarding building height, setbacks and other building design elements of the Structure Plan.	Council Strategic Planning	Complete	Amendment C206morn introduced Schedule 26 to the Design and Development Overlay providing height and setback



	ACTION	LEAD AGENCY	STATUS	COMMENT
				requirements for the Activity Centre.
A5	Remove the Design and Development Overlay 1 from generally the residential areas in Rosebud Parade/Gipps Street, Hope Street/Thomas Street, at the northern end of Second, Third and Fourth Avenues and from properties adjacent to Jetty Road, north of Point Nepean Road.	Council Strategic Planning	Complete	Amendment C206morn removed Schedule 1 to the Design and Development Overlay from this land.
PLANS, GUIDELINES AND PROJECTS				
A6	Prepare Precinct Plans for the three key activity centre precincts identified in the Structure Plan.	Council Strategic Planning	Yet to be commenced.	Subject to budget and staff resourcing.
A7	Prepare Design Guidelines for building projects in the Structure Plan area.	Council Strategic Planning	Yet to be commenced.	Subject to budget and staff resourcing.
A8	Prepare detailed urban design plans for specific urban design projects for public areas within the key activity centre precincts.	Council Strategic Planning	Yet to be commenced.	Subject to budget and staff resourcing.
A9	Prepare detailed urban design plans for the activity centre gateways identified in the Structure Plan.	Council Strategic Planning	Yet to be commenced.	Subject to budget and staff resourcing.
A10	Prepare a Streetscape Framework Plan – in stages - to guide future public works for the identified Pedestrian Priority Zones.	Council	Yet to be commenced.	Subject to budget and staff resourcing.



ACTION		LEAD AGENCY	STATUS	COMMENT
		Strategic Planning		
A11	Prepare plans for intersection improvements at First Avenue and McCombe Street and Jetty Road and McDowell Street.	Council Traffic and Transport	Underway	The intersection of Jetty Road and McDowell Street was upgraded through the Blackspot Program and is signalised. Any intersection improvements for First Avenue and McCombe Street are subject to budget and staff resourcing.
PUBLIC PROJECTS AND WORKS: ALL SUBJECT TO THE NORMAL BUDGET APPROVAL PROCESS BY COUNCIL				
A12	Undertake public realm improvements in accordance with approved precinct plans for the key activity precincts.	Council Infrastructure Services	Yet to be commenced	Subject to budget and staff resourcing.
A13	Undertake gateway improvements.	Council Infrastructure Services	Yet to be commenced	Subject to budget and staff resourcing.
A14	Undertake intersection improvements at First Avenue/McCombe Street and Jetty Road/McDowell Street.	Council Traffic and Transport	Complete	Works have been undertaken along the Rosebud Foreshore near the Boneo Road and Point Nepean Road intersection to complete a missing path link from the signalised pedestrian crossing to a recently installed PTV bus stop.



ACTION		LEAD AGENCY	STATUS	COMMENT
ADVOCATE AND PROMOTE				
A15	Advocate the realignment of the eastbound lanes of Point Nepean Road to the south, between Third Avenue and Seventh Avenue.	Council Traffic and Transport	Yet to be commenced	Subject to budget and staff resourcing.
A16	Advocate the identified additional pedestrian crossings in Point Nepean Road.	Council Traffic and Transport	Underway	The pedestrian crossing located on First Avenue is currently under construction.
A17	Advocate the intersection improvement at First Avenue and Point Nepean Road.	Council Traffic and Transport	Yet to be commenced	Subject to budget and staff resourcing.
A18	Advocate the increase in public bus services.	Council Traffic and Transport	Ongoing	This action is ongoing. Council continues to advocate for better public transport on the Peninsula.



RYE TOWNSHIP PLAN

Rye is a bayside township of approximately 8,000 permanent residents and a place where seasonal flux plays a significant role in how it functions. A popular destination during the warmer months, it sees a surge in residents, campers, visitors and day-trippers making the most of the coastal environment. However, this also puts pressure on the local facilities to the point where the congestion is both unsafe and undesirable. During the winter months, the pace and vibrancy of the township subsides considerably making it difficult for local businesses to survive.

The township of Rye is currently primarily residential with commercial ventures focused along Point Nepean Road. Recent trends in house purchases indicate that there is a steady increase in people moving to Rye to take advantage of the lifestyle benefits it has to offer.

The Township Plan needs to respond by providing a framework which supports greater housing diversity, and diversification of the commercial, retail, recreational and tourism offering throughout the Township as a whole. It needs to establish itself with a unique identity and sense of place that sets it apart from other townships on the Peninsula.

The Rye Township Plan was adopted by Council on 24 August 2015.

VISION

The vision of the Rye township is focused on the following principles:

- *Preserving the natural environment and promoting Rye as a demonstration Township for sustainability and eco-living,*
- *Improving connections for pedestrians and cyclists,*
- *Building on existing culture and heritage to promote a sense of place and local identity,*
- *Creating a revitalised public domain to establish a thriving destination across all seasons.*

OBJECTIVES

The objectives for the plan are underpinned by the following four themes:

- 1. Support and enhance local coastal ecology**
 - Protect and re-vegetate the existing dune scape to prepare and adapt to sea level rise.
 - Expand coastal ecology and green corridors through planting of local indigenous vegetation within the streetscape to reduce hard



surfaces, improve bio-diversity and connectivity between existing green spaces.

- Enhance visual and physical connectivity to the Bay.
- Apply an integrated approach to water quality management and apply best practice standards to stormwater management for improved water quality, safety and aesthetics

2. Maximise liveability by applying local adaptive climate improvements

- Provide carefully considered placement of plantings and furniture elements/ screens to reduce impact of strong northwesterly winds on Point Nepean Road, Foreshore Park and Napier Plaza.
- Provide surfaces that limit summer heat build up and that promote sustainable infrastructure and the environment.
- Manage micro-climates by providing canopy trees to improve pedestrian shade protection and canopy cover from the summer heat whilst maximising solar access through the year.
- Promote adaptability to respond to peak parking and environmental pressure.

3. Support and promote low emission activities and infrastructure

- Select materials with low embodied energy, high recycled content, local provenance, high durability, long service life and low maintenance.
- Encourage design for pedestrian and bicycle use to minimise contribution to greenhouse gas emissions.
- Promote integration of renewable energy sources into existing and new infrastructure.

- Apply energy efficient fittings to existing and new infrastructure

4. Apply best practice water quality solutions

- Improve the health and water quality of our waterways by applying best practice standards to education, collection, filtration and re-use of water.
- Harvest stormwater to irrigate parks, reduce flooding and protect waterways.
- Install water efficient fittings and water saving devices to existing and new council infrastructure to conserve ongoing water use.
- Generate flood mapping information to inform planning decisions and reduce flooding risks.
- Provide path access between the beach and foreshore camping/parking to protect the natural foreshore environment.
- Minimise contaminants to stormwater eg. sewerage, wastewater and other nutrients, by tracing the contaminants back to their source and remediating
- Improve stormwater run-off water quality with the application of Water Sensitive Urban Design (WSUD) approaches - bio-swales, and raingardens, and permeable surfaces - to meet best practice water quality objectives for reuse and/or discharge to receiving waters



IMPLEMENTATION ACTIONS STATUS UPDATE

PROJECT	PROJECT DETAILS	LEAD AGENCY	STATUS	COMMENT	
ADVOCATE AND PROMOTE					
A1	Advocate for a new traffic distribution network	Establish action group, preparation of mud maps and a briefing for position plan for the Southern Peninsula.	Council Traffic and Transport	Underway	The traffic network distribution network will be further investigated as part of the Integrated Transport Strategy which is under development.
A2	Promote local pop-up events and markets	Appoint project manager and liaison officer.	Council Destinations, Recreation and Community Connections	Yet to be commenced	Subject to budget and staff resourcing.
A3	Promote community implementation of aspects within Rye Township Plan	Appoint project manager and liaison officer.	Council Strategic Planning	Yet to be commenced	Subject to budget and staff resourcing.
A4	Establish and maintain advisory group to oversee township plan rollout	Appoint panel members and establish structure.	Council Strategic Planning	Underway	Community engagement is undertaken as part of each individual project.
COASTAL					
A5	Rye Campground configuration	Creation of re-configured camping ground to include	Council	Underway	A rationalisation of the Rye Western Camping area is to be undertaken to provide a higher



PROJECT	PROJECT DETAILS	LEAD AGENCY	STATUS	COMMENT	
	coastal re-vegetation/tree planting/lawn shelters/lighting/new amenities/wayfinding.	Infrastructure Projects		<p>standard of foreshore camping in the newly reconfigured area.</p> <p>Works include amended campsite layouts providing a larger area, new electrical and water services, new access roadway for compliant fire vehicle access and new firefighting services through the area.</p> <p>A Tender for construction has recently closed. It is anticipated this construction contract will be awarded early 2024, with works to commence following the 23/24 Summer Camping Season.</p>	
A6	Foreshore Promenade	Re-configure car parking and entries, creation of a promenade (incl. paving/decking/drainage/tree planting/lighting/electrical services/furniture/seats/bins/bubblers/wayfinding signage/art)	Council Infrastructure Projects	Underway	Detailed design of the Foreshore Promenade is currently underway with delivery planned to be commenced in 2024 following the summer tourist season. The Foreshore Promenade will provide a sense of arrival as the main 'gateway' to the foreshore.
A7	Foreshore Park	Re-configure car parking and entries, upgrade of park (incl. paving/drainage/tree planting/lighting/electrical services/furniture/seats/bins/bubblers/wayfinding/signage/picnic shelters)	Council Infrastructure Projects	Underway	<p>It is proposed to replace the eastern car park next to the pier with public open space. Works will include networks of paths, seating, BBQ facilities and landscaping.</p> <p>Detailed design is currently underway with delivery planned to be commenced in 2024 following the summer tourist season.</p>



PROJECT		PROJECT DETAILS	LEAD AGENCY	STATUS	COMMENT
A8	Rationalise and maintain beach access paths	Path creation, community revegetation.	Council Water and Coasts	Ongoing	This action is ongoing through the development of the Rye Township Plan and operational programs to support community works on the foreshore.
TOWNSHIP					
A9	Napier Street Plaza and Shareway	Creation of Shared Zone and Plaza (incl. paving/drainage/ tree planting (incl. pits/ tree grates/planting/WSUD/ sub-surface drainage/ lighting/ electricalservices/ furniture (seats/ bins, cycle racks	Council Infrastructure Projects	Complete	The Napier Street Plaza has been completed. The works were undertaken in two stages with the latest works including lighting, drainage, carparking, paving and landscape works.
A10	Town Square	Partial removal of existing carpark, creation of a TownSquare (incl. paving/ drainage/ tree planting/lighting/ electrical services/ furniture (seats/ bins,cycle racks, bubblers), wayfinding signage/ art/ kiosk/amenities.	Council Infrastructure Services	Yet to be commenced	Subject to budget and staff resourcing.
A11	Campbell Street Laneway/Shareway	Creation of a Shared Zone (incl. paving/ drainage/ tree planting / pits/ tree grates/ planting/ WSUD/sub-surface drainage/ lighting/ electrical	Council Infrastructure Services	Yet to be commenced	Subject to budget and staff resourcing.



PROJECT		PROJECT DETAILS	LEAD AGENCY	STATUS	COMMENT
		services/furniture/ wayfinding signage/ art.			
A12	Bimble/Collingwood/Sullivan Streetscape	Streetscape Upgrade/new at-grade shared crossing/traffic calming measures/ footpath upgrade/ treeplanting (incl. plantings/ WSUD)	Council Traffic and Transport	Underway	<p>A new roundabout has been delivered at Bimble Street as part of the Rye/Tootgarook blackspot project.</p> <p>Further works are also proposed as part of this project including roundabouts at Ozone Street, Field and Shirlow Avenue and Government Road and Waratah Street.</p> <p>There is also an area wide speed limit reduction which covers approximately the area between Dundas Street, Trumans Road Browns and Point Nepean Road and includes speed limit signage (40Km/h area wide), threshold treatments & associated linemarking.</p>
POINT NEPEAN ROAD STREETScape					
A13	Pop-up outdoor dining within selected on-street car parking areas	Temporary bollards and furnishing.	Council Destination experience and Peninsula events	Complete	The pop-up outdoor dining space is in operation. Council is working to make this a permanent with a new street design to be included in the township plan.
A14	Intersection widening and upgrades to Lyons Street	Civil and infrastructure works.	Council Traffic and Transport	Yet to be commenced	Subject to budget and staff resourcing.



PROJECT	PROJECT DETAILS	LEAD AGENCY	STATUS	COMMENT	
A15	Intersection widening and upgrades to Dundas Street	Civil and infrastructure works.	Council Traffic and Transport	Yet to be commenced	Subject to budget and staff resourcing.
A16	Intersection widening and upgrades to Hygeia Street	Civil and infrastructure works.	Council Traffic and Transport	Yet to be commenced	The construction of a roundabout is proposed at Hygeia Street and Bimble Street. This is yet to be commenced and subject to budget requirements.
A17	Temporary line marking to test traffic arrangements	VicRoads approval and linemarking	Council Traffic and Transport	Yet to be commenced	Subject to budget and staff resourcing.
A18	Formal construction of road – changes on the back of the success for no.5 (above)	VicRoads approval and construction incl. reformed pedestrian pavements, tree planting and drainage	Council Traffic and Transport	Redundant	Approval was sought from the Department of Transport and Planning who did not support this construction.
STATUTORY FRAMEWORK					
A19	Re-instate north south pedestrian link between town square and foreshore	Relocation and upgrading of signalised pedestrian crossing.	Council Traffic and Transport	Redundant	Approval was sought from the Department of Transport and Planning who did not support this construction.
A20	Prepare public domain guidelines for the township area	Prepare RFP and develop guidelines	Council Traffic and Transport	Yet to be commenced	Subject to budget and staff resourcing.



PROJECT	PROJECT DETAILS	LEAD AGENCY	STATUS	COMMENT	
A21	Prepare urban design framework plan for the township area suitable for inclusion in the planning scheme	Prepare RFP and develop Urban Design Framework	Council Strategic Planning	Complete	The Rye Urban Design Guidelines have been completed and have been implemented into the Planning Scheme via Amendment C275morn which was gazetted on 7 July 2022.
A22	Prepare a parking precinct plan	Prepare RFP and develop parking plan.	Council Traffic and Transport	Yet to be commenced	Subject to budget and staff resourcing.
A23	Amend the Design and Development Overlay	Prepare overlay.	Council Strategic Planning	Complete	Amendment C275morn introduced Schedule 58 to the Design and Development Overlay to the commercial core of the Rye township. The overlay provides design objectives around building heights, setbacks, materials and interfaces with the public realm. The amendment was gazetted on 7 July 2022.
A24	Rezoning land within the township area	Prepare rezoning documents	Council Strategic Planning	Complete	Amendment C275morn rezoned residential land in the commercial core to Mixed Use Zone and Commercial 1 Zone as recommended by the Rye Township Plan. The amendment was gazetted on 7 July 2022.



SOMERVILLE TOWNSHIP STRUCTURE PLAN

Somerville township is located near the northern boundary of the Shire along the eastern coastline. With an estimated resident population of around 11,900 in 2018, it is the largest township along Western Port Bay in terms of population that is forecast to grow to 12,834 by 2036.

While a substantial portion of the township is in the green wedge or set aside for port-related special purpose use, the urban area boasts a lively commercial-industrial core that is surrounded by residential land which decreases in density towards the edges.

The activity centre is regarded a Large Township Activity Centre with a relatively large commercial floorspace that is predominantly retail. Although the centre features both street-based and mall-based shopping, it exhibits a relatively poor integration between various components due to the physical division of the railway line.

The Somerville Township Structure Plan 2019 was adopted by Council at its Planning Services Committee meeting on 15 July 2019.

VISION

Somerville will be a well-established rural town building on its long and celebrated history as an attractive and affordable place, providing a range of housing types and excellent facilities and services to support the community today and into the future. The town's rural appeal is maintained through large open spaces, trees, views to the surrounding countryside and good recreational facilities. An enhanced town centre and improved public spaces and connectivity has created a more cohesive community, while transport infrastructure ensures that residents can continue to enjoy the benefits of the township's rural location.

OBJECTIVES

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

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

Strategies

Facilitate a greater diversity of housing stock particularly in and around the town centre and parks.



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

6. To create a more unified town centre through enhancements to the public and private realms.

Strategies

Facilitate a more cohesive town centre, better connecting its eastern and western sides, and provide a seamless transition between the railway station and the town centre.

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

Encourage integrated mixed use development and community services and infrastructure in the area shown in Precinct 1 as 'opportunity areas for commercial, community, housing and open space'.

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

Encourage temporary uses which activate the railway reserve land and improve pedestrian connectivity between Frankston-Flinders Road and Edward Street.

7. To ensure the continuing viability of the township's retail, commercial and industrial areas.

Strategies

Reinforce the town centre as the focus for retail and commercial activities and in the north-eastern section of the township as the focus of industrial activity.

Maintain a range of retail and commercial spaces and offerings in the town centre, and a range of employment opportunities in the industrial area.

Support the economic activities of local businesses through improved promotions, programs and signage.

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

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

Strategies

Support the provision of additional community facilities, including youth facilities and a fit for purpose library, to meet identified community needs preferably within the township.

Provide for new public gathering areas and potentially a community garden, particularly within the railway reserve in the town centre, along with a range of temporary pop-up food and drink facilities and landscaping, paving and public furniture.

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



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

Strategies

Support development in residential areas that is 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 3 storeys in commercial areas and up to 2 storeys in industrial areas.

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

10. To provide a range of attractive and functional open spaces in the township that support the community's recreation needs.

Strategies

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.

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

11. To ensure residents are provided with a variety of movement options that are safe, accessible, integrated and do not depend on vehicle ownership within the township for equitable access to services.

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 cyclists to and within the township with a focus on connecting the community to key destinations.

Support the intensification of land use within the town centre and key corridors to reduce the scatter of trip generating uses beyond the town centre.

Improve connectivity between key locations within the town centre including the eastern and western retail areas, the industrial/retail area to the north of Eramosa Road East and the three retail/community service areas to the west of the railway line.

Simplify the design and operation of complex intersections to enhance cyclist safety and pedestrian priority.



Monitor the number of truck movements to and through the township and review traffic speeds to provide for improved pedestrian and cyclist safety.

New or enhanced links and potential intersection improvements are shown with green dashed lines and arrows on the township's movement framework in Figure 9 (page 25 of the Somerville Township Structure Plan).

IMPLEMENTATION ACTIONS STATUS UPDATE



ACTION		LEAD AGENCY	STATUS	2024 REVIEW COMMENTS
A1	Council will encourage mixed-use development as shown in Figure 12 (page 29 of the Somerville Township Structure Plan) for Precinct 1, providing new forms of housing to support the town centre through improved street activation, surveillance and integration.	Council Strategic Planning	Complete	Amendment C269morn was approved by the Minister for Planning in June 2022. The amendment applied DDO30 to Commercial 1 Zone land in the town centre to encourage mixed use development.
A2	Council will encourage developers to work with housing associations or other agencies to deliver more diverse housing stock within the township, providing for the needs of an ageing population.	Council Strategic Planning	Underway	Council has prepared a draft Affordable Housing Development Contributions Strategy to help increase the supply of affordable housing on the Peninsula through the planning system. The draft Strategy is focused on social housing – being housing supplied by the State Government or Registered Housing Associations for eligible families and individuals at a subsidised, affordable rent. The draft Strategy proposes to introduce a mandatory requirement in the Mornington Peninsula Planning Scheme for most new development on the Peninsula to contribute towards the cost of delivering social housing within the Shire, subject to a range of exemptions. Community and stakeholder consultation on the draft Strategy commences on 29 April until 7 June 2024.
A3	The Plan will provide for new, well designed, accessible and integrated mixed-use residential, community and commercial development as shown in Figure 12 (page 29 of the	Council Strategic Planning	Complete	Amendment C269morn was approved by the Minister for Planning in June 2022. The amendment applied DDO30 to Commercial 1 Zone land in the town centre to encourage mixed use development.



	ACTION	LEAD AGENCY	STATUS	2024 REVIEW COMMENTS
	Somerville Township Structure Plan) for Precinct 1.			
A4	The Plan will connect and better integrate the separate retail, community, commercial and railway station areas to provide a more distinct and cohesive town centre as shown in Precinct 1 and Figures 5 and 6 (page 17 of the Somerville Township Structure Plan).	Council Strategic Planning	Complete	Amendment C269morn was approved by the Minister for Planning in June 2022. The amendment applied DDO30 to Commercial 1 Zone land in the town centre to encourage mixed use development. Funding was received for the Eramosa and Frankston-Flinders Road pedestrian crossing which has now been delivered.
A5	Council will develop a streetscape masterplan for the town centre precinct identifying projects to be undertaken over the coming years to enhance amenity, accessibility and improve the quality of the public realm.	Council Strategic Planning	Yet to be commenced	Subject to budget and staff resourcing.
A6	Council will undertake an audit of street lighting in the town centre to identify opportunities to enhance pedestrian movements.	Council Traffic and Transport	Yet to be commenced	Subject to budget and staff resourcing.
A7	Any future redevelopment of Somerville Plaza and Somerville Central is to include vehicle and pedestrian access between the sites	Council Strategic Planning	Ongoing	Amendment C269morn was approved by the Minister for Planning in June 2022.



ACTION		LEAD AGENCY	STATUS	2024 REVIEW COMMENTS
	over the drainage reserve (subject to negotiation with Melbourne Water).			The amendment applied DDO30 to Commercial 1 Zone land in the town centre to encourage mixed use development.
A8	Council will work with local businesses to support their economic activities through clustering, promotion and a business support program.	Council Economic Development	Underway	<p>A survey of all businesses in the Somerville commercial area was undertaken in early 2021. Part of the survey involved questions on business support needs and an extended workshop program was developed which addresses these needs. This program was launched in July.</p> <p>Additionally, a business grants program which will provide grants to consortia of businesses in small townships for revitalisation and promotion activities was launched in October.</p> <p>Surveys will be undertaken again later this year.</p> <p>Council adopted a new Economic Development and Tourism Strategy in May 2024. The Strategy provides a framework for the Shire to support local businesses and their economic activities.</p>
A9	Council will collaborate with traders to identify the need and location of suitable way finding signage within the township.	Council Economic Development	Yet to be commenced	Subject to budget and staff resourcing.
A10	Council will investigate the need for additional community facilities, including public gathering areas, temporary facilities and a community garden in the railway reserve or surrounds, youth facilities and a fit for purpose library within the township	Council Community Infrastructure & Open Space Planning	Underway	Council is currently developing a new Community Facilities Infrastructure Strategy to guide decision making for the future planning, delivery and management of Council's community facilities. Using the principles in this Strategy, Infrastructure Investment Action Plans will be developed for each township.



	ACTION	LEAD AGENCY	STATUS	2024 REVIEW COMMENTS
	and advocate to the State Transit Authority for use of land for this outcome.			
A11	Council will advocate to Public Transport Victoria (PTV), the Victorian Government and private bus providers for additional public transport options to the township and to surrounding townships to better access community and support services.	Council Traffic and Transport	Ongoing	This action is ongoing. Council continues to advocate for better public transport on the Peninsula. Council has been successful in securing further State funding to improve the Hastings to Mornington route.
A12	Council will adopt the <i>Neighbourhood Character Study & Guidelines</i> (currently under preparation) to prepare further guidance on the built form character requirements for the residential areas of the township.	Council Strategic Planning	Underway	The Neighbourhood Character Study & Guidelines was adopted by Council in October 2019. The recommended controls to protect and enhance neighbourhood character are now proposed to be incorporated into the Mornington Peninsula Planning Scheme via Amendment C219morn. Officers are working through the recommendations of an independent planning panel that reviewed Amendment C219morn and all community submissions in early 2023. Amendment C219morn will be finalised and presented to Council for adoption in mid-2024.
A13	Council will prepare precinct design guidelines, requirements and planning controls to set parameters for appropriate scale, height and	Council Strategic Planning	Complete	Amendment C269morn was approved by the Minister for Planning in June 2022.



ACTION		LEAD AGENCY	STATUS	2024 REVIEW COMMENTS
	intensity of development (see Section 9).			The amendment applied DDO30 to Commercial 1 Zone land in the town centre to encourage mixed use development of an appropriate height and design.
A14	Council will undertake a strategic review of the distribution and role of all local parks within Somerville, with a view to improving their accessibility, attractiveness, amenity, security, utility, maintenance and habitat.	Council Community Infrastructure & Open Space Planning	Underway	Council is developing an Open Space Strategy to set a clear direction for achieving an open space network that meets the wide-ranging needs of a growing and diverse community.
A15	Council will plant additional trees and other locally appropriate vegetation within parks and open spaces to improve amenity and micro-climate.	Council Natural Systems	Yet to be commenced	Subject to budget and staff resourcing.
A16	Council will investigate opportunities to integrate parks within their surrounding neighbourhood to enhance public safety and comfort for users.	Council Community Infrastructure & Open Space Planning	Underway	Council is developing an Open Space Strategy to set a clear direction for achieving an open space network that meets the wide-ranging needs of a growing and diverse community.
A17	Council will increase the provision of shade trees in Somerville with the aim of achieving 40% canopy cover	Council Natural Systems	Underway	This action will be considered as part of Council's Urban Forest Strategy which is currently under development. Community consultation is expected to commence mid 2024.



	ACTION	LEAD AGENCY	STATUS	2024 REVIEW COMMENTS
	of all public spaces and private parking areas by 2033.			
A18	Council will utilise allocated \$200K Federal funding once available for upgrades to sporting facilities at Barber Reserve, subject to confirmation on scope of works and timing.	Council Infrastructure Projects	Complete	Council has delivered upgrades to the sporting facilities at Barber Reserve.
A19	Council will advocate to the Victorian Government to deliver improvements to the bus network throughout the region to provide for greater access to more destinations with higher frequency services.	Council Traffic and Transport	Ongoing	This action is ongoing. Council continues to advocate for better public transport on the Peninsula.
A20	Council will advocate to the Victorian Government to improve access and public amenity between the railway station and nearby bus stops.	Council Traffic and Transport	Ongoing	This action is ongoing. Council continues to advocate for better public transport on the Peninsula.
A21	Council will work with VicRoads to investigate pedestrian and cycling safety on the local and arterial road network, advocating for 40km/h speed limits in the Town Centre Precinct and priority for pedestrians	Council Traffic and Transport	Complete	The pedestrian crossing upgrade located on Frankston-Flinders Road has been delivered. A TAC grant has been granted for the Grant Road Pedestrian upgrade and the 40km speed reduction has been approved.



ACTION		LEAD AGENCY	STATUS	2024 REVIEW COMMENTS
	and cyclists crossing all roads within the town centre.			
A22	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 at main roads and intersections as identified in Figure 9 (page 25 of the Somerville Township Structure Plan), with urgent focus on upgrades to the roundabout located at the intersection of Eramosa Road (East and West), Frankston Flinders Road and Grant Road.	Council Traffic and Transport	Underway	The Shire's Integrated Transport Strategy is under development which will assist advocacy for cycling improvements. The construction of new footpaths is guided by Council's Pedestrian Access Strategy 2024. Delivery is subject to budget availability.
A23	Council will enhance pedestrian and cycling links between precincts of the township and permeability within residential, commercial and industrial areas as identified in Figure 9 (page 25 of the Somerville Township Structure Plan).	Council Traffic and Transport	Underway	The Shire's Integrated Transport Strategy is under development which will assist advocacy for cycling improvements. The construction of new footpaths is guided by Council's Pedestrian Access Strategy 2024. Delivery is subject to budget availability.
A24	Council will advocate for the Baxter Railway electrification project to consider extending the duplication	Council Traffic and Transport	Underway	In November 2023, the Federal Government withdrew funding for the upgrade of the Stony Point railway line which included the electrification project to Somerville and Hastings.



	ACTION	LEAD AGENCY	STATUS	2024 REVIEW COMMENTS
	and electrification project to Somerville and Hastings.			
A25	Council will work with significant parking providers to monitor occupancy and availability of car parking across the centre trialling the use of sensor technology or other methods.	Council Traffic and Transport	Yet to be commenced	Subject to budget and staff resourcing.
A26	Council will advocate to the State Government for shared funding to support the shared user path between Baxter and Somerville and will commence works along this missing link of the Western Port Bay Trail by accessing Federal funding committed during the 2019 election.	Council Traffic and Transport	Underway	Funding for this alignment has been allocated under a State Government program which is in addition to the Federal funding. The section is now fully funded as a result.
A27	Council will work with VicRoads to convert all of the existing school/pedestrian crossings in Somerville into permanent Wombat crossings (raised zebra type crossings) and ensure that all roads have footpaths.	Council Traffic and Transport	Complete	It is noted that key pedestrian improvements are identified and prioritised by the Shire's Principle Pedestrian Network, including in the Somerville area. The school crossing located at the intersection of Frankston-Flinders Road and Eramosa Road West has been upgraded to a raised zebra crossing by the State Government.
A28	Council will work with VicRoads to investigate an improved Frankston-Flinders Road crossing across	Council	Complete	The pedestrian refuge on Frankston-Flinders Road has now been delivered.



	ACTION	LEAD AGENCY	STATUS	2024 REVIEW COMMENTS
	Frankston-Flinders Road near the Park Lane intersection.	Traffic and Transport		



WESTERN PORT COASTAL VILLAGES AND SURROUNDING SETTLEMENTS STRATEGY

The Western Port Coastal Villages & Surrounding Settlements Strategy aims to address potential climate change impacts on the Western Port Bay coastline while protecting and enhancing township character. The Strategy delivers on Council's commitment to ensuring our community is resilient and adaptable to climate change.

The Strategy, adopted by Council in 2019, seeks to respond to the findings and recommendations of the Western Port Local Coastal Hazard Assessment (2014), and to prepare Design and Character Frameworks that seek to improve the design quality of each township.

The Strategy applies to urban and foreshore land within settlements along the Western Port Bay and nearby areas including Balnarring, Balnarring Beach, Bittern, Crib Point, Flinders, Hastings, Merricks, Merricks Beach, Point Leo, Red Hill and Red Hill South, Shoreham, Somers and Tyabb.

VISION

The design and character of towns and villages will continue to make a crucial contribution to the sense of place for Western Port communities. The townships will retain and reflect their unique landscape and environmental setting.

The varied and special characteristics of all commercial, industrial, foreshore and residential areas will be retained and enhanced through the scale and siting of built form, landscaping and vegetation, harnessing existing views and exemplar design practices in both the public and private realm.

OBJECTIVES

The strategy outlines four design objectives:

1. Character and Built Form

Protect the role and character of the Mornington Peninsula's settlements, towns and villages

2. Coastal Hazard

Respond appropriately to the threat of erosion and slope failures

3. Natural Environment

Respect and enhance the natural landscapes, foreshore and abundant open space

4. Access/Public Realm

Encourage a public realm that enhances each townships' unique identity and supports local village life



IMPLEMENTATION ACTIONS STATUS UPDATE

ACTION		LEAD AGENCY	STATUS	COMMENT
SUGGESTED ACTIONS:				
A1	Prepare the planning scheme amendment to implement the recommendations.	Council Strategic Planning	Underway	Amendment C271morn proposes to implement the recommendations from the Western Port Coastal Villages and Surrounding Settlements Strategy. The amendment was exhibited from 24 February 2022 until 6 May 2022. A total of 15 submissions were received. A planning Panel was held on 17-19 October 2022. The amendment was adopted with changes at a Council meeting on 4 April 2023 and has been referred to the Minister for Planning for approval.
A2	Advocate to State government for funding or to undertake more detailed flood mapping due to sea level rise.	Council Strategic Planning Water and Coasts	Ongoing	The recent release of the Port Phillip Bay Coastal Hazard Assessment has emphasised the need for updated mapping in Western Port to meet the current best practice standards. Council has written to the Minister for Planning seeking clear planning guidance in the form of a State Government led coastal hazard planning zone and/or overlay that is specifically designed to address risks to land use and development around Port Phillip and Western Port Bay from predicted sea level rise and ensure that the control is applied and updated by State Government in response to the most up to date scientific evidence regarding sea level rise.



ACTION	LEAD AGENCY	STATUS	COMMENT
A3	Closely monitor the progress and outcomes of State Government initiatives regarding the refinement of coastal climate change adaptation policy and strategy, and respond accordingly, including making improvements to this Strategy as necessary.	Council Strategic Planning	Ongoing Council closely monitors the progress of State Government initiatives relating to climate change adaptation policy and strategy.
A4	Continue to advocate and seek support from State Government to further refine and implement adaptation strategies arising from State Government initiatives.	Council Strategic Planning	Ongoing As indicated above, Council has written to the Minister for Planning seeking a State Government led approach in relation to coastal hazard planning.
A5	Advocate for funding to make improvements to the foreshore areas to manage the impact of sea level rise.	Council Strategic Planning	Ongoing The Shire have been successful with recent efforts in gaining funding through DEECA's Victoria's Resilient Coast funding program as well as Coastal and Marine Management Plan and Coastal Public and Risk Grant programs.
A6	Provide information to the community about the impact of sea level rise and the investigations and actions that are underway to manage these impacts.	Council Water and Coasts	Underway This action is underway as part of the community consultation process for Council's <i>Our Coast Our Future</i> which is currently under preparation. This project will enhance knowledge building within the community through the consultation process.
A7	Ensure that the planning requirements and guidelines in this report for the public realm are adopted throughout the organisation as a reference and for	Council Water and Coasts	Ongoing This is an ongoing action which will be addressed in further detail as part of Council's <i>Our Coast Our Future</i> which is currently under preparation.



ACTION		LEAD AGENCY	STATUS	COMMENT
	implementation through departmental business plans and budget allocations.			
A8	Work with local real estate agents to convey appropriate information to future land buyers about Council requirements.	Council Strategic Planning	Underway	Council requirements have been translated into planning provisions via Amendment C271morn. The amendment is currently with the Minister for Planning for approval. Once approved and gazetted, the planning provisions will be available on section 32 document indicating relevant planning controls to individual sites. Landowners will then be made aware of appropriate information and Council requirements.
NEXT STEPS				
IN ADDITION TO IMPLEMENTING THE AFOREMENTIONED DETAILED PLANNING CONTROLS, THE FOLLOWING IS A LIST OF THE RECOMMENDED FURTHER WORK THAT COUNCIL SHOULD CONSIDER UNDERTAKING, TO ENSURE ALL PUBLIC REALM IMPROVEMENTS ARE ADDRESSED AND PRIORITISED, INCLUDING THE PREPARATION OF:				
A9	Undertake detailed studies of each foreshore area to determine the appropriate adaptation measures (identified in Sections 1.7 and 1.8) for the specific topographical, environmental and hazards conditions, including prioritisation of locations and measures.	Council Water and Coasts	Underway	This action will be undertaken as part of Council's <i>Our Coast Our Future</i> which is currently under preparation.
A10	Council Public Realm Manual - develop a consistent series of details addressing the landscape materials and elements likely to occur per typology.	Council Natural Systems	Yet to be commenced	Subject to budget and staff resourcing.



ACTION	LEAD AGENCY	STATUS	COMMENT
A11 Way-finding Strategy - the way-finding strategy should address the full public realm as a context for specific typology way-finding signage to be addressed: <ul style="list-style-type: none"> Prepare precinct specific signage in accordance with signage guidelines applicable to all precincts, but with specific elements (colour, graphic logos etc.) reflective of local character and setting. 	Council Natural Systems	Yet to be commenced	Subject to budget and staff resourcing.
A12 Vegetation and Planting Schedule and Guidelines for the differing areas and typologies.	Council Natural Systems	Yet to be commenced	Subject to budget and staff resourcing.
A13 Council Manual outlining a standard range of facilities for all Western Port foreshore areas.	Council Infrastructure Services	Redundant	A Council manual outlining a standard range of facilities for foreshore areas is not appropriate as each location is subject to individual provisions and requirements and a detailed assessment is required on a case by case basis.
A14 Prepare master plans for Foreshore typologies and undertake works in accordance with the approved plan.	Council Water and Coasts	Complete	Council has recently developed the Hastings Foreshore Masterplan and Flinders Coastal and Marine Management Plan that outlines management of the foreshore reserves. These are the two main coastal areas under Council management.



	ACTION	LEAD AGENCY	STATUS	COMMENT
A15	Maintenance Schedules - also consisting of review periods and capital works priorities per typology.	Council Infrastructure Services	Ongoing	The Shire's maintenance level was set in 2012 by the agreed Service Level Agreements set out in the different maintenance contracts including what is planted and where. This is an ongoing action that is subject to case by case projects and applications.



CONCLUSION

This is the second progress report to be completed. The first progress report provided a review of the Balnarring, Baxter and Somerville Township Structure Plans and was considered by Council in November 2021. At the Council meeting it was resolved to provide a yearly briefing to Council and a progress report every two years.

Overall various statutory actions have been completed or are well advanced ensuring the implementation of the Structure Plans into the Mornington Peninsula Planning Scheme. The following Planning Scheme Amendments have now been completed in accordance with the associated Structure Plan:

- Amendment C269morn implemented the Baxter and Somerville Structure Plans by applying design controls to the commercial land in the townships. The amendment has now been approved and was gazetted on 30 June 2022.
- Amendment C281morn implemented the objectives and recommendations of the Hastings, Mornington and Rosebud Major Activity Centre Parking Precinct Plans by applying the Parking Overlay to the commercial core of each centre to reduce statutory parking rates. The amendment was gazetted on 24 February 2022.

- Amendment C190morn implemented the recommendations of the Hastings Town Centre Structure Plan by introducing a local policy and relevant planning provisions to manage development in the Activity Centre. The amendment was gazetted on 19 December 2019.

- Amendment C206morn implemented the recommendations of the Rosebud Activity Centre Structure Plan by introducing a local policy and relevant planning provisions to guide development in the Activity Centre. The amendment was gazetted on 22 November 2019.

- Amendment C275morn implemented the Rye Urban Design Guidelines by applying design controls to commercial land within the township and rezoning residential land to Mixed Use Zone and Commercial 1 Zone in accordance with the Rye Township Plan. The amendment was gazetted on 7 July 2022.

A number of Planning Scheme Amendments are also currently underway and substantially progressed including the following:

- Amendment C219morn proposes to introduce new zones, controls and policies to direct housing growth and protect neighbourhood character across all residential areas. Following review by an



independent planning panel, Amendment C219morn is due to be finalised and presented to Council for adoption in mid-2024.

- Amendment C271morn proposes to introduce new development controls and policy to townships around Western Port Bay and inland areas. The amendment was adopted by Council on 4 April 2023 and has been referred to the Minister for Planning for approval.

A number of non-statutory actions will be delivered as part of the following strategies which are currently under development:

- Affordable Housing Development Contributions Strategy
- Economic Development and Tourism Strategy
- Community Facilities Infrastructure Strategy
- Urban Forest Strategy
- Open Space Strategy

Other outstanding actions are subject to Council's annual budget process and staff resourcing.

The Mornington Activity Centre Structure Plan is now 17 years old and requires renewal. Renewal of this Structure Plan is subject to future funding and resourcing.

[REDACTED]

From: [REDACTED]
Sent: Monday, 26 February 2024 1:59 PM
To: Strategic Admin
Subject: Amendment C256morn & Planning Permit CP22/002 Submission

I refer to this proposal and thank you for the opportunity to comment.
I live in [REDACTED] - just behind the property in question. [REDACTED]
I have no objection to the planned sub-division provided that it comes with the caveat that the house that is to be built is single-storey with no pitched roof. We have already lost much of our view to the bay with a house below with a pitched roof. (An 'agent' for the owner kindly visited us to inform of the planned sub-division. He talked of a 'modest' dwelling. I am just keen to get a finite definition of 'modest'!) Again my thanks, [REDACTED]



Mornington Peninsula Shire

Attn: Planning Department

Private Bag 1000

ROSEBUD VIC 3939

email to: strategic.admin@mornpen.vic.gov.au

Re: Notice of Mornington Peninsula Planning Scheme Amendment C256morn and Planning Permit CP22/002.

We hereby object to the above Planning Scheme Amendment C256morn and submit our concerns as follows:

- It has been explained by Council that this Amendment relates to the submission to allow a sub-division of one block of land into two blocks. It is understood that the first block will contain the existing dwelling and the second block will be of a smaller size than is currently allowable in this area, thus creating an eventual over-development on an under-sized block.
- We believe that by allowing this amendment to proceed it would be unfair and inappropriate to all surrounding neighbouring blocks and would no doubt pave the way for future sub-divisions of this size in this area resulting in over-crowding in this Estate and other areas of Mt Eliza.

In relation to the Planning Permit application CP22/002 we would like to raise the following concerns:

- Any Double/Multi-storey dwelling. Concerns relating to any proposed dwelling of over one storey high would include privacy issues to all surrounding properties and issues with natural light to neighbouring properties.
- In relation to size of property – it has been noted that “a modest dwelling” would be proposed for the vacant block of land. The question is “What constitutes a modest dwelling”??
- Potential pitched roof on any new proposed dwelling would definitely be inappropriate for this proposed block of land and would be deemed an “eyesore” for all existing surrounding homes/neighbours. Therefore, it would have to be agreed that only a flat roofed dwelling would be preferable in this instance.

.../2

-2-

The current block of land at 4 Bundara Crescent, Mt Eliza would surely be considered quite unique as it has so many neighbouring properties, all of which will be affected by any potential construction in the future on this property. Based on this we ask the Council to consider the proposed Amendment and Planning Permit Application carefully particularly in respect to all current neighbours, including the current wildlife which regularly frequents this block of land and the surrounding areas.

Thank you,



[Redacted]

From: Mornington Peninsula Shire [Redacted]
Sent: Thursday, 21 March 2024 9:00 PM
To: Strategic Admin
Subject: New submission to Amendment C256morn

Responses below.

Full name

[Redacted]

Organisation

none

Postal address (including post code)

[Redacted]

Email

[Redacted]

Phone number/s

[Redacted]

Do you represent other people?

No

Do you have written consent from these people for you to represent them?

No

How does the amendment affect you?

I am a neighbour

In summary, my comments are:

Objection to the Planning Scheme Amendment C256morn and Planning Permit CP22/002 We have lived in this peaceful neighbourhood for nearly twenty years... and in brief, object to the proposed changes outlined in the document presented by Eighth Street Planning. Through previous neighbours, we were always led to believe that the small plot was never intended to be built on... due to issues of access and economics. For these reasons it would be reasonable to assume that any purchase of the sub-divided plot would require an 'over-sized dwelling' to substantiate the cost of the land. Such a dwelling would likely significantly over-look and impose upon all the surrounding properties. Our feeling is... if we do not object to the sub-division, then any proposed new dwelling would be passed as a matter of course... Unlike our neighbours at 4 Bundara Crescent who are highly motivated by the potential windfall of a positive outcome, unfortunately we do not have the financial means to pay for professional advice to present a more thoughtful response.

I have detailed comments to upload

No

[Redacted]

From: Mornington Peninsula Shire [Redacted]
Sent: Thursday, 21 March 2024 9:27 PM
To: Strategic Admin
Subject: New submission to Amendment C256morn

Responses below.

Full name

[Redacted]

Postal address (including post code)

[Redacted]

Email

[Redacted]

Phone number/s

[Redacted]

Do you represent other people?

No

How does the amendment affect you?

I am a neighbour

In summary, my comments are:

We purchased our property on the clear understanding that there was no sub-division available after an initial enquiry by ourselves due to the fact we have a double plot . Any building built at the back of our existing property would intrude upon the privacy enjoyed by us. As a 2 storey property we would in turn overlook any property built in the area shown . Additionally, the increased proximity of the new construction would lead to issues such as noise pollution and loss of personal space further detracting from the quality of life in our existing property. Overall, the

construction of a property in such close proximity has the potential to significantly disrupt the aesthetics and privacy of our existing property, thus spoiling its overall appeal and liveability.

I have detailed comments to upload

No

[REDACTED]

From: Mornington Peninsula Shire [REDACTED]
Sent: Friday, 22 March 2024 10:23 AM
To: Strategic Admin
Subject: New submission to Amendment C256morn

Responses below.

Full name

[REDACTED]

Postal address (including post code)

[REDACTED]

Email

[REDACTED]

Phone number/s

[REDACTED]

Do you represent other people?

No

Do you have written consent from these people for you to represent them?

No

How does the amendment affect you?

Other (please specify) - Local Mt Eliza resident

In summary, my comments are:

The key things I would like to put forward are: - Design and development overlay 'Schedule 3' (which restricts the subdivision size) came into effect decades ago. - Now in a housing crisis some things need to be reconsidered. - Mt Eliza is an established suburb within metropolitan Melbourne, where state and local policy directs a certain level of growth to be accommodated. - Not seeking high density development, just a minor change to allow for one very large parcel of land to become two slightly less large parcels of land - each able to accommodate large free standing family sized dwellings. - The proposed creation of the additional lot will be consistent with other surrounding lot sizes - The proposed amendment will not result in adverse amenity impacts to neighbours given the large sizes of the lots and significant setbacks provided.

I have detailed comments to upload

No

Amendment C256morn - Submissions review and officer response

Index	Issue summary	Officer response	Officer recommendation
<p>Submission number: 1 Submitter: Private landowner Submission summary: Non-objection with some concerns pertaining to the potential size of a dwelling on the proposed lot</p>			
1.1	<p>States no objection to the subdivision provided that any dwelling built on the resulting lot is single-storey with no pitched roof. Notes potential for loss-of-view.</p>	<p>It is recommended that the concerns of this submission be resolved by changing the proposed drafting of the Development Plan Overlay Schedule 21 to include a requirement that the Development Plan must include a three-dimensional Building Envelope Plan that limits the height of any future dwelling generally to 3.5m above the existing ground-level of the site (i.e. one storey). This restriction can be enforced by including a requirement on the Planning Permit CP22/002 that it must be registered on the Plan of Subdivision of the new lot under Section 23 of the <i>Subdivision Act 1988</i>.</p> <p>It is noted that the submitter has not provided written confirmation about whether this proposed change to the amendment and planning permit has resolved their concerns.</p>	<p>Refer the submission to Panel.</p>
<p>Submission number: 2 Submitter: Private landowner Submission summary: Objects to the proposal on the grounds that it is unfair to neighbouring properties and set a precedent for future subdivision. Also has concerns regarding the potential amenity impacts of a future dwelling on the site.</p>			
2.1	<p>States that allowing the subdivision would be unfair to surrounding blocks and lead to further subdivision and overcrowding in this part of Mount Eliza.</p>	<p>The proposed lot is approximately the same size if not larger than lots in the surrounding area, which are commonly around 750sqm. The current layout of the lot is relatively large, at over 2000sqm, and is a highly irregular shape, that does not result in an efficient use of residentially zoned land.</p> <p>Importantly, subdivision in the area is governed by Design and Development Overlay, Schedule 3, (DDO3) which requires an average minimum lot size of 1,500m². The only way for other landowners to override this restriction is to apply for a planning scheme amendment to apply the Development Plan Overlay to their land. Any such application would need to be strategically justified</p>	<p>Refer the submission to Panel.</p>

Amendment C256morn - Submissions review and officer response

Index	Issue summary	Officer response	Officer recommendation
		and assessed on its merits as with any planning scheme amendment request.	
2.2	States concern that a large or multi storey dwelling could be constructed on the site, leading to issues such as lack of privacy and natural light, and that a pitched-roof could be visually unpleasant.	<p>Under DDO3, any new dwelling will require a planning permit, which will be assessed against the Design Objectives of DDO3 which has specific regard to these issues.</p> <p>Further, as outlined in response to submission 1, it is recommended that the amendment be changed to limit the height of the dwelling to be generally less than 3.5m above the existing ground level (i.e. one storey) to address the concerns of this submitter.</p> <p>It is noted that the submitter has not provided written confirmation about whether the above proposed change to the amendment and planning permit has resolved their concerns.</p>	
<p>Submission number: 3 Submitter: Private landowner Submission summary: Objects to the proposal on the basis that the a future dwelling on the site is likely to be oversized and approved without proper consideration.</p>			
3.1	States that it is expected that any future dwelling on the site is likely be required to be 'oversized' to substantiate the cost of the land, leading to amenity concerns such as privacy.	As outlined in response to Submission 1, it is recommended that the amendment and permit be changed to ensure that any future dwelling on the proposed lot will be generally less than 3.5m above the existing ground level (i.e. one storey) to address concerns about the size of a future dwelling not responding to the context of the site.	Refer the submission to Panel.
3.2	States concern that if an objection is not raised to the subdivision, then any future dwelling on the site will receive planning approval as a matter-of-course.	Any future proposal for a dwelling on the proposed lot will require a planning permit under DDO3, regardless of whether the general requirements are met or not. As such, a proposal will be required to be comprehensively assessed against the design objectives of this overlay and any other relevant planning matters.	

Amendment C256morn - Submissions review and officer response

Index	Issue summary	Officer response	Officer recommendation
		<p>If Amendment C219morn is adopted by Council and approved the Minister with DDO3 updated accordingly, a new dwelling would not require a planning permit if the general requirements are met. Issues such as overshadowing and privacy would be addressed under the building system rather than the planning system.</p> <p>In addition, it is recommended that the amendment and permit be changed (as previously described above) to incorporate a restrictive building envelope to ensure that any future dwelling on the site will be generally modest in nature.</p>	
<p>Submission number: 4 Submitter: Private landowner Submission summary: Objects to the proposal with amenity concerns, and questions how a subdivision proposal is being considered when previously advised that this was not possible.</p>			
4.1	States that this landowner purchased their property on the understanding that further subdivision was not possible.	It is generally correct that no further subdivision in this part of Mount Eliza is possible due to the subdivision requirements of DDO3. The subdivision controls can only be overridden by a planning scheme amendment (as is being proposed in this case).	Refer the submission to Panel.
4.2	Expresses concerns that any building on the proposed lot would intrude on the privacy of the submitter's block, and impact overall appeal and liveability.	As outlined in previous responses, under the current DDO3, any future dwelling on the proposed lot would be considered against amenity issues such as overlooking. In addition, to address potential amenity impacts on surrounding lots, it is recommended that the amendment and permit be changed (as previously described above) to incorporate a restrictive building envelope to ensure that any future dwelling on the site will be generally modest in nature.	
4.3	Expresses concern that construction on the proposed lot would generate noise pollution.	Such concerns are dealt with under separate regulation of construction activities and are not relevant to the planning scheme amendment or planning permit process.	
<p>Submission number: 5</p>			

Amendment C256morn - Submissions review and officer response

Index	Issue summary	Officer response	Officer recommendation
Submitter: Interested community member.			
Submission summary: Supports the proposal, noting the need for more housing in established areas.			
5.1	Notes the need for more housing in established areas	The support for the amendment and planning permit is acknowledged.	Note the submission and refer it to Panel.
5.2	Notes that the proposed lot can comfortably accommodate a typical dwelling with minimal impact to neighbouring lots.	The support for the amendment and planning permit is acknowledged.	

Planning and Environment Act 1987

Mornington Peninsula Planning Scheme

Amendment C256morn

Planning Permit Application CP22/002

Explanatory Report

Overview

Amendment C256morn to the Mornington Peninsula Planning Scheme and Planning Permit Application CP22/002 facilitates the subdivision of a single, irregularly shaped residential lot at 4 Bundara Crescent, Mount Eliza into two lots.

It does this by applying the Development Plan Overlay to the land in order to overcome the minimum subdivision requirement contained within the Design and Development Overlay, Schedule 3, that applies to the land, and contains an exemption to the minimum subdivision requirement when a Development Plan applies. The subdivision provides for an extra, orderly designed residential lot that is consistent with the surrounding subdivision layout on otherwise underutilised land.

Where you may inspect this amendment

The amendment can be inspected free of charge at the Mornington Peninsula Shire website at <http://www.mornpen.vic.gov.au/>

The amendment is available for public inspection, free of charge, during office hours at the following places:

- Hastings Office – 21 Marine Parade, Hastings
- Mornington Office – 2 Queen Street, Mornington
- Rosebud Office – 90 Besgrove Street, Rosebud

The amendment can also be inspected free of charge at the Department of Transport and Planning website at <http://www.planning.vic.gov.au/public-inspection> or by contacting the office on 1800 789 386 to arrange a time to view the amendment documentation.

Panel hearing dates

In accordance with clause 4(2) of Ministerial Direction No.15 the following panel hearing dates have been set for this amendment:

- Directions hearing: In the week beginning 26 August 2024
- Panel hearing: In the week beginning 23 September 2024

Details of the amendment

Who is the planning authority?

This amendment has been prepared by the Mornington Peninsula Shire Council which is the planning authority for this amendment.

The amendment has been made at the request of Matthew and Eliza Bracken.

Land affected by the amendment

The amendment applies to applies to 4 Bundara Crescent, Mount Eliza (Lot 1 PS539660).

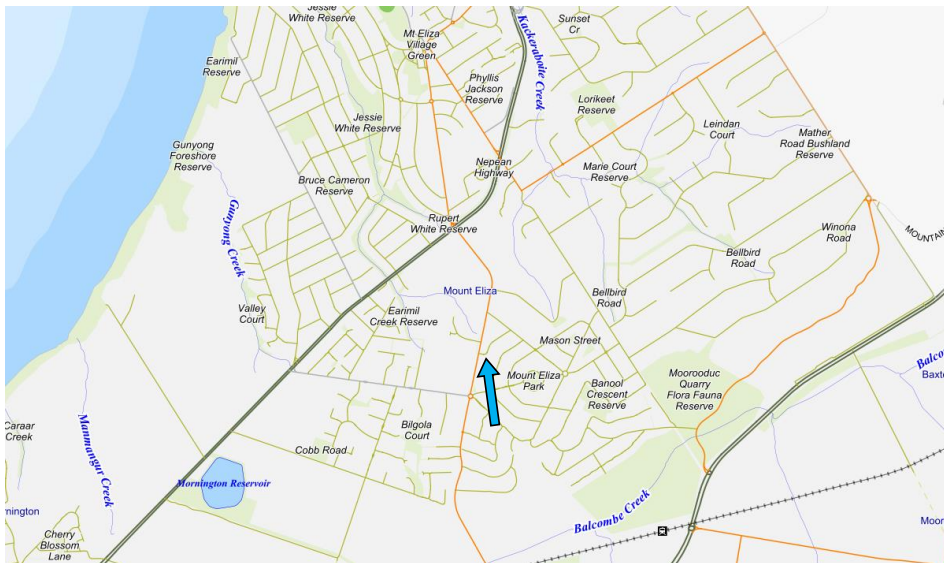


Figure 1: Locality map



Figures 2 and 3 – Planning and aerial maps

The amendment is a combined planning permit application and planning scheme amendment under section 96A of the *Planning and Environment Act 1987* (the Act).

The planning permit application applies to 4 Bundara Crescent, Mount Eliza (Lot 1 PS539660).

What the amendment does

The amendment seeks to amend the existing Development Plan Overlay Schedule 21 at Clause 43.04 of the Mornington Peninsula Planning Scheme to include 4 Bundara Crescent, Mount Eliza to facilitate the subdivision of the land into two allotments.

The amendment:

- Inserts a new Planning Scheme Map No. 1DPO.
- Amends Planning Scheme Map No. 6DPO.
- Amends Schedule 21 to Clause 43.04 Development Plan Overlay.
- Amends the Schedule to Clause 72.03 What does this planning scheme consist of?

The planning permit application seeks approval for:

- The subdivision of the land into two lots
- The creation of a restriction

The planning permit is attached as a separate document to this Explanatory Report.

Strategic assessment of the amendment

Why is the amendment required?

The amendment is required to enable the land to be subdivided into two allotments which are less than the minimum lot size prescribed within the Design and Development Overlay that applies to the subject land. The application of the Development Plan Overlay Schedule 21 is required to support increased housing density by allowing the creation of an additional lot that is consistent with the subdivision and lot size within this area.

The ordinance for Development Plan Overlay Schedule 21 will also be updated to require that the Development Plan for 4 Bundara Crescent includes a restrictive Building Envelope Plan, which sets out maximum building height and setbacks to surrounding land. This will make sure that any future planning permit issued for the development of a dwelling on the lot is in accordance with the Building Envelope Plan, minimising amenity impacts on surrounding dwellings and ensuring net community benefit. The planning permit will also require that a similar restriction is created under the *Subdivision Act 1988*, ensuring that the building envelope is adhered to after the subdivision is complete and the Development Plan is made redundant, or if a planning permit is not triggered by any proposed development.

The combined amendment and permit process will also enable the subdivision application to be considered at the same time as the planning scheme changes.

How does the amendment implement the objectives of planning in Victoria?

The Amendment implements the objectives of planning in Victoria by balancing the present and future interests of all Victorians by facilitating the provision of residential land within established neighbourhoods.

How does the amendment address any environmental, social and economic effects?

The amendment will produce positive social and economic effects by supporting the provision of housing growth within an existing urban area that is already well serviced and adds to the housing stock and diversity in Mount Eliza. The amendment is unlikely to have any notable environmental effects.

The Amendment will facilitate the provision of more residential lots that is consistent with the existing subdivision pattern in the surrounding area. The economic and social benefit to the community relates to the ability to provide additional housing within an existing residential area, allowing people to live in an already established area.

Does the amendment address relevant bushfire risk?

The changes in the amendment are unlikely to result in any increase in the risks to life, property, community infrastructure and the natural environment from bushfire. Furthermore, this planning scheme amendment will prioritise protection of human life by creating an additional residential home on land that is within an existing residential neighbourhood that is not within a bushfire prone area or covered by the Bushfire Management Overlay.

The amendment has addressed the relevant strategies of Clause 13.02-1S by being located within an existing settlement that will prioritise protection of human life and does not have any bushfire hazards within close proximity.

Does the amendment comply with the requirements of any other Minister's Direction applicable to the amendment?

The amendment is generally consistent with the following Ministerial Directions:

- Ministerial Direction - The Form and Content of Planning Schemes under section 7(5) of the Planning and Environment Act 1987.
- Ministerial Direction No. 9 Metropolitan Strategy under section 12(2)(a) of the Act.
- Ministerial Direction No. 11 Strategic Assessment of Amendments under section 12(2)(a) of the Act.
- Ministerial Direction No. 15 The Planning Scheme Amendment Process
- Ministerial Direction No. 17 Localised Planning Statements under section 12(2)(a) of the Act.

How does the amendment support or implement the Planning Policy Framework and any adopted State policy?

The amendment supports State Planning Policy in the following ways:

Clause 11 (Settlement)

The amendment will provide opportunity for infill development within an established and well serviced area.

Clause 15 (Built Environment and Housing)

The application of the DPO ensures that the subdivision of the land will recognise, support and protect the neighbourhood character of the surrounding area in terms of lot size, shape and orientation.

Clause 16 (Housing)

The amendment will encourage new housing to be established within an established neighbourhood and will contribute to the existing neighbourhood character. The provision of a new lot will contribute to a diverse housing market that meets the needs of the community.

Metropolitan Planning Strategy (Plan Melbourne)

The amendment supports and has regard to *Plan Melbourne 2017-2050* in the following ways:

- This amendment specifically addresses Outcome 2 within the strategy, which is seeking to provide housing choices in locations close to jobs and services.
- The amendment is supported by the Metropolitan Planning Strategy by utilising existing residential land, whilst maintaining the character of the neighbourhood.

This new housing lot will provide easy access to jobs (in Frankston, Mornington and other nearby activity centres), services (Mt Eliza Primary School, Mt Eliza Secondary College and Frankston Hospital) and public transport connections (bus routes 781, 784 and 785). This will ultimately assist the implementation of the 20 minute neighbourhood outlined within Plan Melbourne.

Mornington Peninsula Localised Planning Statement

This amendment will implement the localised planning statement by ensuring that residential development is within the Urban Growth Boundary (Strategies 5 and 20) and will assist with housing growth (Strategy 19).

How does the amendment support or implement the Municipal Planning Strategy?

This planning scheme amendment supports the Municipal Planning Strategy by providing an additional residential lot that is accessible and connected within an existing neighbourhood. The proposed subdivision intends to respect the well-established subdivision pattern and provide an additional vacant lot to the market.

The proposed subdivision location is within a 'Residential Area' in the strategic framework plan and is close to both a nearby 'Convenience Centre' and the Mount Eliza 'Large Township Activity Centre'.

Does the amendment make proper use of the Victoria Planning Provisions?

The Amendment makes proper use of the Victoria Planning Provisions by allowing the land to be subdivided in accordance with the Development Plan Overlay.

How does the amendment address the views of any relevant agency?

Exhibition stage

- Because the amendment and planning permit only affects a single residential lot, no specific relevant agencies were required to be notified of the proposal other than those that are prescribed in accordance with section 17 of the Act.

Approval stage

- No relevant agencies lodged submissions.

Does the amendment address relevant requirements of the Transport Integration Act 2010?

The amendment will have no significant impact on the transport system and is consistent with the transport system objectives and the decision-making principles of the Act.

Resource and administrative costs

What impact will the new planning provisions have on the resource and administrative costs of the responsible authority?

The application of the Development Plan Overlay to the subject site will have minimal impact on the resource and administrative costs of the responsible authority. Because the amended schedule will include the requirement of a Building Envelope Plan, the responsible authority's assessment of any future planning permit application for the development of a dwelling on the proposed lot will be simplified.

Attachment 1 – Mapping reference table

Location	Land /Area Affected	Mapping Reference
Mount Eliza	4 Bundara Crescent, Mount Eliza Lot 1 on PS539660	Mornington Peninsula C256morn 001dpoMap1 Exhibition 001dpoMap6 Exhibition

MORNINGTON PENINSULA PLANNING SCHEME

22/07/2021
C255morn Proposed C256morn

SCHEDULE 21 TO CLAUSE 43.04 DEVELOPMENT PLAN OVERLAY

Shown on the planning scheme map as **DPO21**.

11-13 MOUNTAIN VIEW ROAD, MOUNT ELIZA & 4 BUNDARA CRESCENT, MOUNT ELIZA

1.0

22/07/2021
C255morn

Objectives

None specified.

2.0

22/07/2021
C255morn

Requirement before a permit is granted

A permit may be granted to use land, construct a building or construct or carry out works before a development plan has been prepared to the satisfaction of the responsible authority.

3.0

22/07/2021
C255morn

Conditions and requirements for permits

None specified.

4.0

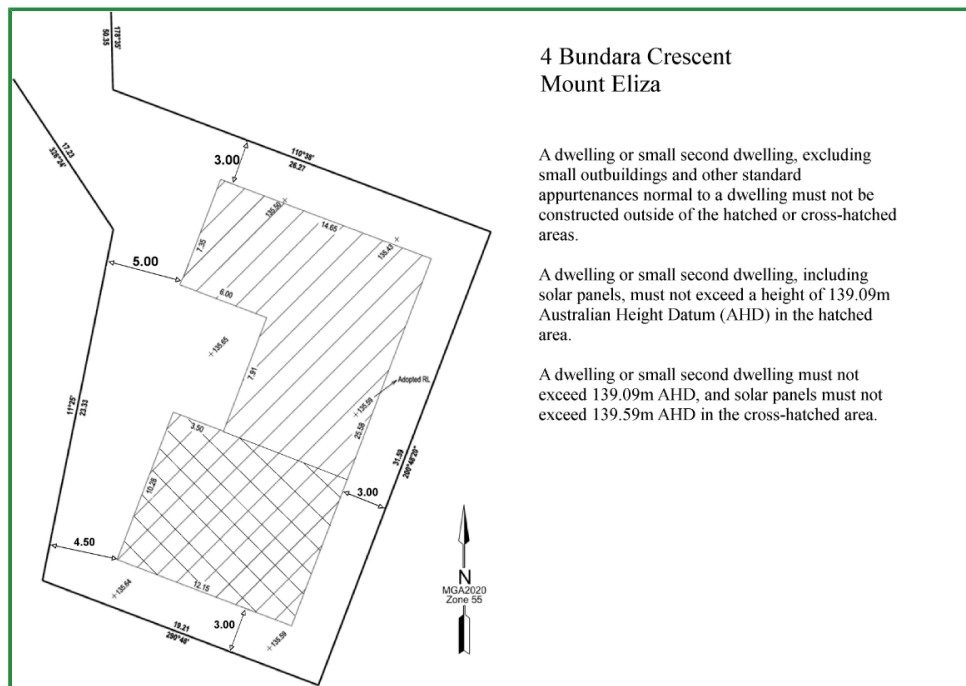
22/07/2021
C255morn Proposed C256morn

Requirements for development plan

A development plan must include the following requirements:

- The development plan must show:
 - A residential subdivision and no other use or development.
 - The area and dimensions of the proposed lots, with no more than two lots being created.
 - For the land at 4 Bundara Crescent, the development plan must incorporate a restrictive building envelope as set out in the Building Envelope Plan in this schedule.

Building Envelope Plan



FORM 9

Section 96J

**PLANNING PERMIT GRANTED UNDER SECTION 96I OF THE
PLANNING AND ENVIRONMENT ACT 1987**

Permit No.: CP22/002

Planning Scheme: Mornington Peninsula

Responsible authority: Mornington Peninsula Shire Council

ADDRESS OF THE LAND: 4 Bundara Crescent, Mount Eliza
Lot 1 PS539660 (VOLUME 10092 FOLIO 609)

THE PERMIT ALLOWS: THE SUBDIVISION OF THE LAND INTO TWO LOTS AND THE CREATION
OF A RESTRICTION IN ACCORDANCE WITH THE ENDORSED PLANS

THE FOLLOWING CONDITIONS APPLY TO THIS PERMIT

AMENDED PLANS

1. Prior to the certification of a plan of subdivision by the Responsible Authority, an amended restrictive building envelope plan must be submitted to and approved by the Responsible Authority. The amended plan must be to the satisfaction of the Responsible Authority. When approved, the plans will be endorsed and will then form part of the permit. The plans must be drawn to scale with dimensions. The plans must be generally in accordance with the plans submitted with the application but modified to show:
 - a. A list of allotments that benefit from the restriction, including the Volume and Folio of each lot, which must include the lots commonly known as:
 - i. 6 Bundara Crescent, Mount Eliza,
 - ii. 30, 32, 34, and 36 Bundara Crescent, Mount Eliza,
 - iii. 99, 101, and 103-105, Wooralla Drive, Mount ElizaAnd
 - iv. Lot 1 of the proposed plan of subdivision, part of the land currently known as 4 Bundara Crescent, Mount Eliza.
- b. Updated wording to the restriction so that:
 - i. Outbuildings must not be allowed to be constructed outside of the building envelope,
 - ii. The restriction does not apply to pergolas and decks.
- c. The provision of a definition of:

- i. A 'small outbuilding', that is generally in accordance with the type of outbuilding that would not require a building permit under the Building Act 1993,
- ii. A 'small second dwelling', that is generally in accordance with the existing definition of a small second dwelling as in the Mornington Peninsula planning Scheme.

LAYOUT NOT ALTERED

2. The layout of the subdivision as shown on the endorsed plans, must not be altered or modified without the prior written consent of the Responsible Authority.

PRIOR TO CERTIFICATION

3. Prior to the certification of a plan of subdivision by the Responsible Authority, an amended plan must be prepared generally in accordance with the plan submitted, but modified to show:
 - a. A notation on Sheet 1 that Section 12(2) easements apply to the lots or create a carriage easement.
 - b. A restriction under the Subdivision Act 1988 that prevents discharge from Lot 2 once developed, exceeding the expected discharge from the pre-developed condition based on a 0.5 Exceedances per Year storm event for rainfall events up to and including a 1% Annual Exceedance Probability storm event without the further written consent of the Mornington Peninsula Shire.
 - c. A restriction under the Subdivision Act 1988 that prevents the construction of a dwelling, small secondary dwelling, or outbuilding outside of the three-dimensional building envelope in accordance with the endorsed restrictive building envelope plan.
4. The plan of subdivision submitted for certification under the Subdivision Act 1988 must be prepared by a suitably qualified land surveyor showing all bearings, distances, levels, street names, lot numbers, lot sizes, reserves, and easements.
5. All existing and proposed easements and sites for existing or required utility services and roads on the subject land must be set aside in the plan of subdivision submitted for certification in favour of the relevant authority for which the easement or site is to be created.

ENGINEERING CONDITIONS

6. Prior to the issue of a Statement of Compliance, works must be completed in accordance with engineering plans and specifications approved by the Responsible Authority as part of planning permit CP22/002.
7. Prior to the issue of a Statement of Compliance, the applicant must provide to Council the schedule of quantities and rates for the construction of works.
8. Prior to the issue of a Statement of Compliance, the applicant must pay to the Responsible Authority appropriate fees for plan checking and supervision.
9. Prior to the issue of a Statement of Compliance the applicant must:
 - a. Demonstrate to the Responsible Authority that water quality features will be implemented in accordance with clause 56.07-4 of the planning scheme;

And / or

- b. Subject to the approval of the Responsible Authority, pay Mornington Peninsula Shire the monetary contribution calculated in accordance with the Shire's In-Lieu Stormwater Treatment Developer Contribution Scheme.
10. Prior to the issue of a Statement of Compliance, property drainage connections to each lot, outfall drainage to the Council pit at the intersection of Wooralla Drive and Bundara Crescent and vehicle crossing works must be completed in accordance with engineering plans approved by the Responsible Authority.
 11. Prior to the commencement of any works, a project-specific Minor Construction Management Plan (CMP) must be endorsed by the Responsible Authority. This CMP is to be based on the standard Minor CMP template found on the Mornington Peninsula Shire's website. When approved, the CMP will be endorsed and form part of the Planning Permit. The endorsed CMP must be implemented to the satisfaction of the Responsible Authority prior to, and during the works.

Section 173 Agreement

12. Prior to the issue of a Statement of Compliance for any stage, the owner of the land must enter into an agreement with the Responsible Authority, pursuant to Section 173 of the Planning and Environment Act 1987. This agreement must be registered by the Responsible Authority pursuant to Section 181 of the Planning and Environment Act 1987 on the title of the subject land prior to approval of the subdivision.
 - a. This agreement must provide for drainage detention being constructed in accordance with engineering plans approved by the Responsible Authority prior to the transfer of any lot created by the subdivision or occupation of lot 2, whichever occurs first.
 - b. The costs in preparation and registration of such agreement are to be met by the subdivider and must be paid prior to the registration of the agreement.
 - c. The above condition will be deemed to be satisfied and the Responsible Authority will waive the need for the subdivider to enter into an Agreement, if the drainage detention have been completed in accordance with engineering plans approved by the Responsible Authority as part of planning permit CP22/002.

MANDATORY CLAUSE 66.01-1 CONDITIONS

13. The owner of the land must enter into agreements with the relevant authorities for the provision of water supply, drainage, sewerage facilities, electricity and gas services to each lot shown on the endorsed plan in accordance with the authority's requirements and relevant legislation at the time.
14. All existing and proposed easements and sites for existing or required utility services and roads on the land must be set aside in the plan of subdivision submitted for certification in favour of the relevant authority for which the easement or site is to be created.

15. The plan of subdivision submitted for certification under the Subdivision Act 1988 must be referred to the relevant authority in accordance with Section 8 of that Act.

TELECOMMUNICATIONS

16. The owner of the land must enter into an agreement with:
- a. A telecommunications network or service provider for the provision of telecommunication services to each lot shown on the endorsed plan in accordance with the provider's requirements and relevant legislation at the time; and
 - b. A suitably qualified person for the provision of fibre ready telecommunication facilities to each lot shown on the endorsed plan in accordance with any industry specifications or any standards set by the Australian Communications and Media Authority, unless the applicant can demonstrate that the land is in an area where the National Broadband Network will not be provided by optical fibre.
17. Before the issue of a Statement of Compliance for any stage of the subdivision under the Subdivision Act 1988, the owner of the land must provide written confirmation from:
- a. A telecommunications network or service provider that all lots are connected to or are ready for connection to telecommunications services in accordance with the provider's requirements and relevant legislation at the time; and
 - b. A suitably qualified person that fibre ready telecommunication facilities have been provided in accordance with any industry specifications or any standards set by the Australian Communications and Media Authority, unless the applicant can demonstrate that the land is in an area where the National Broadband Network will not be provided by optical fibre.

REMOVAL OF STRUCTURES

18. Prior to the issue of a Statement of Compliance, the subdivider must remove the outbuilding (shed) on Lot 2 to the satisfaction of the Responsible Authority.

EXPIRY

19. This permit will expire if a Plan of Subdivision has not been certified within two (2) years of the date of this permit.
In accordance with Section 69 of the Planning and Environment Act 1987, an application may be submitted to the Responsible Authority for an extension of the periods referred to in this condition.

FORM 9

Section 96J

IMPORTANT INFORMATION ABOUT THIS PERMIT

WHAT HAS BEEN DECIDED?

The responsible authority has issued a permit. The permit was granted by the Minister under section 96I of the **Planning and Environment Act 1987** on approval of Amendment No. C256morn to the Mornington Peninsula Planning Scheme.

WHEN DOES THE PERMIT BEGIN?

The permit operates from a day specified in the permit being a day on or after the day on which the amendment to which the permit applies comes into operation.

WHEN DOES A PERMIT EXPIRE?

1. A permit for the development of land expires if—
 - the development or any stage of it does not start within the time specified in the permit; or
 - the development requires the certification of a plan of subdivision or consolidation under the **Subdivision Act 1988** and the plan is not certified within two years of the issue of the permit, unless the permit contains a different provision; or
 - the development or any stage is not completed within the time specified in the permit, or, if no time is specified, within two years after the issue of the permit or in the case of a subdivision or consolidation within five years of the certification of the plan of subdivision or consolidation under the **Subdivision Act 1988**.
2. A permit for the use of land expires if—
 - the use does not start within the time specified in the permit, or if no time is specified, within two years after the issue of the permit; or
 - the use is discontinued for a period of two years.
3. A permit for the development and use of land expires if—
 - the development or any stage of it does not start within the time specified in the permit; or
 - the development or any stage of it is not completed within the time specified in the permit, or, if no time is specified, within two years after the issue of the permit; or
 - the use does not start within the time specified in the permit, or, if no time is specified, within two years after the completion of the development; or
 - the use is discontinued for a period of two years.
4. If a permit for the use of land or the development and use of land or relating to any of the circumstances mentioned in section 6A(2) of the **Planning and Environment Act 1987**, or to any combination of use, development or any of those circumstances requires the certification of a plan under the **Subdivision Act 1988**, unless the permit contains a different provision—
 - the use or development of any stage is to be taken to have started when the plan is certified; and
 - the permit expires if the plan is not certified within two years of the issue of the permit.
5. The expiry of a permit does not affect the validity of anything done under that permit before the expiry.

WHAT ABOUT REVIEWS?

- In accordance with section 96M of the **Planning and Environment Act 1987**, the applicant may not apply to the Victorian Civil and Administrative Tribunal for a review of any condition in this permit.

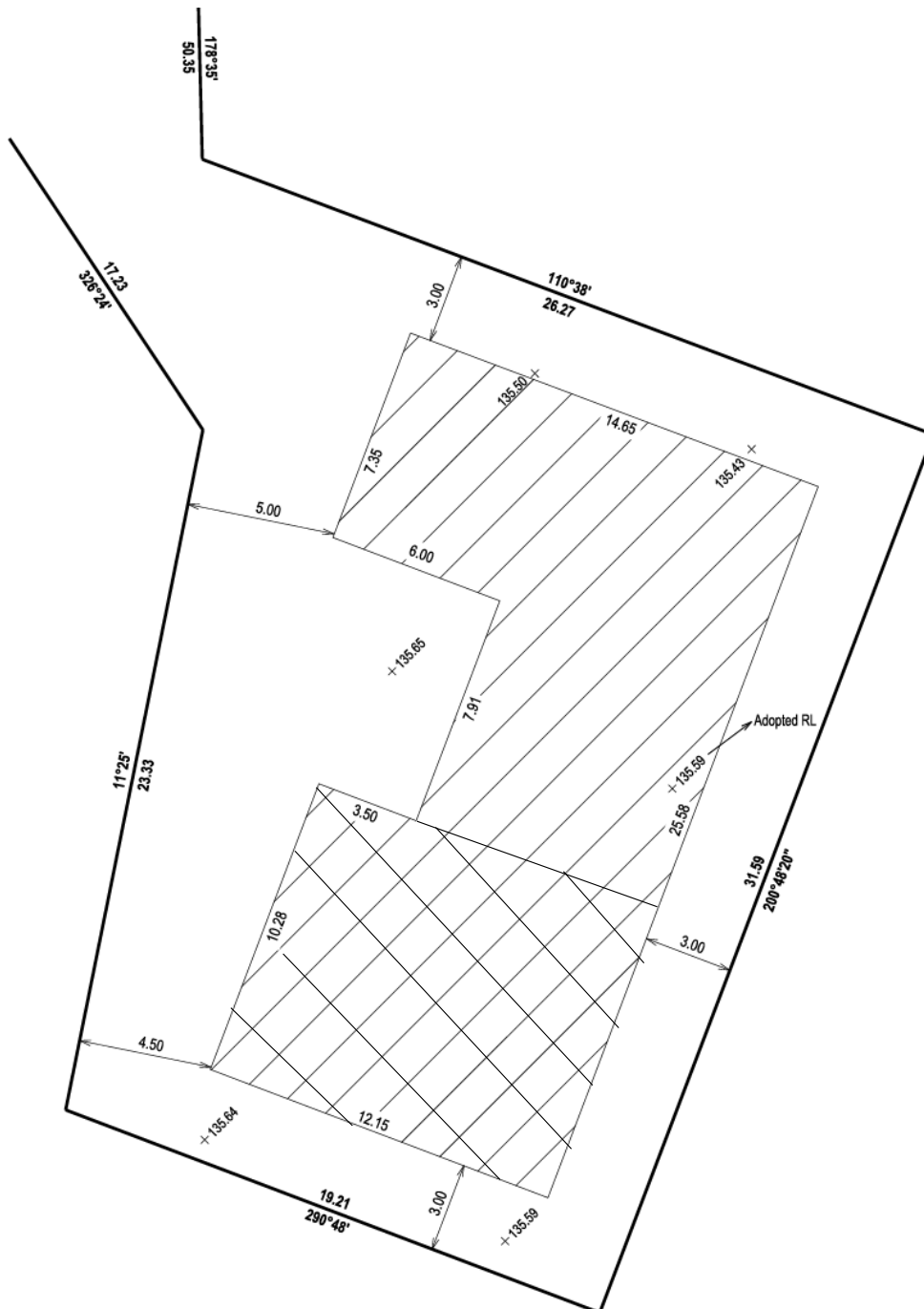
RESTRICTIVE COVENANT:

The registered proprietors of the burdened land covenant with the registered proprietors of the benefited land as set out in the restriction with the intent that the burden of the restriction runs with and binds the burdened land and the benefit of the restriction is annexed to and runs with the benefited land.

The registered proprietor or proprietors for the time being of a burdened lot to which this restriction applies shall not allow:

- a) the construction or extension of a dwelling or small secondary dwelling outside of the building envelope,
- b) the construction or extension of a dwelling or small secondary dwelling, that exceeds a height of 139.09m Australian Height Datum (AHD),
- c) the construction or erection of solar panels within the area shown cross-hatched on the schedule hereon to a height greater than 500mm above the height of 139.09m Australian Height Datum (AHD).

The above restrictions do not apply to small outbuilding (garden shed), swimming pool or spa, fencing, rainwater tank, retaining walls, garden beds, pathways, driveways, other standard appurtenances normal to a dwelling and other garden features.





ISSUE	DATE	AMENDMENTS	BY

NOT FOR CONSTRUCTION

NOTES:



• Traffic Planning • Transport Planning
• Traffic Engineering • Road Safety

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DESIGNED BY: B.VANDERWERF	SHEET NO: 7 OF 9
DATE: 12/09/2022	JOB NO: 21817
SCALE: 1:500	ORIGINAL ISSUE: A3 -
Hor. Scale: 0 5 10	Ver. Scale: -

**MORNINGTON PENINSULA
PEDESTRIANS AND CYCLISTS**

**DUNDAS STREET
PROPOSED TREATMENTS
CONCEPT LAYOUT PLAN
OPTION B**



SAFE SYSTEM ASSESSMENT

SAFE SYSTEM PEDESTRIAN AND CYCLIST TREATMENT DEVELOPMENT

WALK RIDE SAFE MULTIPLE SITE STUDY, MORNINGTON PENINSULA

DUNDAS STREET, RYE

14 SEPTEMBER 2022



DUNDAS STREET, RYE

CLIENT: Mornington Peninsula Shire

OBT JOB NUMBER: 21817



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ASSESSMENT TEAM

Jemima Macaulay & Lisa Steinmetz (O'Brien Traffic)

Shahniaz Arafath, Isaac Nhamu & Naomi Cooper (Mornington Peninsula Shire)



EXECUTIVE SUMMARY

This report documents a Safe System assessment for the existing conditions and two treatment concepts at Dundas Street, Rye, in the vicinity of the shopping strip south of Avon Road. The assessment provides insights into the level of safety for the existing conditions as well as the treatment options, and comments on residual Fatal and Serious Injury (FSI) crash risk. Risk scores for different elements of the project are shown in Figure 1.

The key risks identified during the Safe System Assessment are outlined below. It is in these areas that the greatest opportunity for safety gains through the design process could be realised:

- Exposure increases for all road users during summer/peak periods
- For the existing conditions, key risks relate to:
 - the high speed environment (exceeding Safe System thresholds for most crash types)
 - topography (vertical and horizontal curves on approaches), narrow shoulders and unprotected hazards (run-off-road crash types)
 - high speed differential between turning/emerging vehicles and those on the main carriageway
 - potential for high angles of impact (intersection crashes)
 - lack of separate facilities for pedestrians and cyclists and limited visibility and conspicuity of the crossing point.
- For Concept Option A (Improved Dundas St crossing provision and lower speed environment), a safer crossing opportunity is provided across Dundas St at the key pedestrian crossing point (near the bus stop and shared path). Relocation of the bus stop improves visibility of people crossing for drivers, and also improves safety and amenity for people crossing (with a clear crossing path maintained). This is supported by 'dragon's teeth' line marking to encourage lower speeds on the approach and improve the crossing point conspicuity. Lower vehicle speeds help to mitigate crash likelihood and severity for all crash types. It is noted that vehicle speeds will still exceed Safe System thresholds for vulnerable road users for the crossing point at this location.
- For Concept Option B (Improved crossing provision of Dundas St and service road and lower speed environment), Concept A safety improvements are further supported by improving crossing safety of the service road. This includes a wombat crossing (on service road) and kerb extension to provide additional space for pedestrians. For potential crashes in the service road, crash forces would likely be within Safe System tolerances.

Potential treatment of identified risks will need to have consideration of the broader context of Dundas St (noting its function during summer/peak periods as well as at other times). Treatments that will ultimately move the design towards Safe System outcomes should be given greatest priority, and those that inhibit Safe System outcomes in pursuit of short-term gains or non-safety benefits should be discouraged. Treatments that may further improve the Safe System alignment of the project are outlined in Section 4.3.

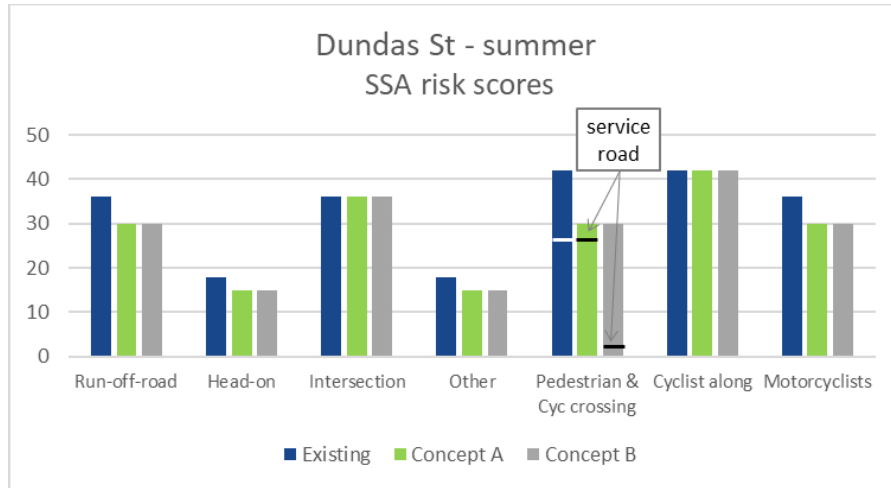


FIGURE 1A: SSA SCORES – SUMMER PEAK

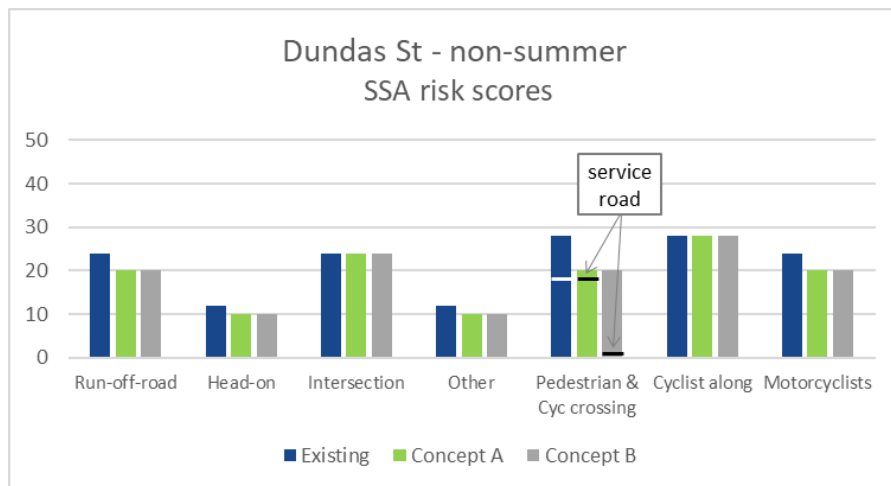


FIGURE 1B: SSA SCORES – NON-SUMMER

FIGURE 1: SSA SCORES



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1 INTRODUCTION AND BACKGROUND

The Shire of Mornington Peninsula is seeking to support and improve road safety for pedestrians and cyclists within Mornington Peninsula Shire. This project aims to investigate road safety issues for pedestrians and cyclists, and develop concepts that focus on improving road safety for pedestrians and cyclists (as well as more generally).

This report documents a Safe System assessment for the existing conditions and two treatment concepts at Dundas Street, Rye, in the vicinity of the shopping strip south of Avon Road.

A safe road network is critical for all road users. The underlying principle of the Safe System is that humans are fallible, and sooner or later mistakes (and hence crashes) will happen. When they do, the system should be designed so that a fatal or serious injury outcome does not occur.

The Safe System Assessment Framework (SSAF) was developed to help assess the potential for fatal and serious injury (FSI) crash outcomes, and consider the alignment of projects with the Safe System objective of eliminating death and serious injury from the road system. The framework is used to determine how well aligned a given project is with this objective, and to highlight areas where safety risks remain and could be improved. It uses a matrix for the assessment of key crash types (those identified as the predominant contributors to fatal and serious crash outcomes), taking into consideration exposure to that crash risk, the likelihood of it occurring, and the severity of a crash should it occur. The crash types in the Safe System matrix include:

- run-off-road
- head-on
- intersection
- other
- pedestrian
- cyclist
- motorcyclist.

The VicRoads *Safe System Assessment Guidelines* recommend Safe System Assessment (SSA) be undertaken during design stages of a project (concept, preliminary and detailed), and outline VicRoads corporate requirements as to when SSA should be undertaken.

The following sections are drawn from Sections 1 and 2 of the *Full Safe System Assessment Report Template* (VicRoads 2018a).



1.1 INTRODUCTION TO THE SAFE SYSTEM

1.1.1 Safe System Pillars

The Safe System approach seeks to ensure that no road user is subjected to kinetic energy exchange in a crash that will result in death or serious injury. There is a shared responsibility for safe travel outcomes between system designers (road authorities, vehicle manufactures, road designers etc.) and road users. There are four Safe System pillars: safer vehicles, safer speeds, safer roads and safer road users. Post-crash response is another element that is often recognised as the fifth pillar. All parts of the system must be considered and strengthened so that road safety outcomes are maximised and to ensure that road users are adequately protected even if one part fails.

Safe System Assessment (SSA) is concerned mainly with the safer roads and safer speeds pillars. A SSA is used to examine road project proposals and aims to identify infrastructure and speed related factors that are likely to contribute to a higher risk of fatal and serious injury (FSI) crashes. It also seeks to identify design or scope changes that will improve the alignment of the project with Safe System principles.

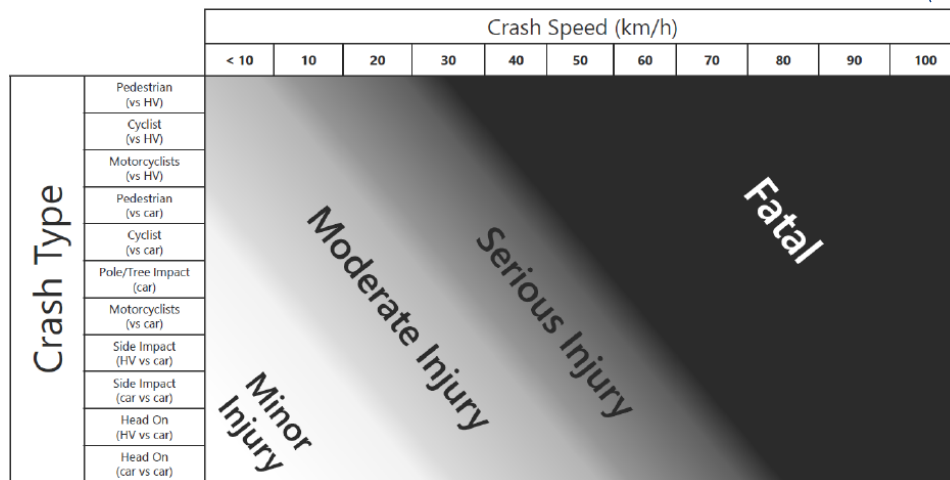


FIGURE 2: SAFE SYSTEM PILLARS

1.1.2 Safe System Impact Speeds

The impact speed in a collision is a significant factor that affects the probability of a person being killed or seriously injured in a crash. Safe System impact speeds are speeds below which the chances of survival are high and the likelihood of serious injury is low for different crash types.

The Austroads *Guide to Road Safety Part 6: Road Safety Audits* presents guidance regarding crash severity outcomes associated with different crash types (taking into consideration different road users, object hit and impact angles) and speeds. As far as is practically possible, infrastructure should be designed, and travel speeds managed so that crash forces are managed within Safe System thresholds (see **Figure 3**).



SOURCE: AUSTRROADS GUIDE TO ROAD SAFETY PART 6: ROAD SAFETY AUDIT – FIGURE 10.3

FIGURE 3: SAFE SYSTEM CRASH SEVERITY GUIDANCE

1.2 SAFE SYSTEM ASSESSMENT PROCESS

The Safe System Assessment process is based on Austroads Safe System Assessment Framework (Austroads 2016, Research Report AP-R509-16, Safe System Assessment Framework) and VicRoads Safe System Assessment Guidelines.

Steps in the process include:

- Deciding on the type of assessment (full or rapid)
- Selecting an appropriate team to conduct the assessment
- Understanding the project background, context and objectives
- Collation of information and data for both existing and future conditions
- Inspection of the site
- Conducting the assessment of existing conditions and each project treatment concept using the SSA Matrix
- Consideration of the additional Safe System components; road users, vehicles and post-cash care
- Review of the SSA Matrix scores and development of suggested changes to improve alignment with Safe System principles
- Reporting
- Review of suggested design and scope changes
- Amendment of project scope and design to incorporate the accepted changes.



2 ASSESSMENT DETAILS

2.1 TYPE OF ASSESSMENT

This assessment is a *Full Safe System Assessment* that has been conducted in accordance with VicRoads/DoT Safe System Assessment Guidelines and the Austroads Safe System Assessment Framework (Austroads Research Report AP-R509-16). The assessment compares existing conditions with two treatment concepts at the subject site, with the aim of improving pedestrian and cyclist safety and amenity, as well as safety more generally.

2.2 THE AUDIT TEAM

The assessment team comprised:

- Jemima Macaulay, Director, O'Brien Traffic
- Lisa Steinmetz, Senior Traffic Engineer, O'Brien Traffic
- Shahniaz Arafath, Traffic and Transport Engineer, Mornington Peninsula Shire
- Isaac Nhamu, Traffic and Transport Engineer, Mornington Peninsula Shire
- Naomi Cooper, Traffic and Transport Engineer, Mornington Peninsula Shire.

Lisa and Jemima are both VicRoads recommended Safe System Assessors. Shahniaz and Naomi have completed the *Safe System Principles and Assessments training* course recommended for Safe System Assessors.

2.3 INFORMATION FOR EXISTING CONDITIONS ASSESSMENT

The existing conditions assessment was informed by:

- the site was inspection undertaken during day-time conditions on Tuesday 31st May 2022
- feedback received during the community consultation
- Appendix One of the *Safe System Pedestrian & Cyclist Treatment Development Multiple site study Consultant Brief* (June 2021).

2.4 INFORMATION FOR TREATMENT CONCEPT ASSESSMENTS

Potential treatment concepts were identified during discussions with Mornington Peninsula staff that considered to be feasible based on:

- physical site constraints
- feedback received during the community consultation
- likely funding opportunities/constraints
- consideration of treatments likely to be acceptable to the community (based on local knowledge and experience)
- the following references:
 - Mornington Peninsula Shire Rye Principal Pedestrian Network
 - Mornington Peninsula Shire St Andrews Principal Pedestrian Network



3 PROJECT DESCRIPTION

3.1 PROJECT BACKGROUND AND OBJECTIVES

The key objective of this project is to improve pedestrian and amenity at Dundas Street, Rye, in the vicinity of the shopping strip south of Avon Road. It has been noted that this location has a pedestrian crossing demand associated with children accessing the school bus stops. The location also has a high level of pedestrian activity during summer peak tourist periods.

Table 1^{Error! Reference source not found.} provides the project background based on prompts from VicRoads *Safe System Assessment report template* which are drawn from Austroads guidance (*Safe System Assessment framework*, AP-R509-16).`

PROMPTS	COMMENTS
What is the reason for the project ? Is there specific crash type risk? Is it addressing specific issues such as poor speed limit compliance, road access, congestion, future traffic growth, freight movement, amenity concerns from the community, maintenance/asset renewal, etc.	There are concerns regarding pedestrian safety for crossing movements on Dundas Street in the vicinity of the shopping strip south of Avon Road.

TABLE 1: PROJECT BACKGROUND

3.2 EXISTING CONDITIONS AND CONTEXT

The site is in Rye, approximately 65 km south-east of Melbourne, in the Mornington Peninsula Shire. Avon Road strip shopping centre is located between Avon Road and the unnamed laneway (approximately 55m south of Avon Road). The subject site is located towards approximately 800 m south of Browns Road, and is relatively close to Rye Ocean Beach (approximately 850m walk via Alison Avenue beach access track). Dundas Street is identified as an inter-township pedestrian link (between St Andrews and Rye). While the subject site is located withing a relatively quiet area, the location can be popular with tourists on weekends and during holiday periods (particularly during the summer months). Avon Road strip shopping centre includes cafes/take-away food, cellar, milk bar and surf shop. The surrounding land use is primarily residential, with undeveloped/farm land on the eastern side of Dundas Street, and undeveloped/sparse residential development areas on the southern side of Dundas Street (native vegetation area down to the beach). It is noted that the Avon Road shops are also the closest retail to St Andrews Beach. Dundas Street also provides a key connection from St Andrews Beach to Rye. The 786 bus route (Rye to St Andrews Beach) operates along Dundas Street, with a bus stop located at the strip shopping centre.

Dundas Street and the surrounding streets are managed under the care and maintenance of Council. Dundas Street is a Collector Road, running between Browns Road, to the north, and Sandy Road, to the east. A 60 km/h speed limit applies to Dundas Street. In the vicinity of the subject site, Dundas Street is a two-lane road. The eastern side of the carriageway features a sealed shoulder/parking lane, while the western side of the carriageway features indented parking. A narrow separator island



separates the through carriageway from the one-way service road adjacent to the shops. In June 2018, two-way traffic volumes of 2,132 vehicles per day were recorded (data provided by Mornington Peninsula Shire). Estimated traffic volumes in 2020 were 2,500 vehicles per day (two way AADT) with 7% heavy vehicles¹.



FIGURE 4: AERIAL PHOTO OF SUBJECT SITE



FIGURE 5: PHOTO TAKEN AT SUBJECT SITE

¹ Department of Transport 2020, *Traffic volumes for freeways and arterial roads* [dataset], data.vic, viewed 28 July 2021. < <https://vicroadsopendata-vicroadsmaps.opendata.arcgis.com/datasets/traffic-volume/explore> >



The community have raised a number of traffic and road safety related concerns relating to pedestrian and cyclist safety including:

- informal crossing considered dangerous due to topography
- poor visibility, lack of signage, topography, high vehicle speeds, parked vehicles exacerbating risks for pedestrians/cyclists
- increasing volumes of pedestrians at this location
- Reduced availability of parking space associated with the bus zone no stopping area (insufficient parking leading to traffic issue, bus stop infrequently used).

Dundas Street features a winding road alignment, with the subject side located close to the outside of a curve, while a crest is located approximately 100 m south of shops. For northbound vehicles on Dundas Street, the service road and shops are obscured by the vertical and horizontal curves, as well as the roadside vegetation (tea trees). Movements into the service road and laneway are ingress only (exit movements are prohibited at this location). The service road operates one-way (north-bound) with Give Way control into Avon Road. Movements from Avon Road are Give-Way controlled. Footpaths are provided along both sides of Dundas Street.

For the purposes of this SSA, pedestrian crossing demand is assumed to be in the moderate category (10 – 50 per day), although during the summer and other peak tourist times the exposure is assumed to be in the high category (50 – 100 per day).

A review of DoT’s casualty crash data for the last 5 years (2015 – 2019) of available data (pre-COVID) indicates there have been two crashes on Dundas Street in the vicinity of the subject site. These include the following:

- One ‘other injury’ crash at the Avon Rd / Dundas St T-intersection involving a rear-end collision with a vehicle turning right (DCA 132)
- One ‘other injury’ crash at the Avon Rd / Dundas St T-intersection involving a vehicle running off road to the right into an object (DCA 173).

While it is noted that the key crash risk considered for this assessment relates to pedestrian risk, it is noted that intersection type crash risks are also evident at this location (as indicated by the recent crash history).

PROMPTS	COMMENTS
<p>What is the function of the road? Consider location, roadside land use, area type, speed limit, intersection type, presence of parking, public transport services and vehicle flows. What traffic features exist nearby (e.g. upstream and downstream)? What alternative routes exist?</p>	<p>Dundas Street is a Collector Road with a travel lane in each direction. The eastern side of the carriageway features a sealed shoulder/parking lane, while the western side of the carriageway features indented parking. A narrow separator island separates the through carriageway from the one-way service road adjacent to the shops. Dundas Street provides connection between St Andrews Beach to Rye, and access to the beach and foreshore areas, as well as surrounding residential properties.</p> <p>Surrounding land use (adjacent to the project) includes retail (on the western side of Dundas Street), and residential, with undeveloped/farm land on the eastern</p>



PROMPTS	COMMENTS
	side of Dundas Street (on the eastern side of Dundas Street).
What is the speed environment? What is the current speed limit? Has it changed recently? Is it similar to other roads of this type? How does it compare to Safe System speeds? What is the acceptability of lowering the speed limit at this location?	A 60 km/h speed limit applies to Dundas Street. Traffic surveys undertaken in June 2018 indicated an 85 th percentile speed limit of 55 km/h.
What road users are present? Consider the presence of elderly pedestrians, school children and cyclists. Also note what facilities are available to vulnerable road users (e.g. signalised crossings, bicycle lanes, school speed limits, etc.)	A mix of road user groups are expected, noting the surrounding land use (retail, residential) as well as the nearby bus stops.
What is the vehicle composition? Consider the presence of heavy vehicles (and what type), motorcyclists and other vehicles using the roadway.	General traffic volumes on Dundas Street are in the <i>moderate</i> category (between 1,000 and 5,000 vehicles per day) based on 2020 data. Heavy vehicle numbers are understood to be in the order of 7%. The proportion of motorcyclists was assumed to be in the order of 1% of the traffic volume. Due to the moderate traffic volumes (1,000 – 5,000 AADT), the exposure scores for most crash types (i.e. run-off-road, head-on, intersection and ‘other’ ² , as well as motorcyclist crashes) are allocated a moderate exposure score. Pedestrian exposure at/near the project site is estimated to be in the <i>high</i> category during the peak tourist times (>50 – 100 per day) based on surrounding land use, discussion with Council’s officers. During non-tourist times, pedestrian demand is lower, and estimated to be in the moderate category (10 – 50 per day). Cyclist exposure at/near the project site is estimated to be in the <i>high</i> category during the peak tourist times (>50 – 100 per day), and in the moderate category at other times (10 – 50 per day).

TABLE 2: EXISTING CONDITIONS AND CONTEXT

² ‘Other’ crash risk mainly relates to rear-end and manoeuvring type crash risk.



3.3 TREATMENT CONCEPTS

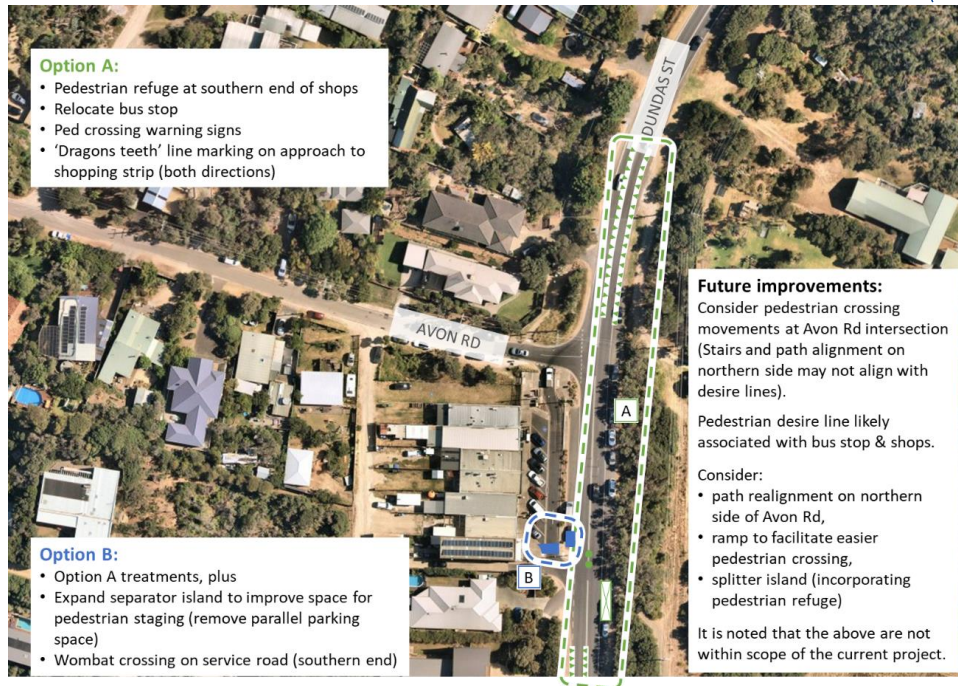
Two potential treatment concepts were considered. These recognised:

- site constraints noting the topography, surrounding land use, roadside vegetation and the function of the road.
- feedback received during the community consultation noting in particular concerns regarding safety for pedestrians crossing the road at this location
- likely funding opportunities/constraints
- consideration of treatments likely to be acceptable to the community within the existing road context, noting the road environment reflects a relatively high-speed environment (limited visible roadside development) and that Dundas Street serves as a key local traffic route.

It was observed that the existing crossing is not prominent, and drivers may not expect pedestrians or cyclists to cross at this location. The treatments focus on increasing the prominence of the crossing location and permitting staged crossing while also encouraging reduced vehicle speeds in the vicinity of the shops and crossing point:

- Option A: Provision of a pedestrian refuge at southern end of shops, pedestrian crossing warning signs, relocation of the bus stop (so that stopped bus does not block pedestrian crossing location –current bus stop immediately adjacent to crossing point), and ‘dragon’s teeth’ line marking on the both approaches to the shopping strip to encourage lower vehicle speeds. Localised lane narrowing, pavement works and/or parking restrictions may be required to accommodate the splitter island.
- Option B: Includes the treatments as per Option A with the inclusion of a kerb extension at the southern end of the separator (to increase space for pedestrians) and a wombat crossing at the southern end of the service road (to improve pedestrian safety and amenity).

Further to the above, measures may also be considered to improve pedestrian safety and amenity at the Avon Road intersection. It was noted that the location of the stairs and existing path alignment may not align well with desire lines, noting that pedestrian desire lines are likely to be associated with the bus stop and shops. Pedestrian improvements at this location may include path realignment (to better match desire lines) and provision of a ramp and a splitter island (incorporating pedestrian refuge) at Avon Road to facilitate pedestrian staging of this intersection as well as help control the speed and discipline of turning vehicles. However, these are not within the scope of the current project (which focuses on improvements to assist pedestrians crossing to the bus stop and shared path towards the southern end of the shops).



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FIGURE 6: TREATMENT CONCEPTS (DUNDAS STREET)

4 SAFE SYSTEM ASSESSMENT

4.1 ASSESSMENT SUMMARY

Existing Conditions

Exposure for all road users are expected to be high during summer/peak periods and moderate during non-peak times. Key risks on Dundas Street relate to the high-speed environment exacerbating risks for different crash and road user types. Crash forces exceed Safe System thresholds for most crash types. For run-off-road crash types, risks are associated with vertical and horizontal curves on the approach, narrow shoulders and unprotected hazards close to carriageway (including trees, poles and parked cars). For intersection and manoeuvring crash types, risks are associated with the curved alignment on approach, high speed differential between turning/emerging vehicles and those on the main carriageway, the potential for high angles of impact (intersection crashes) and the high number of potential conflicts noting the proximity of Avon Road intersection, the service road, roadside parking and bus stops. Motorcyclist risks are similar to vehicle crash risks, although exacerbated due to the speed limit exceeding the Safe System threshold for vulnerable road users.

The existing path crossing point of Dundas Street is not prominent for drivers (noting that roadside vegetation and the position of the bus stop screens pedestrians and cyclists on the eastern side, while the vertical and horizontal curves on the approach also limits sight distance), and so pedestrians and cyclists may emerge unexpectedly. There are no crossing facilities for pedestrians or cyclists and high traffic speeds and volumes mean gap selection can be challenging. While traffic speeds may be lower



(due to congestion) during busy times, gap selection may be even more challenging at these times. It is noted that the risks for cyclists crossing the road reflect the risks of pedestrians crossing at this location. While there are no formal cyclist facilities along Dundas Street, the narrow sealed shoulder provides some space for cyclists.

No crossing facilities are provided for people crossing the service road. Risks are related to the busy environment with a high number of different road user types, including vehicle manoeuvring and pedestrian crossing movements – with crossing demand associated with access parked vehicles, the bus stops and the shared path on the eastern side of Dundas Street. These risks are mitigated by the one-way, low-speed traffic environment, particularly for motor vehicle crash types, although risks exist for manoeuvring and pedestrian crash types in this environment. Key risks relate to the pedestrian crossing point at the southern end of the service lane. This is a key pedestrian desire line (providing access to the bus stop and the shared path). At this location there is a high speed differential between vehicles entering the service road and those on the main carriageway, with risks exacerbated by the obscured sight distance (due to the vertical and horizontal curves on the approach) and the short deceleration lane.

Option A: Improved crossing provision (main carriageway) and lower speed environment

The treatment concept encourages lower vehicle speeds (reducing risks for all crash types) and seeks to improve safety, amenity and mitigate crash risks for pedestrians and cyclists crossing at this location.

The 'dragon's teeth' line marking alerts drivers and encourage lower speeds, thereby reducing potential for conflict on the approach to the shops. Lower vehicle speeds help to mitigate crash likelihood and severity for all crash types. For intersection crash types, the lower vehicle speeds would provide an incremental improvement, although unlikely to result in a step-change in the likelihood and severity outcomes.

The provision of a pedestrian refuge supports improved safety and amenity for people crossing at this location. It provides an opportunity for pedestrians to stage their crossing (enabling gap selection for one direction at a time). Along with warning signage and the 'dragon's teeth' line marking, the prominence of the crossing location is increased (for drivers). The relocation of the bus stop (on the eastern side of the road) also supports increased safety and amenity for pedestrians crossing (as a stopped bus will not block pedestrians crossing).

While the treatment reduces the likelihood of crashes involving pedestrians and cyclists crossing at this location, in the instance that a collision does occur, crash forces are still likely to exceed Safe System thresholds.

Option B: Improved crossing provision (main carriageway and service road) and lower speed environment

As per treatment Option A, treatment concept Option B encourages lower vehicle speeds (reducing risks for all crash types) and seeks to improve safety, amenity and mitigate crash risks for pedestrians and cyclists crossing at this location. The concept also includes measures to improve safety and amenity for pedestrians/cyclists crossing the service road.



Treatments for Option B are as per those for Option A, with the addition of a wombat crossing of the service road along with a kerb extension of the separator to improve space for pedestrian staging. Therefore, the risk reductions for the main carriageway are as per above. For the service lane, provision of a wombat crossing at the entrance will support lower vehicle speeds and a safer environment (reduced crash likelihood and severity outcomes) at this key pedestrian crossing point. For potential crashes in the service road, crash forces would likely be within Safe System tolerances.

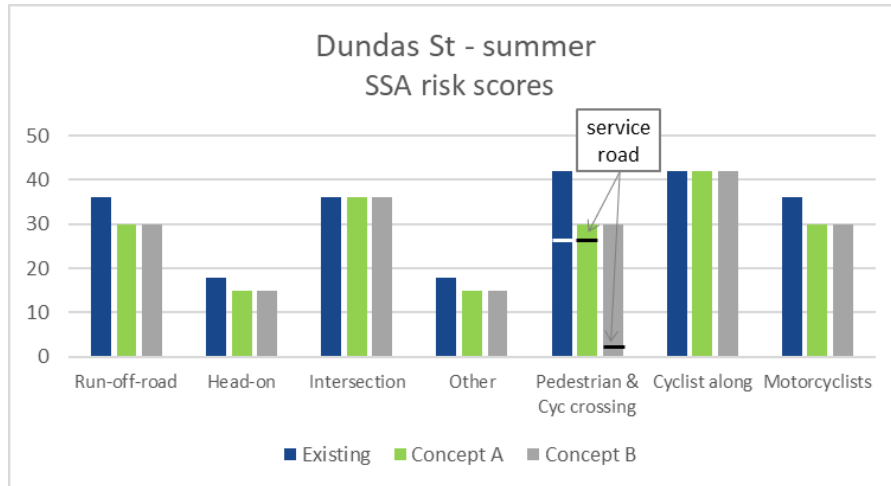


FIGURE 7A: SSA SCORES – SUMMER PEAK

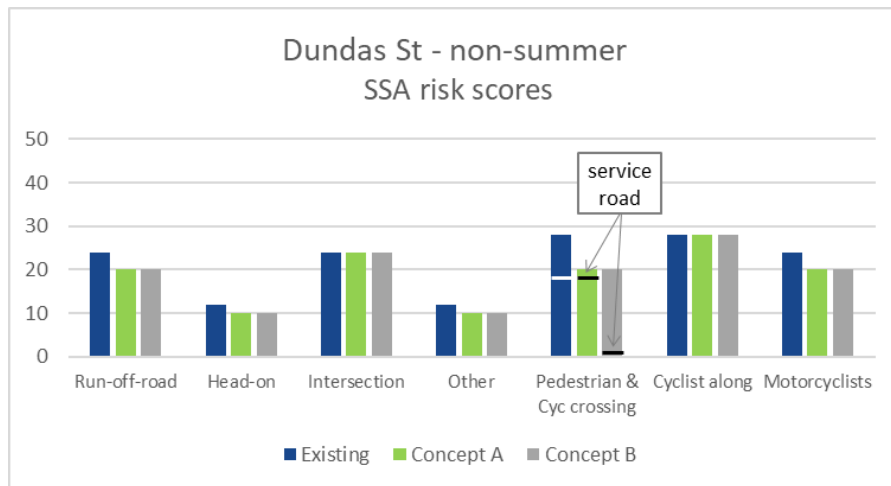


FIGURE 7B: SSA SCORES – NON-SUMMER

FIGURE 7: SAFE SYSTEM ASSESSMENT SCORES: AVON ROAD SHOPS, DUNDAS STREET



4.2 SAFE SYSTEM MATRIX (INFRASTRUCTURE AND SPEED-RISK ASSESSMENT)

Avon Road shops, Dundas Street

- Existing conditions in (black text)
- Option A (in green text): Pedestrian refuge, warning signs, bus stop relocation, and 'dragon's teeth' line marking
- Option B (in blue text): Pedestrian refuge, warning signs, bus stop relocation, 'dragon's teeth' line marking, kerb extension and service road wombat crossing.

	RUN-OFF-ROAD	HEAD-ON	INTERSECTION	OTHER	PEDESTRIAN	CYCLIST	MOTORCYCLISTS
Exposure Comments:	Based on existing traffic volume (2018 data) and local knowledge. Potentially >5000 vpd in summer peak	Based on existing traffic volume (2018 data) and local knowledge. Potentially >5000 vpd in summer peak	Based on existing traffic volume (2018 data) and local knowledge. Potentially >5000 vpd in summer peak	Based on existing traffic volume (2018 data) and local knowledge. Potentially >5000 vpd in summer peak	Based on local knowledge, and site observations	Based on local knowledge, and site observations and noting it is a cycling route.	Assumed 1% of existing AADT.
Exposure Score:	2/4 Summer peak 3/4	2/4 Summer peak 3/4	2/4 Summer peak 3/4	2/4 Summer peak 3/4	2/4 Summer peak 3/4	2/4 Summer peak 3/4	2/4 Summer peak 3/4
Likelihood Comments:	Factors that increase likelihood include: <ul style="list-style-type: none"> • High speed environment • 85% speed 55 km/h (2018 data) • Horizontal and vertical curves on approach • Narrow shoulders on approach (but roadside parking popular) 	Factors that increase likelihood include: <ul style="list-style-type: none"> • High speed environment • No physical separation of opposing traffic • Horizontal and vertical curves on approach Factors that decrease likelihood include: <ul style="list-style-type: none"> • Good delineation 	Factors that increase likelihood include: <ul style="list-style-type: none"> • High speed environment • High speed differential between main road traffic and entering/exiting vehicles • Curve on approach to Avon Rd • Dundas St, Avon Road & service road intersection (high number of vehicle conflict points) 	Factors that increase likelihood include: <ul style="list-style-type: none"> • High speed environment • Manoeuvring in/out of adjacent parking areas, bus stops and service road, as well as nearby driveways • High speed differential between main road traffic and entering/exiting vehicles 	Factors that increase likelihood include: <ul style="list-style-type: none"> • High speed environment (Dundas St) • No crossing provision (main carriageway or service road) • High traffic volume during summer (gap selection may be a challenge at busy times) • Restricted visibility (curved road alignment, parked 	Factors that increase likelihood include: <ul style="list-style-type: none"> • High speed environment • No crossing provision • No cycling facilities (cyclists on Dundas Street mix with general traffic) • High traffic volume during summer (gap selection may be a challenge at busy times) 	Factors that increase likelihood include: <ul style="list-style-type: none"> • High speed environment • Horizontal and vertical curves on approach • Narrow shoulders on approach Factors that decrease likelihood include: <ul style="list-style-type: none"> • Narrow shoulders on approach



	RUN-OFF-ROAD	HEAD-ON	INTERSECTION	OTHER	PEDESTRIAN	CYCLIST	MOTORCYCLISTS
	<p>Factors that decrease likelihood include:</p> <ul style="list-style-type: none"> Narrow shoulders on approach Dragon's teeth line marking encourages lower speeds (Both) 	<ul style="list-style-type: none"> Dragon's teeth line marking encourages lower speeds (Both) 	<p>Factors that decrease likelihood include:</p> <ul style="list-style-type: none"> Dragon's teeth line marking encourages lower speeds (Both) 	<ul style="list-style-type: none"> Curve on approach to Avon Rd (rear-end crash risk) Sight distance inhibited by curved road alignment and parked vehicles Wildlife <p>Factors that decrease likelihood include:</p> <ul style="list-style-type: none"> Dragon's teeth line marking encourages lower speeds (Both) 	<p>vehicles, bus-stop location)</p> <ul style="list-style-type: none"> School aged pedestrians (accessing bus stop) Manoeuvring vehicles Risk near vehicle entry to service lane <p>Factors that decrease likelihood include:</p> <ul style="list-style-type: none"> Traffic speeds may be slower on Dundas St in summer due to congestion One-way traffic flow and lower speeds though service road Opportunity for staged crossing (Both) Wombat on service road Kerb extension Bus stop relocation 	<ul style="list-style-type: none"> Restricted visibility (curved road alignment, parked vehicles, bus stop location) Dooring risk associated with parked vehicles <p>Factors that decrease likelihood include:</p> <ul style="list-style-type: none"> Cyclists may ride in narrow shoulder Opportunity for staged crossing (Both) 	<ul style="list-style-type: none"> Dragon's teeth line marking encourages lower speeds (Both)
Likelihood Score:	<p>3/4</p> <p>2.5/4</p> <p>2.5/4</p>	<p>3/4</p> <p>2.5/4</p> <p>2.5/4</p>	<p>3/4</p>	<p>3/4</p> <p>2.5/4</p> <p>2.5/4</p>	<p>Main c'way 3.5/4</p> <p>Service road 3/4</p> <p>Main c'way 2.5/4</p> <p>Service road 3/4</p> <p>Main c'way 2.5/4</p> <p>Service road 1/4</p>	<p>3.5/4</p> <p>Note cyclist crossing risk as per pedestrian risk</p>	<p>3/4</p> <p>2.5/4</p> <p>2.5/4</p>



	RUN-OFF-ROAD	HEAD-ON	INTERSECTION	OTHER	PEDESTRIAN	CYCLIST	MOTORCYCLISTS
Severity Comments:	<p>Factors that increase severity outcome include:</p> <ul style="list-style-type: none"> • speed environment • Unprotected roadside hazards close to carriageway (trees, poles, parked cars) • Speed limit exceeds Safe System threshold <p>Factors that decrease severity outcome include:</p>	<p>Factors that increase severity outcome include:</p> <ul style="list-style-type: none"> • speed environment <p>Factors that decrease severity outcome include:</p> <ul style="list-style-type: none"> • 	<p>Factors that increase severity outcome include:</p> <ul style="list-style-type: none"> • speed environment • Speed limit exceeds Safe System threshold • High angle impacts <p>Factors that decrease severity outcome include:</p>	<p>Factors that increase severity outcome include:</p> <ul style="list-style-type: none"> • speed environment <p>Factors that decrease severity outcome include:</p>	<p>Factors that increase severity outcome include:</p> <ul style="list-style-type: none"> • Speed limit exceeds Safe System threshold <p>Factors that decrease severity outcome include:</p> <ul style="list-style-type: none"> • Wombat on service road 	<p>Factors that increase severity outcome include:</p> <ul style="list-style-type: none"> • Speed limit exceeds Safe System threshold <p>Factors that decrease severity outcome include:</p>	<p>Factors that increase severity outcome include:</p> <ul style="list-style-type: none"> • Speed limit exceeds Safe System threshold <p>Factors that decrease severity outcome include:</p>
Severity Score:	4/4	2/4	4/4	2/4	Main c'way 4/4 Service road 3/4 Service road 3/4 Service road 1/4	4/4	4/4
Product (multiply scores above for crash type)	<p>Summer/ peak: 36/64</p> <p>Non-summer: 24/64</p>	<p>Summer/ peak: 18/64</p> <p>Non-summer: 12/64</p>	<p>Summer/ peak: 36/64</p> <p>Non-summer: 24/64</p>	<p>Summer/ peak: 18/64</p> <p>Non-summer: 12/64</p>	<p>Summer/ peak: 42/64 (existing)</p> <p>30/64 (Option A)</p> <p>20/64 (Option B)</p> <p>Non-summer: 28/64 (existing)</p> <p>30/64 (Option A)</p> <p>20/64 (Option B)</p>	<p>Summer/ peak: 42/64</p> <p>Non-summer: 28/64</p>	<p>Summer/ peak: 36/64</p> <p>Non-summer: 24/64</p>
TOTAL						<p>Summer/ peak: 228/448 (existing)</p> <p>198/448 (Option A)</p> <p>132/448 (Option B)</p>	



RUN-OFF-ROAD	HEAD-ON	INTERSECTION	OTHER	PEDESTRIAN	CYCLIST	MOTORCYCLISTS
					Non-summer: 152/448 (existing) 198/448 (Option A) 132/448 (Option B)	



4.3 TREATMENTS TO IMPROVE SAFE SYSTEM ALIGNMENT

TABLE 3 lists treatments that will improve the Safe System alignment of the project.

Primary treatments are those measures that have the potential to eliminate or come close to eliminating the risk of fatal and serious injury (FSI) crashes.

Supporting treatments are effective in reducing the risk of FSI crashes but not to the extent of a primary treatment (i.e. there is a residual moderate or significant FSI crash risk). Implementation of a primary treatment should be given priority over a supporting treatment that may be targeting a similar crash risk.

TREATMENTS FOR CONSIDERATION	PROJECT RESPONSE (FROM COUNCIL)
Supporting Treatments	
Consider measures to reduce risks for run-off-road and head-on crash types (e.g. sealed shoulders, tactile edge and centre lines, barrier)	
Consider measures to improve pedestrian safety and amenity at the Avon Road intersection (e.g. path realignment to better match desire lines, provision of a ramp and a splitter island incorporating pedestrian refuge to facilitate pedestrian staging and help control the speed and discipline of turning vehicles)	
Consider provision of cyclist facilities (shared path or protected bicycle lane) to improve connectivity to existing shared path	
Additional street lighting may be required to ensure the new crossing point is appropriately lit at night.	
Ongoing pruning of vegetation may be required to ensure adequate visibility of crossing points.	

TABLE 3: TREATMENTS FOR CONSIDERATION



4.4 ROAD USERS, VEHICLES AND POST-CRASH CARE

As part of the SSA, consideration has been given to other components that comprise the Safe System i.e. road users, vehicles and post-crash care. Issues identified as relevant to this project are listed in the table below.

PILLAR	PROMPTS	COMMENTS / ISSUES
Road user	<p>Are road users likely to be alert and compliant? Are there factors that might influence this?</p> <p>What are the expected compliance and enforcement levels (alcohol / drugs, speed, road rules and driving hours)? What is the likelihood of driver fatigue? Can enforcement activities be conducted safely?</p> <p>Are there special road users (e.g. entertainment precincts, elderly, children, on-road activities, motorcyclist route), distraction by environmental factors (e.g. commerce, tourism) or risk-taking behaviours?</p>	<ul style="list-style-type: none"> Potential for some elevated levels of fatigue associated with travel (e.g. commuters/ tourists driving home from Melbourne) Schools/school bus stops in close proximity - (school aged pedestrians and cyclists) Tourists throughout year, particularly during summer months
Vehicle	<p>What level of alignment is there with the ideal of safer vehicles?</p> <p>Are there factors that may attract large numbers of unsafe vehicles? Is the percentage of heavy vehicles too high for the proposed / existing road design? Is this route used by recreational motorcyclists?</p> <p>Are there resources in the area to detect non-roadworthy, overloaded or unregistered vehicles and thus remove them from the network? Can enforcement activities be undertaken safely?</p> <p>Has vehicle breakdown been catered for?</p>	<ul style="list-style-type: none"> Project not expected to influence factors related safer vehicles
Post-crash care	<p>Are there issues that might influence safe and efficient post-crash care in the event of a severe injury (e.g. congestion, access, stopping space)?</p> <p>Do emergency and medical services operate as efficiently as possible?</p> <p>Are other road users and emergency response teams protected during a crash event? Are drivers provided the correct information to address travelling speeds on the approach and adjacent to the incident? Is there reliable information available via radio, VMS etc?</p> <p>Is there provision for e-safety (i.e. safety systems based on modern information and communication technologies, C-ITS)?</p>	<ul style="list-style-type: none"> Ambulance stations located approximately 12 km from site. Other factors unlikely to be affected by this project

TABLE 4: ROAD USERS, VEHICLES AND POST-CRASH CARE



5 CONCLUSION

This report provides an assessment of the existing conditions and concept options to improve safety (particularly for pedestrians and cyclists) crossing Dundas Street, Rye near the Avon Road shops. The assessment provides insights into the level of safety for the existing conditions as well as the treatment concepts, and comments on residual FSI crash risk.

Two concept options have been developed. Both concepts are associated with a reduced likelihood of:

- pedestrian crash types through provision of safer crossing opportunities (pedestrian refuges)
- other crash risks (particularly run-off-road, head-on and motorcyclist crash types) due to the treatment to encourage lower vehicle speeds.

Concept Option A features a pedestrian refuge on Dundas Street at the existing desire line. Relocation of the bus stop improves visibility of people crossing for drivers, and also improves safety and amenity for people crossing. A line marking treatment (known as 'dragon's teeth') encourages lower vehicle speeds (on both approaches) and increases driver alertness in the vicinity of the crossing point. Lower vehicle speeds help to mitigate crash likelihood and severity for all crash types. It is noted that vehicle speeds will still exceed Safe System thresholds for vulnerable road users.

Concept Option B builds on the Concept A safety improvements with further measures to support safer crossing of the service road (wombat crossing on service road and kerb extension). For potential crashes in the service road, crash forces would likely be within Safe System tolerances.

A number of treatments to help mitigate the residual FSI crash risk are outlined for consideration.



We All Belong

A Strategy for an inclusive Mornington Peninsula 2024-2029

DRAFT STRATEGY



MORNINGTON
PENINSULA
Shire

Acknowledgements







Mornington Peninsula Shire Council (Council) acknowledges and pays respect to the elders, families and ancestors of the Bunurong people, who have been the custodians of this land for many thousands of years. We acknowledge that the land on which we meet is the place of age-old ceremonies, celebrations, initiation and renewal; and that the Bunurong peoples' living culture continues to have a unique role in the life of this region.



We are committed to the cultural safety of Aboriginal and Torres Strait Islander, culturally and linguistically diverse and LGBTIQ+ people.

We respectfully acknowledge people with disability, neurodiverse people and carers as we strive for a more accessible and inclusive society.

This Strategy has been developed based on meaningful engagement with community, stakeholders and Council staff and in alignment with relevant evidence bases and policy directions.

Children	Young People	Older People	People from Culturally and Linguistically Diverse backgrounds	People with Disability	Lesbian, Gay, Bisexual, Transgender, Intersex, Queer, Asexual (LGBTIQ+) and gender diverse people
					

Language statement

Mornington Peninsula Shire Council acknowledges that inclusive language is integral for promoting inclusion across the community. We understand that language is always changing and recognise that words have different meanings for different people. Preferences about how language is used reflects the different ways people consider their identity, experiences, and attitudes within the community.

Council is committed to continually listening and understanding our communities' preferences and the best way to use language to promote inclusion.

We have chosen to use person-first language which emphasises a person's right to an identity beyond their disability, race, age, gender, and/or sexuality.

Council uses the acronym LGBTIQ+ which stands for lesbian, gay, bisexual, transgender, intersex, queer/questioning, asexual. The plus sign acknowledges that there are other diverse gender and sexual identities which may not covered by the letters LGBTIQ.

DRAFT

Message from the Mayor

As the Mayor and CEO of the Mornington Peninsula Shire Council, we are proud to present *We All Belong: A Strategy for an inclusive Mornington Peninsula 2024-2029*.

We All Belong is the Council's Strategy to guide our work across key life stages (children, young people, older people) and population groups (people with disability, LGBTIQ+ community as well as culturally and linguistically diverse community) over the next five years. The Strategy has been developed to support our Peninsula 2040 Community Vision, Council and Wellbeing Plan and in alignment with State and Federal policy and legislation such as the Disability Act 2006.

We All Belong was informed by a comprehensive and meaningful engagement process that included over 2,100 community members. We listened to our local community and learnt about what impacts people's sense of belonging, as well as the solutions and partnership opportunities to improve inclusion, diversity, and wellbeing for the Mornington Peninsula. We learnt that our community's commitment to diversity and inclusion is stronger than ever, and we thank everyone who provided feedback.

The Strategy sets out five goals based on what we heard from our local community: *Connected, Empowered, Accessible, Leading and Thriving*. These goals will help us to achieve our vision of the Mornington Peninsula being a place where people of all ages, abilities, cultures, genders, and sexualities are welcomed, celebrated, and provided opportunities to thrive and reach their full potential.

A key focus of this Strategy and its delivery is the use of an intersectionality approach which recognises that our community across all ages can have many interconnected parts to their identity which can overlap and impact their overall wellbeing.

Implementation of this Strategy will take place over the next five years, working with our community, committees, and partners to achieve our vision that *We All Belong*. We look forward to seeing positive change that will enhance the wellbeing of all community members across the Mornington Peninsula.



Simon Brooks

MAYOR

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Strategy on a Page

Our Vision

Our community is a place where people of all ages, abilities, cultures, genders, and sexualities are welcomed, celebrated, and provided opportunities to thrive and reach their full potential.

'We' - All of the Mornington Peninsula community.

'All' - Regardless of age, status, race, gender, sexuality, beliefs, and disability.

'Belong' - Feel secure, supported, accepted, included, heard and valued.

Our Goals

Connected	Empowered	Accessible	Leading	Thriving
Our community fosters strong social connections, embraces diversity and promotes equality.	Our community have opportunities to participate in community life and have their voices meaningfully heard.	Our community has access to well-designed built, social, economic, health, digital and natural environments.	Our community benefits from strong advocacy, strategic partnerships and effective leadership.	Our community thrives through delivery of programs and services across the lifespan.

Our Population Groups

Children, Young People

Older People

Culturally and Linguistically Diverse (CALD) People

People with Disability

Lesbian, Gay, Bisexual, Transgender, Intersex, Queer and Asexual (LGBTIQA+) and gender diverse people.

Our Delivery

An Annual Action Plan will be developed, implemented and evaluated to provide detail on how the goals will be achieved. Some actions will be stand-alone for specific population groups, while others will reflect intersectionality through benefit to more than one population group.

We will engage with our local community and partners throughout implementation of the Strategy to ensure we are making progress meaningfully and respectfully.

Introduction

We All Belong Strategy 2024-2029 outlines the Mornington Peninsula Shire Council's approach to working in partnership across key life stages (children, young people, older adults) and population groups (people with disability, LGBTIQ+ community, culturally and linguistically diverse community) over the next five years.

Council celebrates, values and welcomes people of all backgrounds, genders, sexualities, cultures, religions, ages, bodies and abilities and acknowledges their lived and living experience which has contributed to the development of We All Belong.

The Strategy recognises that people have many, interconnected parts to their identity, such as ethnicity, gender, age, sexuality, religion, and ability, known as **intersectionality**. The many parts of a person's identity can sometimes result in overlapping forms of discrimination and marginalisation which have a significant impact on overall wellbeing.

We All Belong replaces multiple existing and planned strategies delivered by Council and brings all actions for key life stages and population groups under one document, embracing a whole of council and whole of community approach.

By combining multiple strategies, we can approach our planning and service delivery more comprehensively and collaboratively. This enables teams across our organisation to better align service delivery and resources to achieve improved outcomes for our communities.

We All Belong 2024-2029 replaces the:

Positive Ageing Strategy 2020-2025

Disability Inclusion Plan 2018-2022

**Council will continue to have a standalone Reconciliation Action Plan 2024-2026 and Gender Equality Strategy 2020-2030 due to legislative requirements.*

Council's Role

Local government is the closest tier of government to community and is legislated to uphold human rights, safeguard against discrimination and protect the health and wellbeing of its community. It is well placed to plan and advocate for local and diverse community needs and concerns.

Council will fulfil various roles in the planning, implementation and evaluation of the We All Belong Strategy including:

<p>Planner by participating in service coordination, networking, policy development, consultation, research and partnerships across child, youth, family, LGBTIQA+, ageing and disability sector.</p>	<p>Resource provider to community through the provision and maintenance of buildings and infrastructure, delivery of community grants and education and training.</p>	<p>Service provider through the delivery of community services (child and family health, early years and youth services) required for the municipality and the wider region.</p>
<p>Partner and broker by working with key stakeholders, community groups and individuals to provide evidence-informed programs, services, policies and facilities.</p>	<p>Advocate and supporter of important issues on behalf of the community and Council advisory committees.</p>	<p>Capacity builder through coordination, engagement and encouragement of inclusive practices within internal services and in key settings such as schools, sports clubs, health services and local businesses.</p>

Strategic Context

We all Belong Strategy 2024-2029 is aligned with Council's broader strategic framework including:

- Peninsula 2040: Our Shared Community Vision; and
- Council and Wellbeing Plan

The Peninsula 2040: Our Shared Community Vision was developed by Mornington Peninsula community members and launched in 2021. It sets out seven key principles and community goals aimed at enhancing the liveability and sustainability of the Mornington Peninsula. We All Belong Strategy aligns directly with the Peninsula 2040 principle that Council will *"support an inclusive, connected and safe society"*.

The Council and Wellbeing Plan is developed in alignment with legislative requirements under the Local Government Act 2020 and Public Health Act 2008. We All Belong is a key deliverable for both the 2021-2025 and 2025-2029 Council and Wellbeing Plan.

Disability Act 2006

Under section 38 of the Disability Act 2006, public sector bodies (including Councils) are required to prepare a Disability Action Plan (DAP) and report on implementation through their Annual Report. Under the Act, a DAP is prepared for the purpose of:

- a) reducing barriers to persons with a disability accessing goods, services and facilities
- b) reducing barriers to persons with a disability obtaining and maintaining employment
- c) promoting inclusion and participation in the community of persons with a disability
- d) achieving tangible changes in attitudes and practices which discriminate against persons with a disability

We all Belong Strategy 2024-2029 incorporates Council's Disability Action Plan. Each purpose stated in the Act is addressed through priorities within the strategy, which then guide the development and implementation of actions within the annual action plan, taking a whole of council and community approach.

We All Belong Strategy 2024-2029 aligns with Commonwealth, State and Local efforts to support people of all ages, abilities, cultures, genders, and sexualities to reach their full potential by ensuring an inclusive, connected and safe community for all.

We All Belong aligns with the following legislation, frameworks, plans and policies:

<p>Commonwealth legislation</p> <ul style="list-style-type: none"> • Age Discrimination Act 2004 • Australian Human Rights Commission Act 1986 • Disability Discrimination Act 1992 • Racial Discrimination Act 1975 • Sex Discrimination Act 1984 <p>State of Victoria legislation</p> <ul style="list-style-type: none"> • Disability Act 2006* • Charter of Human Rights and Responsibilities Act 2006 • Equal Opportunity Act 2010 • Gender Equality Act 2020 • Multicultural Victoria Act 2011 • Racial and Religious Intolerance Act 2001 • Victorian Child Safety and Wellbeing Act 2005 • Local Government Act 2020 • Public Health and Wellbeing Act 2008 • Children, Youth and Families Act 2005 • Family Violence Protection Act 2008 	<p>External Guiding Frameworks, Plans and Practices</p> <ul style="list-style-type: none"> • UN Convention Rights of the Child • Early Years Strategy 2024 - 2034 • Victorian Child Safety Standards • 2017-2027 Supporting Children and Families in the Early Years • Roadmap for Reform: Strong Families, Safe Children • Early Childhood Reform Plan • Best Start, Best Life Reform • Victorian Early Years Learning and Development Framework • Our promise, your future: Victoria's Youth Strategy 2022-27 • The Code of Ethical Practice for the Victorian Youth Sector • World Health Organisation's Age Friendly Cities Framework • Victoria's Ageing Well Action Plan 2022-2026 • Australia's Disability Plan 2021-2031 • Inclusive Victoria: State disability plan 2022-26 • Pride in our future: Victoria's LGBTIQ+ Strategy 2022-32 • Victoria's Rainbow Ready Roadmap • Victoria's Multicultural and Multifaith Action Plan 2022-27 • Victoria's Multicultural Health Action Plan 2023-27 • United Nations Sustainable Development Goals 	<p>Mornington Peninsula Shire Council</p> <p>Peninsula 2024: Our Shared Community Vision</p> <p>Council and Wellbeing Plan</p> <p>Aligned Council Plans, Strategies and Policies</p> <ul style="list-style-type: none"> • Reconciliation Action Plan • Gender Equality Strategy • Triple A Housing Plan • Our Library Strategy • Arts and Culture Plan • Economic Development Strategy • Pedestrian Access Strategy • Playspace Strategy • Sustainable Transport Strategy • Universal Design Policy • Diversity and Inclusion Action Plan (internal) • Child Safety Action Plan • Public Amenities strategy? Open Space policy?
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Our Mornington Peninsula community

The Bunurong people are the traditional custodians of the land on which the Mornington Peninsula is located. The Mornington Peninsula is located on the fringe of Melbourne’s outer southern suburbs and covers 192km of coastline fronting Port Phillip and Western Port Bays and Bass Strait with a total area of 720 square kilometres.

There are more than 40 towns and villages along the Port Phillip side of the Peninsula from Mount Eliza to Portsea, and on the Western Port side from Baxter, Hastings, Crib Point and Balnarring. As well as larger population centres such as Mornington, Rosebud and Sorrento, there are smaller populations spread out across the Peninsula including Flinders, Merricks, Red Hill, Somers, Shoreham, St Andrews Beach and Tuerong.

Mornington Peninsula Shire Council is an ‘interface Council’. This means the local community does not yet have access to all of the services available in Melbourne’s metropolitan areas thereby requiring travel outside of the municipality.

The below highlights key demographic data about our local community:

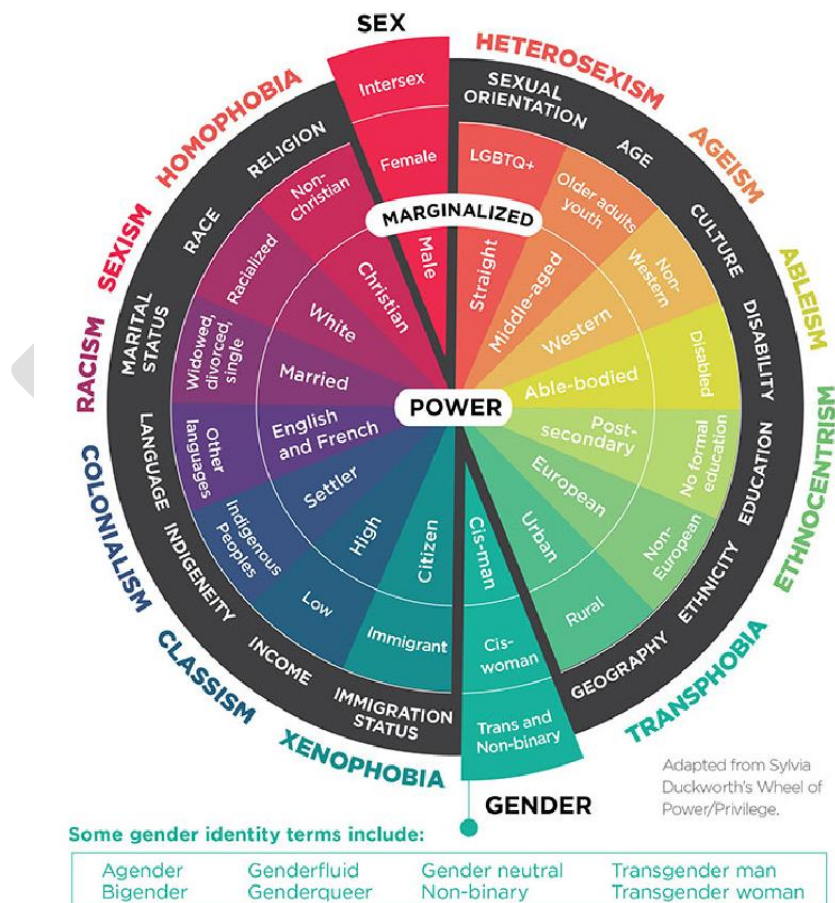
Estimated resident population for 2023 was 170,243.	Population forecast for 2024 is 173,022 and is forecast to grow to 181,138 by 2036.	Between 2020 and 2021 +1846 people moved to the Mornington Peninsula.
Children and young people (0-19 years) make up 22% of the population.	Older people (over 60 years) make up 34.3 % of the population.	Life expectancy for women is around 84.5 years and for men 80.4 years.
Aboriginal and Torres Strait Islander community members have a lower life expectancy by about 10 years.	An estimated 23% of the population have a disability, which is significantly higher than the national estimate of 18%.	*In 2017, it was estimated that 6,877 (5.4%) of the adult population identify as LGBTIQ+
26.7% of the population have experienced transport limitations.	1,150 police reports of family violence in 2022-23	61% of community members said they had felt unwelcomed or experienced discrimination.
21.5% of residents had a Bachelor or Higher degree qualification in 2021, lower than Greater Melbourne. This represents an increase of 8,277 people since 2016.	Unemployment rate of persons 15+ as of June 2023 was 2.3, compared to 3.9 for Greater Melbourne.	75,765 residents were employed in 2021, of which 53% worked full-time and 38% part-time.

*Actual proportions are likely higher due to the reliance of self-reporting and limited options to capture this data

What is intersectionality?

'Intersectionality' refers to the ways in which different aspects of a person's identity can expose them to overlapping forms of discrimination and marginalisation (Victorian Government, 2021). 'Intersectionality' is a theoretical approach that understands the interconnected nature of a person's identity such as gender, sexual orientation, ethnicity, language, religion, socioeconomic status, gender, ability and/or age – which create overlapping and interdependent systems of discrimination or disadvantage for either an individual or group (see diagram below).

We All Belong Strategy utilises an intersectional approach to enable inclusion of all community members. Using this approach helps us to acknowledge community members as their whole selves, and as a result, work in partnership to address the complex health and social challenges that they may face.



Source: Women's Health in the South East

What our community told us

A total of 2,193 individual community members provided feedback across a range of engagement methods during November 2023 to March 2024.

The purpose of the engagement was to:

- Understand and gather local community feedback on what impacts people's sense of belonging; and
- Identify potential solutions and partnership opportunities to improve inclusion, diversity, and wellbeing of the Mornington Peninsula.

A key objective of the community engagement was to target key life stages (children, young people, older adults) and priority population groups (people with disability, LGBTIQ+ community, culturally and linguistically diverse community). This was achieved through ensuring a broad range of engagement methods were used, tailored to each of the key life stages and priority population groups. For example,

- An online survey was hosted on the online engagement platform Shape.
- Hard copy surveys were distributed through Council libraries, community centres, senior groups, youth centres, corporate centres, Community Support Centres, kindergartens, secondary schools and Council advisory committees.
- Face to face conversations were held with targeted groups.
- Pop up activities were hosted at Libraries and Council hosted events.
- Social media and Council communication channels were to promote engagement opportunities.

Key findings included:

- 60.4% of respondent rated a sense of belonging to community as very important.
- 61% of respondents reported having felt unwelcomed or experienced discrimination in their community due to, gender identity, disability, age, cultural background and financial circumstances.
- Community events, social activities, and opportunities to connect with nature all scored very high for Mornington Peninsula residents in helping them feel a sense of belonging to their community.
- Difficulty finding information on what is happening locally, services, programs and activities that don't meet their needs as well as unaffordable programs were top barriers for Mornington Peninsula residents to feeling connected.

Further findings have been captured under each population group in the next section of this Strategy.

Population groups

To achieve an intersectional approach, it is important to understand the health and wellbeing of our community across key life stages and identities, with a focus on those at higher risk of experiencing social disadvantage and poorer wellbeing outcomes. This ensures these populations are considered in Council's planning and decision-making to enable improved equity and wellbeing.

The populations are identified below:



Children (0-9 years)



Young People (10-25 years)



Older people (55 years and older)



People from Culturally and Linguistically Diverse (CALD) backgrounds



People with disability



Lesbian, Gay, Bisexual, Transgender, Intersex, Queer, Questioning, Asexual (LGBTIQIA+) and gender diverse communities.

Key demographics of these populations are described on the following pages. The data highlights the differences between these population groups, while acknowledging intersectionality for example, a young person, who identifies as a woman, could also be a person living with disability and identifies as LGBTIQIA+.



Children

Population

In 2021, there were 17,201 children aged 0-9 years on the Mornington Peninsula making up 10.3% of the population. This number is forecast to rise to 18,418 by 2026. This is an increase of 6.6%. For children aged 0-11 (as this is the range available from the ABS), 16,008 children are in families with two parents, 3,146 are in single parent families and 646 are in blended families.

Place

The neighbourhoods with the highest number of children 0-9 years are Mornington (2,397), Mount Eliza (2,257), Mount Martha (2,225) and Rosebud and surrounds (2,225).

4,283 children aged 0-11 are living in suburbs with a SEIFA index of 38% or below compared with the rest of Australia.

Intersectionality

- 1,925 children aged 0-14 years have disability.
- 442 children aged 0-11 years identify as Aboriginal and/or Torres Strait Islander.
- 489 children come from bi-lingual homes.

What children told us

Children who we engaged told us they like going to community places where they can connect with their friends such as the library, parks and playgrounds and community events. They like having opportunities to attend activities they love to do such as gymnastics, dancing, sport and swimming. Children felt connected through their neighbours, friends and families and enjoyed it when there were opportunities created to come together and share experiences. Children expressed their concerns on climate change, bullying and harassment of others. They felt it was important to provide a basic level of shelter and food for everyone in our community.

How we work with children

With the child's voice at the centre, we provide quality services to children and their families / caregivers so that children develop, learn, are connected, safe and confident.

We partner with parents/careers to build their capacity leading to quality relationships that benefit children providing access to health and well-being assessments and connecting them with other parents/ caregivers.





Young People

Population

In 2021, there were 27,567 young people aged 10-24 years of age on the Mornington Peninsula making up 16.3% of the population. This number is forecast to rise to 28,492 by 2026. This is an increase of just over 3%.

Place

The neighbourhoods with the highest number of young people aged 10-24 years are Mornington (3,942), Mount Martha (3,862), Mount Eliza (3,798) and Rosebud and surrounds (3,261). In 2021, 20.1% of young people (5,534) live in lower socioeconomic parts of the municipality.

Intersectionality

- It is estimated 5,317 young people aged between 12-25 years have disability.
- 1,046 young people are unpaid carers for adults or children with disability.
- 455 young people aged 12-24 years identify as Aboriginal and/or Torres Strait Islander.
- 490 young people aged 12-24 years come from bilingual homes.



What young people told us

Young people we engaged with told us that they felt proud to be part of their local community (64%) and enjoyed connecting with friends both face to face and digitally. They enjoyed gathering and socialising in open spaces at parks, beaches and shopping complexes. Many (55%) felt they would like more of a say on issues that matter to them such as climate change, bullying and respect. Transport, cost of activities, safety and lack of opportunities particularly in the creative arts space were listed as barriers to participation.

How we work with young people

Council's Youth Services and actions within We All Belong Strategy adhere to the youth work principles, including; empowerment, participation, social justice, safety, respect human dignity and worth, connectedness to family and community, positive health and wellbeing outcomes and the positive transitions and healthy development of our young people.

This approach aligns with the Code of Ethical Practice for the Victorian Youth Sector. Its four core principles are 'non-discrimination', 'the best interests of the child', 'the right to life, survival and development', and 'respect for the views of the child'



Older People

Population

In 2021, there were 68,876 people aged over 55 years on the Mornington Peninsula Shire, making up 40.4% of the population, a much larger share than in Greater Melbourne (26%) or Victoria as a whole (28%). This number is forecast to rise to 72,291 (41.5%) by 2026. Most of Mornington Peninsula's 55+ year olds are aged 60-74 years, with around 21% of the total population in this age cohort.

Place

The neighbourhoods with the highest number of older people aged over 55 years are Mornington (53%) and Flinders (53%); followed by Point Nepean (48.5%), Rosebud-Macrae (46.7%) and Dromana (45.4%).

Intersectionality

- 11,329 female and 7,423 male lone-person households on the Mornington Peninsula.
- 60.4% of lone-person households are women.
- 11% of 55+ year-olds have a need for assistance due to disability.
- 51% have at least one long-term health condition.

Positive Ageing is a term that aligns with a worldwide trend to shift the narrative around the increasing ageing population, increasing longevity, and attitudes to ageing and older people. Positive Ageing encourages us to consider the later stages of our lives as ones of continued health, happiness, meaning, social connection, relationships, and resilience.

What older people told us

Older people we engaged with told us that they loved connecting with outdoor spaces and the natural environment and was a key contributing factor to living on the Mornington Peninsula. They enjoyed access to organised community based and social activities such as U3A, leisure facilities (e.g YAWA) and availability of Council services such as libraries, community houses, senior citizen clubs and Mount Martha Gold Club. Many felt safe and welcomed (63%) in their local communities, however some had felt unwelcomed or experienced discrimination due to disability, age and or financial circumstances. Areas for improvement to ensure older people can participate, feel they belong and contribute to community life included technology support, improved transport options and ensuring information about what is happening locally is available and accessible.

How we work with older people

Council is a committed member of the World Health Organisation's (WHO) Global Network for Age-Friendly Cities and Communities. The We All Belong Strategy is well placed to influence the domains contributing to an age-friendly community, enabling positive ageing for all.

The WHO Age-Friendly Cities Framework identifies eight areas of influence (domains) that contribute to age-friendly cities and communities.

Creating age-friendly environments requires collaboration across multiple sectors engaging diverse stakeholders. One of the fundamental principles of creating an age-friendly community is wide and varied input from older residents – evident through Council's Peninsula Advisory Committee for Elders (PACE), annual Community Conversations on ageing well and the involvement of other key stakeholders, internal teams, community partners and organisations.



People from Culturally and Linguistically Diverse backgrounds

Population

In 2021, 17.7% of people on the Mornington Peninsula were born overseas and 5.4% of people used a language other than English at home.

In 2021, the top five languages other than English spoken at home on the Mornington Peninsula were Italian (0.9%), Greek (0.8%), German (0.3%), Mandarin (0.3%) and Spanish (0.3%). The language groups with the largest number of people with low or no English proficiency are Greek (192 persons), Italian (117 persons) and Mandarin (113 persons)

The ten largest ancestries on the Mornington Peninsula are English (45.2%), Australian (37.4%), Irish (12.5%), Scottish (12.2%), Italian (4.7%), German (4%), Dutch (2.5%), Greek (1.6%), Australian Aboriginal (1%) and Chinese (0.9%).

Place

Mount Eliza has the highest proportion of people born overseas (22.3%) and Dromana – Safety Beach (8.6%) has the highest proportion of people who speak a language other than English.

Intersectionality

- 26.6% of Mornington Peninsula residents aged 55 years or more were born overseas. Most were born in Europe and represent the post World War II era wave of migration to Australia.
- There are more women than men overseas arrivals on the Mornington Peninsula Shire (15,699 women and 14,132 men).
- Compared to women in Greater Melbourne, Mornington Peninsula Shire has a much lower proportion of women who arrived in Australia recently.



What people from Culturally and Linguistically Diverse communities told us

Culturally and linguistically diverse community members that we engaged with told us that they enjoyed being part of the community when they had opportunities to share their culture and heritage with extended family, friends and wider community. Many were part of organised social groups which made them feel connected. Feedback was focused on increasing local opportunities for more celebrations of culture and the opportunity to showcase cultural dancing, food and language across the community.

How we work with people from Culturally and Linguistically Diverse backgrounds

Council is committed to supporting people of culturally and linguistically diverse backgrounds and celebrating multiculturalism together with community.

Council co-convenes the Peninsula Ethnic Seniors Council (PESC) alongside Frankston City Council. PESC is a forum for information dissemination and sharing of issues relevant to culturally and linguistically diverse groups. Membership includes representatives from groups and clubs of Italian, Greek, Croatian, Dutch, Polish, Vietnamese, Chinese, Russian, Muslim, Filipino, Sri Lankan and South American origin.

Council is dedicated to reducing experiences of racism and race-based discrimination across community through educational awareness and advocacy work internally and externally; including delivering events and activities that engage community in learning about diverse cultures and embracing differences.



People with disability

Population

It is estimated that people with disability make up 23% (39,239) of the Mornington Peninsula population. This is higher than the national estimate of 17% of Australians living with a disability influenced by the Mornington Peninsulas ageing population. In 2021, 10,533 (6.2%) of the Mornington Peninsula population reported needing daily assistance with communication, mobility and/or self-care because of a disability, long-term health condition or old age.

Place

The neighbourhoods with the highest number of reported persons in need of assistance are Capel Sound (14%), Hastings (8.9%), and Rosebud (8.4%).

Intersectionality

- 9.6% (or 165) of Aboriginal and/or Torres Strait Islander people residing on the Mornington Peninsula, reported needing daily assistance due to disability.
- 55.1% of women with disability need daily assistance compared to 44.9% of males.
- 11.4% of the labour force needing assistance were unemployed, when compared to the total labour force at 3.3%.

This Strategy adopts the social model of disability. The United Nations convention on the Rights of Persons with Disabilities definition of disability, which describes people with disability as people who have long-term physical, mental, intellectual or sensory differences that, when interacting with inaccessible communities and environments, prevent full and equal community participation.

What people with disability and carers told us

People with disability and carers that we engaged with told us that physical access, including but not limited to appropriate housing, built environment, footpaths, toilets, community facilities, open spaces and beaches were key concerns impacting their ability to participate in community. We also heard that communication including knowing where to find information and receiving information in an accessible format was a priority. The need for increased advocacy and community awareness regarding employment of people with disability and pathways from volunteering to paid employment was also highlighted as a key priority.

How we work with people with disability

Council's approach to working with people with disability is deeply rooted in inclusivity, partnership and capacity building, guided by a commitment to universal design principles and a person-centred approach. This is evident through strong collaboration with people with disabilities, their carers and service providers, our Disability Advisory committee, continued advocacy work internally and externally and working towards accessible physical and digital environments.



Lesbian, Gay, Bisexual, Transgender, Intersex, Queer, Asexual (LGBTIQA+) and gender diverse people

Population

In 2017, it was estimated that 6,877 (5.4%) of the Mornington Peninsula adult population are openly LGBTIQ+, noting the actual proportions are likely higher due to the reliance of self-reporting and limited options to capture this data.

Place

Accurate place-based information is limited for LGBTIQA+ populations due to inadequate data collection on gender and sexuality in large population-based surveys. However, smaller research studies have identified LGBTIQA+ community members living across all townships on the Mornington Peninsula.*

Intersectionality

- More than 50% of young LGBTIQA+ people and 23% of adult LGBTIQA+ people are from a culturally and linguistically diverse background.
- 40% of LGBTIQA+ young people and 39% of LGBTIQA+ adults have a disability, and there is a high correlation between LGBTIQA+ and neurodiversity.
- Approximately 62% of young LGBTIQA+ people have been diagnosed with a mental illness during their lifetime.

What people from the LGBTIQA+ and gender diverse people told us

LGBTIQA+ and gender diverse communities that we engaged with told us that Council should continue to proactively support LGBTIQA+ events and recognition days, which promote respect and acceptance across the Mornington Peninsula. It was also suggested that there are more opportunities for allies to support community events and create awareness amongst community. A critical action that needs to be taken was that of improved mental health support and access to LGBTIQA+ and gender diverse healthcare services locally on the Mornington Peninsula.

How we work with LGBTIQA+ and gender diverse people

Council is committed to recognising and celebrating LGBTIQA+ and gender diverse communities. Council co-convenes the Frankston & Mornington Peninsula LGBTIQA+ Collaborative alongside Frankston City Council. The Collaborative brings together community members, service providers and other stakeholders from across the region to collaborate respectfully and meaningfully with the aim of enhancing and protecting the health and wellbeing of LGBTIQA+ communities whilst reducing LGBTIQA+ discrimination, abuse and oppression through advocacy, educational awareness and addressing systemic change.

Council is guided by *Pride in our future: Victoria's LGBTIQA+ Strategy 2022-32* and are investigating the Victorian Government *Rainbow Ready Roadmap* for application across the municipality.

* Reference: lisahunter (2024). Unpublished Summary of Selected Data from ARCSHS *Writing Themselves In* and *Private Lives* for Mornington Peninsula and Frankston Local Government Area Postcodes, Monash University)



DRAFT

Our Vision

Belonging is essential for our health and wellbeing. We experience improved health and wellbeing outcomes when we feel included in public spaces, services, activities and among our social networks as well as being free from all forms of discrimination.

Vision

We All Belong Strategy aims to ensure our community is a place where people of all ages, abilities, cultures, genders, and sexualities are welcomed, celebrated, and provided with opportunities to thrive and reach their full potential.

We All Belong

All of the Mornington Peninsula community
Regardless of age, status, race, gender, beliefs, and disability
Feel secure, supported, and accepted, included, and valued

Goals

The Strategy outlines five goals:

- Connected
- Empowered
- Accessible
- Leading
- Thriving

Each of these goals has a set of objectives and actions that outline how we will work in partnership to achieve them. The annual action plan will include measures that outline how we will track our progress. Each objective will have a set of actions that will be developed annually to operationalise the Strategy.



Goal 1: Connected

Our community fosters strong social connections, embraces diversity, and promotes equality.

A connected community allows people from all ages, abilities and backgrounds access to services and resources that enhance their wellbeing and enable them to live full lives. At one level it represents the degree to which individuals feel connected within their community, however more broadly it is the strength and resilience within communities that sustains positive health and wellbeing outcomes.

Social connectedness, delivery of high-quality services, awareness raising, attitude and cultural changes, opportunities for volunteering and initiatives focused on reducing social isolation have been identified as key contributing factors to ensuring a connected community.

Objectives	Actions
<p>1.1 Facilitate safe and welcoming opportunities for people to connect through the arts, sport, and other recreation and leisure activities.</p>	<p>Facilitate a range of Council led inclusive arts and cultural programs for all ages and abilities.</p> <p>Work in partnership with other levels of government, businesses, organisations and the community to increase the availability of and participation in inclusive sporting, arts and recreation activities.</p> <p>Deliver a range of programs and events that support social connection.</p> <p>Provide opportunities for community led events and initiatives supporting creative development and employability.</p> <p>Improve access to Council and community events through consideration and provision of access equipment options.</p>
<p>1.2 Actively promote and celebrate community diversity and cultural pursuits across all stages of life.</p>	<p>Recognise and celebrate days of cultural significance through supporting local events and promotion.</p> <p>Provide support to local networks and community groups.</p> <p>Amplify diverse voices through Council services and within the community to promote inclusivity.</p>

Objectives	Actions
1.3 Work with local businesses and community organisations to increase volunteering and employment opportunities for all.	<p>Promote local volunteer opportunities increasing connection to community and providing opportunities for learning and development.</p> <p>Build capacity of local employers and community organisations to employ people of all ages and abilities.</p> <p>Evaluate current practices and work in partnership to connect people all ages and abilities to employment.</p>
1.4 Better understand the impact of social isolation and loneliness across the lifespan in our community.	<p>Ensure community engagement data is collected, analysed and shared to inform future work.</p> <p>Regularly monitor and analyse relevant local, statewide, national and international evidence, frameworks and policy reforms.</p> <p>Ensure current programs and events are evaluated to better support opportunities to combat social isolation and increase connectedness.</p>

Goal 2: Empowered

Our community have opportunities to participate in community life and have their voices meaningfully heard.

Empowering and building resilient communities that promote inclusion and participation are fundamental in supporting all community members to be healthy and happy. Feeling connected to and valued by others, having the opportunity and capacity to contribute to the community and working in partnership are all essential to building resilience and improving wellbeing for those who are most marginalised.

Effective information sharing, delivery of prevention and early intervention approaches across services, building community capacity and ensuring equitable access and co-design opportunities to participate in council processes are key drivers in creating an empowered Mornington Peninsula community.

Objectives	Actions
2.1 Enhance the capability of local stakeholders to create welcoming and safe environments.	Deliver community awareness, education, prevention programs and events focused on anti-discrimination.

	<p>Educate and support existing networks and groups on providing welcoming, safe and inclusive environments.</p> <p>Deliver training to local businesses and community to increase awareness of safe, welcoming and inclusive practices, codesigned with people with lived experience.</p>
<p>2.2 Ensure community engagement efforts are accessible, targeted and meaningful and to ensure all voices are heard.</p>	<p>Identify and address barriers preventing community members engaging with Council</p> <p>Capture and analyse the demographics of those interacting with Council to identify any gaps and guide future initiatives.</p> <p>Ensure community engagement occurs across the life stages and represents the diversity within the community.</p>
<p>2.3 Build community capability to identify local needs and lead change in their neighbourhoods.</p>	<p>Administer ongoing Council community grants and subsidies program to support community resilience.</p> <p>Facilitate opportunities across and within population groups to lead change and provide advice and guidance to Council.</p> <p>Build capability of local organisations to support and respond to community need.</p> <p>Build the capacity of our population groups to be future leaders and community change agents.</p>
<p>2.4 Improve the efficiency of information sharing both within Council and with the community.</p>	<p>Review existing methods and determine the most effective communication channels for sharing information across the community.</p> <p>Ensure Council engagement and communication channels are inclusive of all ages and diversities.</p>

Goal 3: Accessible

Our community has access to well-designed built, social, economic, health, digital and natural environments.

The environments in which community members live, work, learn and play have direct impact on their sense of belonging, connection, and overall physical, social, mental and emotional wellbeing. Ensuring all our environments are safe, respectful, free from discrimination and accessible are key drivers to creating a community for all to participate in.

Objectives	Actions
3.1 Deliver a Universal Design approach to ensure all new infrastructure builds, retrofits and maintenance of Council owned community facilities are accessible to everyone.	<p>Implement Council's Universal Design Policy.</p> <p>Improve accessibility of community facilities.</p> <p>Ensure relevant Council staff are trained on Universal Design and Access standards.</p>
3.2 Work with service providers, businesses, and community organisations to ensure they use inclusive and accessible practices.	<p>Raise community awareness of Universal Design Principles, Liveable Housing Guidelines and adaptable housing.</p> <p>Administer ongoing grants programs to support accessibility and inclusion.</p>
3.3 Deliver events and programs that prioritise accessibility, providing equal opportunities for participation.	<p>Undertake Equity Impact Assessments on Council led services, programs and policies to ensure inclusivity.</p> <p>Lead and support the delivery of accessible and affordable community transport options.</p> <p>Deliver Council events and programs that are inclusive and accessible to all.</p>
3.4 Ensure all Council information is easily accessible and uses inclusive language.	<p>Provide information to the community in a range of accessible formats that incorporates inclusive language and images.</p> <p>Provide a statement of inclusion that is publicly visible.</p>



Goal 4: Leading

Our community benefits from strong advocacy, strategic partnerships and effective leadership.

Council leads and advocates for accessible and inclusive practices and works in partnership with local services and all levels of government to support the wellbeing of priority populations and the broader local community. Empowering internal Council teams, taking a whole of council approach and whole of community approach to diversity and inclusion is key to leading and driving change.

Objectives	Actions
4.1 Promote diversity, equity, and inclusive practices throughout Council, encompassing staff, volunteers, and our work in the community.	Promote a culture of inclusion and accessibility, including providing training and awareness-building materials to all staff and volunteers. Acknowledge national awareness days/weeks to highlight diversity, equity and inclusion needs to the community. Use inclusive language in all Council written materials. Promote inclusion and diversity throughout recruitment processes. Identify and mitigate risks to the safety of vulnerable community members and groups.
4.2 Partner with and advocate to all levels of Government on policy issues that relate to population groups.	Advocate for the rights of population groups to amplify their voices.

	<p>Advocate for increased social, affordable and accessible housing.</p> <p>Collect and disseminate localised data to support advocacy needs of population groups.</p>
<p>4.3 Identify and advocate to address service gaps based on community need.</p>	<p>Provide accessible and relevant information to individuals, carers and services.</p> <p>Advocate to State Government for improved public transport across the municipality.</p>
<p>4.4 Continue to collect, analyse and share data to ensure efforts are evidence based across population groups.</p>	<p>Ensure data collected is shared with local services and community to increase community capacity.</p> <p>Participate in research to support and inform evidence-based practice.</p>



Goal 5: Thriving

Our community thrives through delivery of programs and services across the lifespan.

Council is uniquely placed to deliver services starting from birth and across to ages to end of life. These initiatives address identified needs, enhance quality of life, and promote well-being for community members of all ages and abilities. From early childhood education and youth programs to positive ageing, Council plays a vital role in fostering a resilient and thriving community. By championing inclusivity, accessibility, and collaboration, we ensure that everyone has equitable access to opportunities, resources, and care, contributing to a vibrant and cohesive community.

Objectives	Actions
5.1 Invest in and facilitate high-quality programs that support optimal health and wellbeing outcomes.	<p>Attract and deliver funded services that focus on positive health and wellbeing outcomes.</p> <p>Work with settings to support transitioning people through the education system to employment and further opportunities.</p> <p>Use local data to inform targeted programs to ensure optimal community health and wellbeing outcomes.</p>
5.2 Ensure access to lifelong learning which will increase benefits to health, educational and social outcomes.	<p>Create and promote intergenerational educational and learning opportunities.</p> <p>Facilitate a range of initiatives that support people to remain engaged in lifelong learning.</p>
5.3 Increase and support protective factors and reduce risk factors for the community.	<p>Offer a range of intergenerational programs to promote social connectedness and mental wellbeing.</p> <p>Support programs and initiatives that enable ageing in place.</p> <p>Use local data to determine risk and protective factors for community and develop interventions to increase/decrease these across the lifespan.</p>

5.4 Provide a comprehensive and focused approach for the promotion, prevention, early identification and early intervention of the physical, emotional and social factors affecting key populations.	<p>Attract and deliver funded services that focus on prevention and early intervention.</p> <p>Work with external providers to improve processes, systems and transitions to support community accessing local services.</p> <p>Ensure programs and educational processes are inclusive, equitable and diverse.</p>
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Implementation, monitoring, and evaluation


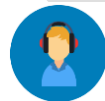




Action plan

Implementation of the We All Belong Strategy will occur through an annual Action Plan.

The Action Plan will include activities that will be undertaken by Council and external partners to achieve the goals and objectives set out in We all Belong.

Some actions will be stand alone for specific population groups, where other actions will be intersectional, being delivered to benefit more than one population group.

Icons will be utilised to showcase lone actions and actions that 'intersect' across more than one population group.

Children (0-9 years)	Young People (10-24 years)	Older People (55 years and older)	People from Culturally and Linguistically Diverse backgrounds	People with Disability	Lesbian, Gay, Bisexual, Transgender, Intersex, Queer, Asexual (LGBTIQA+) and gender diverse people
					

Most actions will be delivered through Council's operational budgets, with implementation to be informed by available resources, current priorities, and emerging issues and opportunities. Where additional resources are required, these will subject to Council's annual budget processes and/or external funding opportunities.

Key partners and stakeholders

Partners and external stakeholders will also have an active role to support the delivery of the Action Plan and achieving the overall goals and objectives set out in We all Belong. They include:

Stakeholder Groups	
Mornington Peninsula Shire Council Community Advisory Committees	Peninsula Advisory Committee for Elders (PACE), Disability Advisory Committee (DAC), Youth Advisory Committee (YAC), LGBTQIA+ Collaborative, and the Health and Wellbeing Committee.
External Agencies and Service Providers	Local external agencies and service providers for early years, children, family, youth, older people with disability, LGBTQIA+ community, as well as culturally and linguistically diverse community Aged Care Service Providers, Community and Neighbourhood Houses and Sports and Recreational clubs
Internal Council stakeholders	We All Belong internal working group and Universal Design Reference Group
State and Federal Government Departments	A range of state and federal government departments will play a key role in supporting the delivery of this Strategy through guidance, funding and

Monitoring and evaluation

Monitoring and evaluation of the We All Belong Strategy 2024-29 will be undertaken as follows:

- Progress against the Action Plan will be monitored, with annual reports made to Council and the community each year, alongside case studies that demonstrate the benefits of an intersectionality approach.
- Data from relevant indicators of change will be used to monitor trends, identify emerging issues and measure progress against the strategies intended outcomes.

The internal steering committee and Universal Design Reference group will continue to meet regularly to oversee implementation, identify opportunities for collaboration, and share knowledge and experiences. Council advisory committees will also support and oversee the Strategy.


Service Centres

ROSEBUD
90 Besgrove Street, 3939

MORNINGTON
2 Queen Street, 3931

HASTINGS
21 Marine Parade, 3915

 Contact 1300 850 600 (24 hours) or 5950 1000

 Customerservice@mornpen.vic.gov.au
Private Bag 1000, Rosebud 3939 DX 30059

 facebook.com/mornpenshire

 @MornPenShire

MornPenShire - mornpen.vic.gov.au

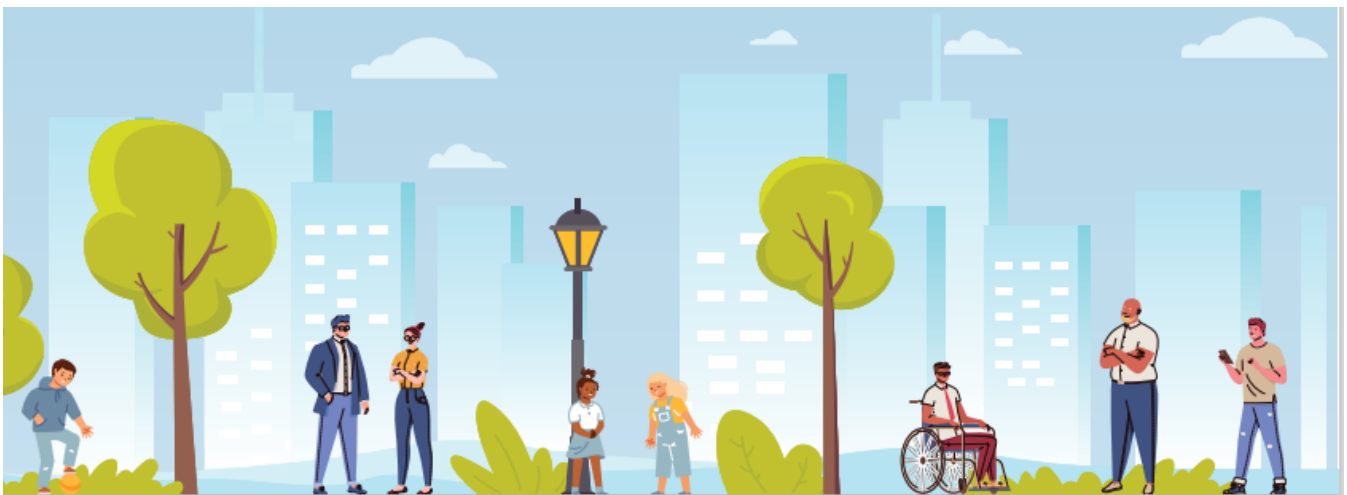




We All Belong: A Strategy for an inclusive Mornington Peninsula

Community Engagement Summary

April 2024



Contact the Mornington Peninsula Shire

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By post: Private Bag 1000,
90 Besgrove Street, Rosebud VIC 3939
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Acknowledgements






Mornington Peninsula Shire Council (Council) acknowledges and pays respect to the elders, families and ancestors of the Bunurong people, who have been the custodians of this land for many thousands of years. We acknowledge that the land on which we meet is the place of age-old ceremonies, celebrations, initiation and renewal; and that the Bunurong peoples' living culture continues to have a unique role in the life of this region.



We are committed to the cultural safety of Aboriginal and Torres Strait Islander, culturally and linguistically diverse and LGBTIQ+ people.

We respectfully acknowledge people with disability, neurodiverse people and carers as we strive for a more accessible and inclusive society.

This Strategy has been developed based on meaningful engagement with community, stakeholders and Council staff and in alignment with relevant evidence bases and policy directions.

Children	Young People	Older People	People from Culturally and Linguistically Diverse backgrounds	People with Disability	Lesbian, Gay, Bisexual, Transgender, Intersex, Queer, Asexual (LGBTIQ+) and gender diverse people
					

Language statement

Mornington Peninsula Shire Council acknowledges that inclusive language is integral for promoting inclusion across the community. We understand that language is always changing and recognise that words have different meanings for different people. Preferences about how language is used reflects the different ways people consider their identity, experiences, and attitudes within the community.

Council is committed to continually listening and understanding our communities' preferences and the best way to use language to promote inclusion.

We have chosen to use person-first language which emphasises a person's right to an identity beyond their disability, race, age, gender, and/or sexuality.

Council uses the acronym LGBTIQ+ which stands for lesbian, gay, bisexual, transgender, intersex, queer/questioning, asexual. The plus sign acknowledges that there are other diverse gender and sexual identities which may not covered by the letters LGBTIQ.

Executive Summary

A total of 2,193 individual community members provided feedback across a range of engagement methods during November 2023 to March 2024.

The purpose of the consultation was to:

- To understand and gather local community feedback on what impacts people's sense of belonging; and
- To identify potential solutions and partnership opportunities to improve inclusion, diversity, and wellbeing of the Mornington Peninsula.

A key objective of the community engagement was to target key life stages (children, young people, older adults) and priority population groups (people with disability, LGBTIQ+ community, culturally and linguistically diverse community). This was achieved.

Key findings from community included:

- Sense of belonging to community was rated as very important by majority of respondents (60.4%). However, many respondents (61%) reported having felt unwelcomed or experienced discrimination in their community due to, gender identity, disability, age, cultural background and financial circumstances.
- Community events, social activities, and opportunities to connect with nature all scored very high for Mornington Peninsula residents in helping them feel a sense of belonging to their community.
- Difficulty finding information on what is happening locally, services, programs and activities that don't meet their needs as well as unaffordable programs were top barriers for Mornington Peninsula residents to feeling connected.

Feedback and community direction captured within this report will be used to guide the development of the draft We All Belong: A Strategy for an inclusive Mornington Peninsula community 2024-2029.

The draft Plan will be presented at the 14 May 2024 ordinary meeting of Council. The draft Plan will be available for community feedback during May – June 2024.

1. Background

This report provides an overview on community engagement undertaken from November 2024 to March 2024 to develop the Shire's Inclusion Strategy "We All Belong".

The purpose of this a strategy will guide the Shire's work across key life stages (children, young people, older adults) and priority population groups (people with disability, LGBTIQ+ community, culturally and linguistically diverse community) over the next five years.

We All Belong will replace several existing and planned strategies and plans (except for our Reconciliation Action Plan, Universal Design Policy and Gender Equality Strategy) and bring all actions for key life stages and priority population groups under one strategic document.

By combining all these plans under the 'one roof', we can approach our planning and service delivery more comprehensively. For instance, instead of working across various separate strategies, we can align our efforts (where it makes sense to do so) to achieve better outcomes for our communities.

This integrated approach recognises that people have many sides to their identity, such as ethnicity, gender, age, religion, and more. These aspects can sometimes result in overlapping forms of discrimination and marginalisation, known as intersectionality.

We All Belong will help us to meet and deliver on our various State and Federal legislative requirements, including the Disability Act 2006, Age Discrimination Act 2004, Equal Opportunity Act 2010, and Racial Discrimination Act 1975.

1.1 Definitions and scope

Belonging is essential for our health and wellbeing. We experience improved health outcomes when we feel included in public spaces, services, activities and among our social networks as well as being free from all forms of discrimination.

The Shire is committed to promoting an inclusive, connected and safe community where people of all cultures, ages, genders, abilities, sexualities and faiths can contribute and reach their full potential.

Community engagement was conducted to achieve the following objectives:

- To understand and gather local community feedback on what impacts people's sense of belonging; and
- To identify potential solutions and partnership opportunities to improve inclusion, diversity, and wellbeing of the Mornington Peninsula.

Table 1: Scope of influence

Negotiable (community can influence)	<ul style="list-style-type: none"> • Sense of belonging and wellbeing priorities. • The Shire’s role in supporting priority groups to access opportunities to develop and reach their full potential. • Types of infrastructure, services, activities, events and programs that Council delivers to build positive outcomes to improve inclusion, diversity and wellbeing. • Partnership opportunities
Non- negotiables (community can’t influence)	<ul style="list-style-type: none"> • The focus for the engagement program, being on priority population groups. • Project timelines, internal staffing and budget allocation. • Legislative and legal requirements. • Endorsed Shire policies and procedure

Level of engagement

There are varying levels of influence assigned for different projects across the Shire based on the IAP2 Public Participation Spectrum. This is consistent with Council’s application of the IAP2 Spectrum for community engagement on policy development.

For this project we engaged with the Mornington Peninsula community at the level of ‘consult’ as outlined in the International Association of Public Participation (IAP2) spectrum. This means:



We commit to obtaining feedback from the community on their lived experiences.



We will keep you informed, listen to and acknowledge concerns and aspirations, and provide feedback on how the public input influenced the development of the Inclusion Strategy.

Stakeholder groups

Table 2: Stakeholder groups

Community members and general public	Children and their families, 10-25 year olds (youth), 55 years and older, people with disability, LGBTQIA+ and CALD community
Advisory Committees	Peninsula Advisory Committee for Elders, Disability Advisory Committee (DAC), Youth Advisory Committee (YAC), LGBTQIA+ Collaborative, Peninsula Ethnic Seniors Council, Mornington Peninsula Seniors Network and Health and Wellbeing Committee.
External Stakeholders	External agencies and service providers (Child and Family, Youth, LGBTQIA+, CALD), Aged Care Service Providers, Community of Neighbourhood Houses and Sports and recreation clubs
Council Stakeholders	Internal staff, Councillors, Executive team and Universal Design Reference Group.

2. Consultation process

2.1 Consultation purpose

The purpose of consultation was to:

- To understand and gather local community feedback on what impacts people’s sense of belonging; and
- To identify potential solutions and partnership opportunities to improve inclusion, diversity, and wellbeing of the Mornington Peninsula.

Consultation occurred between November 2023 and March 2024.

2.2 Consultation methodology

The Engagement Plan considered the projects complexity, the level of engagement/influence based on the IAP2 Public Participation Spectrum and the overall commitment to hear the voices from key life stages (children, young people, older adults) and priority population groups (people with disability, LGBTIQA+ community, culturally and linguistically diverse community).

The following activities were undertaken during community consultation:

- Project information and survey hosted on the online engagement platform Shape.
- Printed double-sided short surveys distributed through Shire libraries, community centres, senior groups, youth centres, corporate centres, Information and Support Centres, Kindergartens and pre-schools, local high schools and all shire committees.
- Face to face conversations with targeted groups.
- Pop up activities at Libraries and Shire hosted events.

- Promotion of the project using social media and Council communication channels.

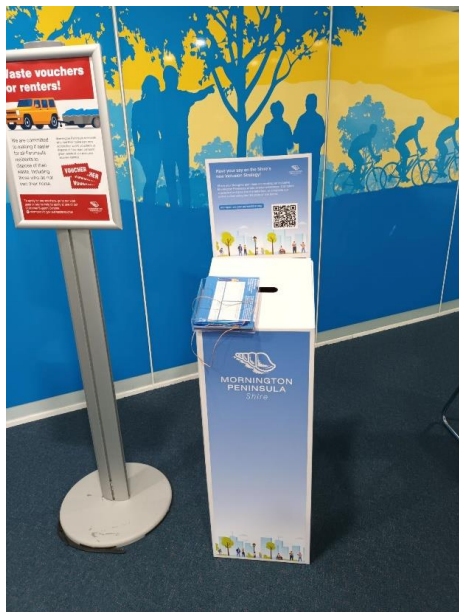
Table 3 provides an overview of engagement activities and participation rates of these activities.

Table 3: Engagement activities and participation

Details	Engagement Activity
December 2023 – March 2024 134 completed online survey	Online Engagement – Shape Platform. The page included background information on the strategy and an open anonymous survey.
December 2023 – March 2024 500 distributed 83 completed	Hard copy short surveys The survey was distributed through Shire libraries, community centres, senior groups, youth centres, corporate centres, Information and Support Centres, Kindergartens and pre-schools, local high schools and all shire committees.
912 young people in Grades 3 to 6 and 300 Mission Australia	Online survey for young people
November 2023 3 x forums held 220 attendees	Face to face forum held for older people. An open discussion on:
July 2023 December 2024 March 2024 25 attendees	Face to face workshop for disability advisory committee members. Face to face workshop with True Colours advisory committee. Community information session held at Mount Martha Community House. An open discussion on: <ul style="list-style-type: none"> - Sense of belonging - Improvements - Barriers
Online survey ‘Private Lives 3’ 76 respondents (aged 18-64 years)	Online survey hosted by Latrobe University for Mornington Peninsula & Frankston LGBTQIT+ residents
Online survey ‘Writing Themselves In 4’ 65 respondents (14 – 18 years)	Online survey Youth Mornington Peninsula LGBTQIT+ residents
October 2023 – February 2024 Attendance at advisory committee meetings 80 attendees	Targeted face to face discussion with advisory committee members. Stakeholders included: <ul style="list-style-type: none"> • Peninsula Advisory Committee for Elders, • Disability Advisory Committee • Youth Advisory Committee (YAC) • Freeza Committee • LGBTQIA+ Collaborative • Peninsula Ethnic Seniors Council • Mornington Peninsula Seniors Network

	<ul style="list-style-type: none"> Health and Wellbeing Committee.
<p>October 2023 – March 2024</p> <p>Attendance at network meetings</p>	<p>Targeted face to face discussion with network members.</p> <p>Stakeholders included:</p> <ul style="list-style-type: none"> Schools Focused Youth network (20 attendees) Kindergarten network (30 attendees) Family and Childrens Services Network (20 attendees)
<p>February 2024 – March 2024</p> <p>Story time in libraries</p> <p>35 attendees</p>	<p>Face to face activity for children and parents attending story time at Rosebud, Hastings, Somerville and Mornington Library</p> <p>Questions:</p> <p>To me belonging is.</p> <p>What helps you to feel like you belong?</p>
<p>January 2024 - March 2024</p> <p>Attendance at Council hosted events</p> <p>50 attendees</p>	<p>Pop up activity at council hosted events.</p> <p>Including:</p> <ul style="list-style-type: none"> LGBTQIA+ workshop Multicultural Festival All abilities golf day
<p>March 2024</p> <p>Internal staff workshop</p>	<p>Internal staff workshop held to review current needs and data trends.</p>

Image: Hard copy surveys located with letterbox at corporate centre



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Image: Disability Advisory Committee workshop



Image: Story time at Libraires activity



2.3 Communication tools

The project used various communication tools to reach and target Mornington Peninsula residents, agencies and organisations identified as a key Stakeholder group. Table 4 provides an overview of the communication tools used and the reach of each communication tool.

Table 4: Communication tools and reach

Communication tool	Reach
Print distribution across: <ul style="list-style-type: none"> • Shire libraries • community centres, • senior groups, • youth centres, • corporate centres, • Information and Support Centres • Kindergartens and pre-schools • local high schools • Maternal and Child health centres 	<ul style="list-style-type: none"> • 500 hard copy short surveys (people over 12 years of age) • 250 hard copy short surveys (children specific 12 years and under) • 500 hard copy flyers with survey QR code
Online webpage – Shape	201 visitors 37 people downloaded a document
Social media <ul style="list-style-type: none"> • Facebook • LinkedIn 	Facebook post 31 January: 26 likes 31 comments 4 shares LinkedIn post 31 January: 19 likes
Direct Emails <ul style="list-style-type: none"> • Peninsula Advisory Committee for Elders, • Disability Advisory Committee • Youth Advisory Committee (YAC) • Freeza Committee • LGBTQIA+ Collaborative • Peninsula Ethnic Seniors Council • Mornington Peninsula Seniors Network • Health and Wellbeing Committee. • E-bulletin disability inclusion 	960 individuals received email.

2.4 Participant profile

A total of 2,193 individual community members provided feedback during this consultation period across an array of engagement approaches.

A key objective of the community engagement was to target key life stages (children, young people, older adults) and priority population groups (people with disability, LGBTIQ+ community, culturally and linguistically diverse community). This was achieved.

Age profile

The age profile of individuals who completed feedback during the consultation period ranged from 3 years old (at Library Story Times) to 93 years of age (at the Positive Ageing forum). The age profile of participants correlates to the engagement method used:

- We had a range of children complete feedback via the children's postcard, drawing activity and resilient youth primary school survey. These children were aged between 3 and 10 years old.
- Young people 12-17 years completed feedback via our online survey, via the Youth Advisory Committee and Mission Australia online survey.
- We had a high proportion of adults aged between 35 and 59 years of age complete the online survey via the Shape platform.
- Older people aged over 55 years provided feedback predominantly via our Positive Ageing Forums.

People with lived experience of disability

A total of 150 people self-identified as having a disability across all community engagement methods.

Gender and LGBTIQ+

Of those who described their gender across all community engagement methods 66% (1147) were women or female, 24% (526) were man or male and 6% (131) non-binary or using a different term to describe their gender. Disclosing gender identify was optional across all engagement methods and 4% (87 people) didn't disclose.

A total of 175 people self-identified as belonging to the LGBTIQ+ community across all community engagement methods.

Of those, 76 respondents were aged between 18 and 64 years and 65 respondents 14 to 18 years. There were 35 respondents that did not disclose their age.

Culturally and linguistically diverse

A total of 61 people self-identified as speaking language other than English at home or as Culturally and Linguistically diverse.

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3. Consultation findings

The following section summary's key themes which arose from community feedback.

Three key questions were asked during community consultation and the findings have been grouped accordingly:

- Overall feelings of connection to community
- Opportunities to improve inclusion, diversity, and wellbeing on the Mornington Peninsula
- Barriers to feeling included

3.1 Overall feelings of connection to community

Community members across key life stages (children, young people, older adults) and priority population groups (people with disability, LGBTIQ+ community, culturally and linguistically diverse community) were asked how connected they felt and their sense of belonging to the Mornington Peninsula.

Key findings:

Sense of belonging and connection:

- 60.4% of people who completed the online survey and DL postcard stated it was *very important to feel a sense of belonging* in their local community.
- 50% of people who completed the online survey and DL postcard stated they have *some sense of belonging* to their local community.
- 78% of young people residing on the Mornington Peninsula reported that they got along with people different to them. This statistic for Mornington Peninsula young people was above the Australia norm for young people across the country.
- Children reported their family, parents and siblings as key supports to feeling safe in their neighbourhood.

Felt unwelcomed or disconnected:

- 61% of people said they had felt unwelcomed or experienced discrimination. Reasons why people felt unwelcomed or experienced discrimination:
 - Gender identity
 - Disability
 - Financial circumstances
 - Age
 - Sexual orientation
 - Religious beliefs
 - Cultural background
- 40% of people who identified as LGBTIQ+ felt isolated from others often.



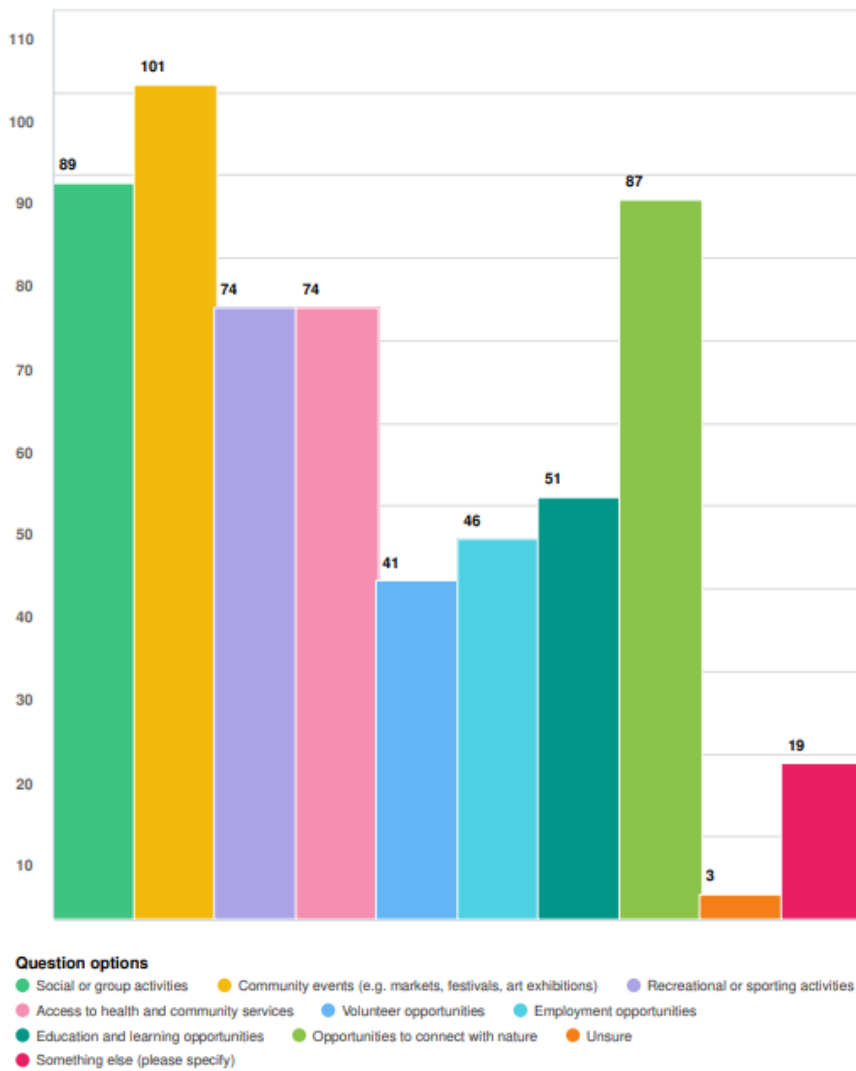
3.2 Opportunities to improve inclusion, diversity, and wellbeing on the Mornington Peninsula

Community members across key life stages (children, young people, older adults) and priority population groups (people with disability, LGBTIQ+ community, culturally and linguistically diverse community) were asked to identify opportunities to improve inclusion, diversity and wellbeing on the Mornington Peninsula.

Key findings:

What helps you to feel a sense of belonging in your local community?

What helps you to feel a sense of belonging in your local community? Please select all that apply.



Ideas to improve sense of belonging in community:

The below are verbatim quotes from community when asked to express their views on how the Shire can improve sense of belonging and inclusion for all.

- *Activities or groups that actively work to bring people of different backgrounds/abilities/demographics together*
- *More businesses, shops and locations to proudly welcome everyone and make it accessible to everyone (older people with walkers, mums with prams, LGBTQI)*
- *An annual Pride event during the Midsumma festival, or an annual Pride event specifically for the Mornington Peninsula*
- *Better access to services after hours*
- *Better public transport*
- *Clearer more accessible information on events and services and a central contact point for enquiries*
- *More diversity being more visible*
- *Disability awareness training for shops*
- *Being able to commute to things by bike or walking. Having local hubs. Knowing the people in your street. Finding your tribe. Greater recognition of the Aboriginal history of the region. Honest story telling.*
- *Friendly welcoming local businesses*
- *Cultural Engagement opportunities with diverse community members*

Reported themes to improve inclusion reported by people aged over 55 years and people with disability:

- *Accessible information - including but not limited to websites, interpreters, hearing loops, easy read English format, large font format, communication boards and access guides.*
- *Access to affordable sport and recreation services*
- *Organised/facilitated group activities, clubs and services*
- *Engagement in the natural environment (fishing, beaches, walking trails, open spaces)*
- *Community transport*
- *Culturally safe services*
- *Volunteer opportunities*
- *Accessible environments – included but not limited to appropriate housing, built environments, footpaths, toilets, community facilities, open space and beach access*
- *Education of the community via the employment of people with lived experience and technical expertise on accessibility and inclusion, collaboration and co design with service users.*

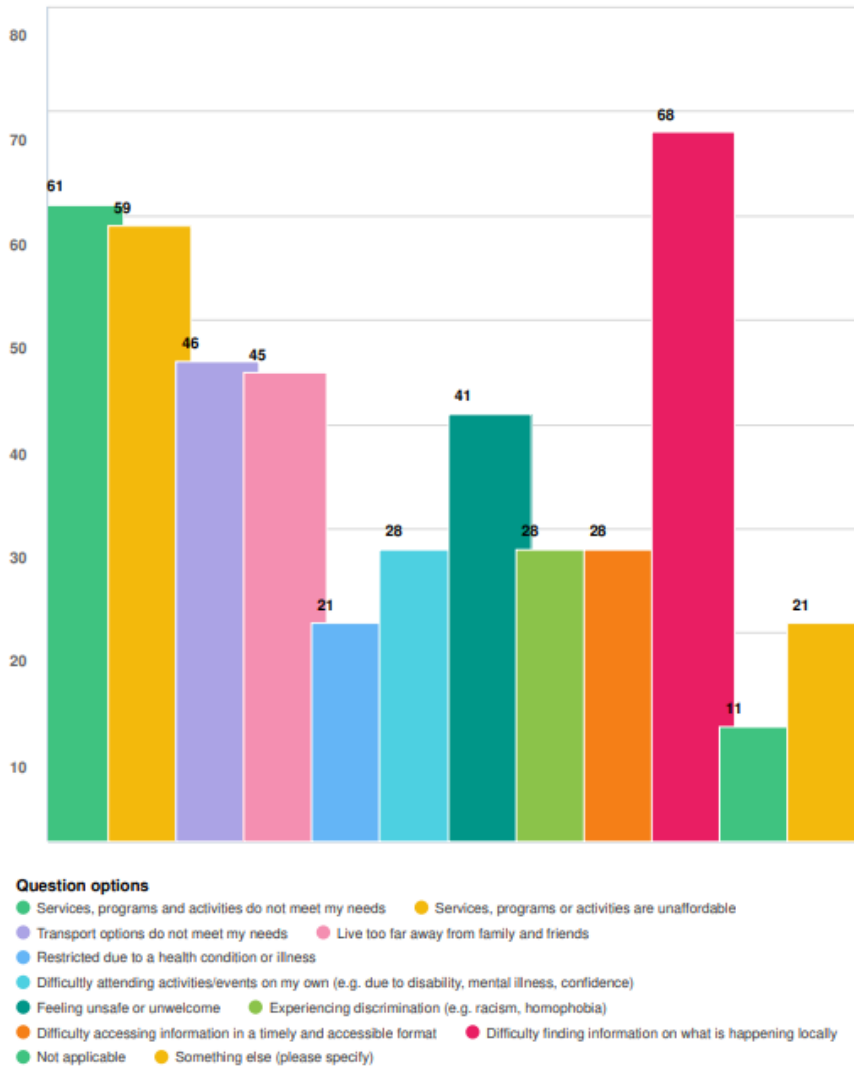
Young people were asked if they had a magic wand for the day – what would you do to change and improve youth wellbeing?

- *Provide basic needs for people who don't have food and shelter*
- *Provide fresh healthy food to everyone*
- *Be respectful to everyone*
- *Stop bullying and racial discrimination*
- *Wellbeing programs*
- *Focus on climate change and working as a community to prevent this*
- *Help people find avenues for services and free events/activities/programs*
- *Make sports available and more accessible for kids (free, low cost)*
-

3.3 Barriers

Community members across key life stages (children, young people, older adults) and priority population groups (people with disability, LGBTIQ+ community, culturally and linguistically diverse community) were asked to identify barriers experienced.

What can make you feel like you don't belong in your local community? Please select all that apply.



Reported themes as barriers:

The below are verbatim quotes from community when asked to express their views on what does not support their sense of belonging and sense of community.

- *Inaccessible footpaths, buildings, parking, toilets*

- *Not inclusive designs for older people and people with disabilities*
- *Social isolation*
- *Lack of community arts programs*
- *Technology and online information troubles*
- *Scams and online security*
- *Limited public transport and accessible transport*
- *Cost of living*
- *Discrimination – age, disability, LGTBQIA+*
- *Housing supply*
- *Lack of public transport options*
- *Lack of community events that promote and celebrate diversity*

Photo of Disability Workshop:





26 February 2024

The Hon Harriet Shing MP
Minister for Housing
Level 16, 8 Nicholson Street
East Melbourne VIC 3002

Dear Minister

Implications of the Housing Statement for the Mornington Peninsula

I am writing to express the Shire's support for the key investment and reform priorities in the Victorian Government's Housing Statement, some which reflect Council's advocacy efforts over the years.

Increasing affordable and social housing supply and protecting renters' rights reflect long-standing Council priorities. Council formally expressed its position to the Victorian Government by declaring a Housing Crisis in October 2021.

With six local towns suffering housing stress higher than the Australian average, 12 per cent of homeless residents sleeping rough every night (the **fourth** worst LGA in Victoria), just 1.1 per cent of houses sold affordable to those on a low income and 4000 people waiting on a high 'priority need' social housing list, the Housing Statement is a key policy initiative with the potential to make a significant difference for our community.

Clarity regarding full implementation of the Housing Statement has not yet been announced by the Victorian Government. I want to bring to your attention some concerns regarding the potential interplay of Housing Statement objectives and specific additional local challenges across the Mornington Peninsula (the Peninsula).

Our municipality's unique mix of regional and metropolitan areas and the significance of our tourism economy, poses complex housing issues for our Shire as outlined below:

Short-term Rental Accommodation (STRA) Levy

The levy will generate significant revenue from the Peninsula, up to a third of the estimated \$70 million annual funding stream for Homes Victoria to fund social housing investment (noting 25 per cent will be reserved for Regional Victoria, where all other most impacted STRA councils are, apart from Melbourne City Council).

I am seeking assurance that the revenue raised from the levy on the Peninsula will not be spent elsewhere, but directly reinvested into desperately needed social and affordable housing stock and repairs to existing social housing on the Peninsula?

Contact the Mornington Peninsula Shire

☎ 1300 850 600
🌐 mornpen.vic.gov.au
✉ customerservice@mornpen.vic.gov.au

By post: Private Bag 1000,
90 Besgrove Street, Rosebud VIC 3939
ABN: 53 159 890 143



With a comparatively small rental market locally which is targeted towards STRA, there are currently 3,205 active STRA homes on the Shire's register. Online data platforms such as AirDNA estimate over 5,000 listings across the Peninsula (April 2023).

In addition, the **Urbis report** (February 2024) highlighted the Peninsula as a holiday hot spot with smaller numbers of homes, a higher proportion of STRA and more than 5 per cent of dwellings listed on Airbnb. This represents the highest proportion in metropolitan Melbourne along with Melbourne CBD, as stated by the Urbis report.

Other concerns relating to the STRA levy include:

- the potential impact on our tourism and hospitality sectors (one of the largest in Victoria). It is estimated that the 7.5 per cent short stay levy will add an estimated \$42 per night for local stays, which may discourage overnight visitation;

- our current short stay rental local law will be overridden and nearly \$1 million of annual revenue, currently collected by the Shire's Short Stay Accommodation Registration fees will be lost. It is anticipated that the amenity, waste and public cleaning responsibility will remain with Local Government despite a short fall in funding.

Victorian Homebuyer Fund

The cost of owning or renting a home has risen rapidly - it is now more expensive to live on the Peninsula than in Melbourne.

Currently the maximum purchase price on the Peninsula under the scheme is \$950k, yet the current median house price is \$1,152,500, compared to Melbourne's \$905k. Therefore, the scheme limits are not high enough and lock our residents and key workers out of the scheme.

Regional Worker Accommodation Fund

The Mornington Peninsula is locked out of the \$150 million Regional Worker Accommodation Fund. The lack of affordable accommodation on the Peninsula is a critical issue for our local community, healthcare workers, tourism and hospitality businesses, which are struggling to attract workers.

Following our Peri-Regional advocacy to you last year (when you were Regional Development Minister) and your feedback to flag funds where we believed the Mornington Peninsula should be included as a beneficiary to support our regional needs, we are currently considering the merits of presenting an advocacy case to Minister Tierney requesting eligible access to the fund.



The Shire continues our advocacy for the release of surplus land at the Port of Hastings and funding for comprehensive strategic planning and community engagement, to determine the best mix of land use, including additional housing.

The Shire commends the Victorian Government on the intent of the Housing Statement. However, as outlined above, specific points of difference and complex local challenges exist across our housing sector that necessitate your further consideration, before final implementation decisions are made.

I would welcome the opportunity to discuss the issues outlined above with you at your earliest convenience.

Yours Sincerely



Cr Simon Brooks
Mayor
Mornington Peninsula Shire Council



John Baker
CEO
Mornington Peninsula Shire Council

Cc:

Hon. Sonya Kilkenny, Minister for Planning sonya.kilkenny@parliament.vic.gov.au

Hon. Gayle Tierney, Minister for Regional Development,
gayle.tierney@parliament.vic.gov.au

Paul Mercurio, Member for Hastings paul.mercurio@parliament.vic.gov.au

Tom McIntosh, Member for Eastern Victoria Tom.Mcintosh@parliament.vic.gov.au



27 February 2024

The Hon Sonya Kilkeny MP
Minister for Planning
Level 20, 1 Spring Street
Melbourne VIC 3000

Dear Minister

Planning Implications of the Housing Statement for the Mornington Peninsula

I am writing to express the Shire's support for the key investment and reform priorities in the Victorian Government's Housing Statement, some which reflect Council's advocacy efforts over the years.

Increasing affordable and social housing supply reflects long-standing Council priorities. Council formally expressed its position to the Victorian Government by declaring a Housing Crisis in October 2021.

Our municipality's unique mix of regional and metropolitan areas including 70 per cent Green Wedge, requires complex planning controls and poses specific issues for our Shire.

I want to bring to your attention some distinct local challenges regarding planning system changes and the potential impact on local context, neighbourhood character and proposals to limit community input into planning decisions:

Small second dwellings

Small second dwellings (granny flats) under 60 sqm will be exempt from planning permits, except in some overlays. This new provision may have the following outcomes:

- Given the extensive coverage of overlays across the Peninsula, this could increase the workload further for the state's highest volume planning department, rather than reduce or cut red tape.

This would be contrary to the November 2021 Better Regulation and Red Tape Commissioner Report.

- Conversely, there could be an issue where a small second dwelling may not require a planning permit (and therefore no community participation), in instances where neighbourhood character and design are important considerations and could therefore be overlooked.

With a comparatively small rental market locally which is targeted towards Short Term Rental Accommodation (STRA), there are currently 3,205 active STRA

Contact the Mornington Peninsula Shire

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homes on the Shire's Short Stay Accommodation register. Online data platforms such as AirDNA estimate over 5,000 listings across the Peninsula (April 2023). In addition, the **Urbis report** (February 2024) highlighted the Peninsula as a holiday hot spot with smaller numbers of homes, a higher proportion of STRA and more than 5 per cent of dwellings listed on Airbnb.

The Shire is mindful of the fact that small second dwellings can be used for any purpose and the potential implications for our current housing crisis, which is already exacerbated by the high number of STRA locally, the highest proportion in metropolitan Melbourne along with Melbourne CBD, as stated by the Urbis report this month.

Planning scheme changes

Council is concerned about the planning scheme changes that limit community input into planning decisions and exempt certain developments from planning scheme requirements, such as setbacks and height limits.

These changes reduce community and local government input into local planning decisions and have the potential to enable developments that are not consistent with the local context and neighbourhood character of an area.

The Housing Statement was released without consultation with councils, even though local government plays the key role in planning for our local community. It is our view that councils have the appropriate resources, knowledge and systems to understand and respond to community needs and achieve the most appropriate outcomes for their local area.

Rates Generation

Without clarification on the potential rates generation from granny flats/small second dwellings, there could be cases where the Council has no oversight of new buildings, due to permit exemptions. However, new developments will result in additional service needs and have community amenity impacts.

Combined with the loss of revenue of \$1 million currently collected by the Shire's Short Stay Accommodation Registration fees due to the introduction of the short stay levy, it is anticipated that the amenity, waste and public cleaning responsibility will remain with Local Government, despite a short fall in funding.

Port of Hastings

As we have previously discussed with you, the Shire continues our advocacy for the release of surplus land at the Port of Hastings and funding for comprehensive strategic planning and community engagement, to determine the best mix of land use, including additional housing.



I request the Victorian Government seeks input and consultation with the Shire on any changes that the implementation of the Housing Statement will have on our planning scheme and processes, to ensure it is effective in achieving its objectives without having any negative consequences.

The Shire commends the Victorian Government on the intent of the Housing Statement. However, as outlined above, specific points of difference and complex local challenges exist in all the townships across our Shire, that necessitate your further consideration, before final implementation decisions are made.

I would welcome the opportunity to discuss the issues outlined above with you at your earliest convenience.

Yours Sincerely

Cr Simon Brooks
Mayor
Mornington Peninsula Shire Council

John Baker
CEO
Mornington Peninsula Shire Council

Cc:

Hon. Harriet Shing, Minister for Housing, harriet.shing@parliament.vic.gov.au

Paul Mercurio, Member for Hastings paul.mercurio@parliament.vic.gov.au

Tom McIntosh, Member for Eastern Victoria Tom.Mcintosh@parliament.vic.gov.au

Victoria's Housing Statement

The State Government released [Victoria's Housing Statement](#) on 20 September 2023. The Statement sets out priorities for investment and reform over the next decade across a range of areas, including the planning system, social and affordable housing, renters' rights, and short stay accommodation. The Statement sets a target of building 800,000 new homes over the next decade (250,000 of these delivered from the measures announced in the Statement).

The Housing Statement is focused on five key priority areas:

1. Good decisions, made faster (planning system)
2. Cheaper housing, closer to where you work
3. Protecting renters' rights
4. More social housing
5. A long-term housing plan.

The Housing statement contained a number of positive announcements that reflect Council's previous advocacy efforts over a number of years, including:

- Unlocking surplus government land
- Removing need for planning permit for small secondary dwellings
- Better protection of renter's rights
- Introduction of Rental Stress Support Package
- Boosts to Social Housing Funding.

However, given there was a lack of detail on many of the announcements, and therefore a lack of clarity on how they will be implemented, the impact on the Mornington Peninsula is not clear.

Following the Council decision at the 12 December 2023 meeting, the Mayor and CEO wrote to the Minister for Housing and Minister for Planning on 26 February to highlight and seek clarity on elements most impacting the Mornington Peninsula (Attachments 1 and 2).

The Shire has received a brief response from Minister Kilkenny in May. Shire officers will continue to proactively follow-up with the Ministers' offices to request a meeting.

Small Secondary Dwellings

The Victorian Housing Statement included the announcement that Small Secondary Dwellings under 60 square meters (also known as granny flats) would no longer require a planning permit on properties 300 square meters or larger, where there are no flooding or environmental overlays.

In addition, since the update, the Department of Transport and Planning has since confirmed that 'the planning scheme does not control the tenure of accommodation and cannot impose restrictions on the use of a small second dwelling for short term accommodation'. There has

been no further amendment to the Victorian Planning Scheme relating to small secondary dwellings.

Further, there have not been any further amendments to reduce third party notice or appeal rights in relation to housing development, apart from VC242 in September 2023 which fast-tracks major economic developments or major residential developments that provide social housing.

Short Stay Levy

The Government made commitment to introduce a *Short Stay Levy* to be set at 7.5 per cent of the short-stay accommodation platforms revenue. Revenue raised from the levy will go to Homes Victoria, supporting their work building and maintaining social and affordable housing across the state.

The Victorian Government has since announced that the short stay levy will come into effect on 1 January 2025, however they have not provided any further detail about the process or implementation and at this point, have not undertaken broad consultation.

Surplus Government Land

The Government made commitment to unlock and rezone surplus government land to deliver around 9,000 homes across 45 sites in both metropolitan Melbourne and regional Victoria.

Although not specifically identified on the land release parcels from the State, our Strategic Planning unit undertook recent consultation with the Port of Hastings and Department of Transport and Planning. It is understood that the Port Development Strategy (PDS) is now due for release at the end of 2024 (opposed to June 2024, as originally planned) and that the PDS should be confirming whether there is any additional surplus SUZ1 zoned land that can be released. However, the PDS won't confirm preferred land use planning for any surplus land (such as where more housing could be located). The Port noted that surplus land should primarily include industry, to act as an appropriate buffer to the Port, but that State Government may be willing to consider alternative uses in consultation with Council. The Port has committed to continue engaging with us during development of the PDS over the coming months.

It is understood that housing will be more likely to proceed if the State government can ensure new economic activity within the port for the Victoria Renewable Energy Terminal goes ahead in discussion with Federal government.

ATTACHMENT 1 - POW 2024 Shortlisted Projects

PLAY OUR WAY FUND - 2024							
Project Number	Project	Estimated total project cost	POW funding sought	Strong alignment with POW criteria	Project is grant-ready and fits within POW construction timeframes	Entire Project identified for Council funding as a Category 1 or 2 in LTCWP	Comments
PROPOSED APPLICATIONS							
1	Sorrento Netball Courts	\$1,780,906	\$1,385,906	✓	✓	✓	Strong alignment with POW criteria. Will meet POW timeframes. Will help Council offset its longterm renewal priorities.
SHORTLISTED PROJECTS							
2	Dallas Brooks Reserve Soccer Pitch	\$5,350,000	\$1,500,000	✗	✓	✓	Project is not as strongly aligned to POW objectives as other projects.
3	Dromana Recreation Reserve Netball Court	\$900,000	\$900,000	✓	✗	✓	Already has State Government funding. Cannot meet POW timeframes.
4	Emil Madsen AFL pavilion	\$10,000,000	\$1,500,000	✗	✗	✓	Not enough funding to deliver half of the AFL Pavilion. Project is not as strongly aligned to POW objectives as other projects.
5	Portable change rooms to support clubs	\$150,000	\$150,000	✗	✓	✓	Not a permanent facility.
6	Rye Cricket Nets	\$450,000	\$450,000	✗	✓	✓	Project is not as strongly aligned to POW objectives as other projects.

