MORNINGTON PENINSULA Shire

ATTACHMENTS

COUNCIL MEETING

TUESDAY, 3 SEPTEMBER 2024

10:00AM

MUNICIPAL OFFICES
BESGROVE STREET, ROSEBUD

TABLE OF CONTENTS

ITEM	SUBJECT	PAGE NO
2	PROCEDURAL MATTERS	
2.4	Councillor Briefing Sessions	
Attachment 1	CBS 13-8-24 - Council	4
2.5	Council Decision Register	
Attachment 1	2019 Council Decision Register	5
Attachment 2	2020 Council Decision Register	6
Attachment 3	2021 Council Decision Register	7
Attachment 4	2022 Council Decision Register	8
Attachment 5	2023 Council Decision Register	9
Attachment 6	2024 Council Decision Register	10
4	CORPORATE STRATEGY & BUSINESS IMPROVEMENT	
4.1	Visitor Paid Parking	
Attachment 1	Evaluation of the Visitor Paid Parking Pilot	11
Attachment 2	MPS Visitor Paid Parking Strategic Recommendations Report	65
4.2	Adoption of Our Customer Strategy 2024 - 2028	
Attachment 1	Our Customer Strategy 2024-2028	116
Attachment 2	Draft Our Customer Strategy 2024 - 2028 - Public Exhibition feedback insights	131
4	COMMUNITY STRENGTHENING	
4.3	Draft Reconciliation Action Plan 2024-2026 - For Adoption	
Attachment 1	Draft Reconciliation Action Plan 2024-2026	150
4.	Draft "We All Belong" - Inclusion Strategy - For Adoption	
Attachment 1	We All Belong Inclusion Stratgy 2024-29 - Draft	182
Attachment 2	We All Belong - Engagement Summary - Phase one	215
4	PLANNING & ENVIRONMENT	
4.5	Planning Application P23/1156 - 155 Boyds Road, Flinders - Use and development of a dwelling, building works to existing creek crossing bridge and driveway	
Attachment 1	Development Plans	233
Attachment 2	Material Schedule	250
Attachment 3	Landscape Plan	253
Attachment 4	Farm Management Plan	255
Attachment 5	Engineering Advice	286
Attachment 6	Agriculture Support letter	298
Attachment 7	Officer Site visit pictures	301
Attachment 8	Planning Submission	310

Attachment 9 Officer report 335
Attachment 10 Melbourne Water S55 Referral response 351
Attachment 11 Planning Policy 353
4.6 'Our Urban Forest' Strategy Adoption
Attachment 1 Our Urban Forest Strategy 363
Attachment 2 Appendix A - Township Summaries 413
Attachment 3 Community Engagement Summary 443
4.7 Nature Strip Policy
Attachment 1 Nature Strip Policy 472
4.8 Mount Eliza Activity Centre - Car Parking Strategy
Attachment 1 Community Feedback - Shape Page 476
Attachment 2 Community Feedback - Summary 487
Attachment 3 Emails received - Mount Eliza Carparking Strategy 504
Attachment 4 Mount Eliza Township Activity Centre Car Parking Strategy - Final 508
4 OFFICE OF THE CEO
4.9 2023/2024 Annual Financial Report and Performance Statement
Attachment 1 2023/2024 Draft Financial Report 614
Attachment 2 2023/2024 Draft Performance Statement 669
4.10 Draft Committee Management Framework
Attachment 1 Draft Committee Management Framework 686
Attachment 2 Advisory Committee Feedback Request 696
4.11 Advance College - Crown Land Lease
Attachment 1 Advance College - Campus Plans 701
Attachment 2 Advance College - Construction Management Plan 706
Attachment 3 Advance College Facility Consent - DEECA consent 707
Attachment 4 Western Port Campus Traffic Flow Projections 709

Councillor Briefing Sessions

MORNINGTON PENINSULA Shire

Briefing Date: 13 August 2024 **Time:** 10.00am **Location:** Microsoft Teams Meeting

Councillors Present (please tick)

☒ Cr Bissinger ☒ Cr Brooks ☒ Cr Celi ☒ Cr Dixon ☒ Cr Gill ☒ Cr Holland

☒ Cr Mar ☐ Cr Marsh ☒ Cr O'Connor ☒ Cr Roper ☐ Cr Race

Guests Present:

Phebe Bicknell, Alluvium Consulting and Chris Coath, Senior Principal, Stantec

Matters Discussed:

1. BN1947 - Draft Reconciliation Action Plan - Community Consultation
2. BN1948 - Our Coast Our Future Coastal Strategy - Targeted adaptation townships
3. BN1949 - Our Urban Forest Strategy Adoption
4. BN1950 - Nature Strip Policy Adoption
5. BN1951 - Shaping Greater Dromana Plan - Community Consultation Outcomes
6. Planning Services Verbal Update
7. BN1952 - Visitor Paid Parking
8. BN1953 - Peninsula Trails - Masterplan Development
9. BN1954 - Final Our Customer Strategy 2024-2028 for Adoption
10. BN1955 - Overall Election Update
11. BN1956 - Asset Management Policy Review

Conflict of Interest Disclosures (refer overleaf):

Matter No.	**Name of Councillor/s who declared a Conflict of Interest (**Conflict of Interest form to be completed)**	**Did they leave the Assembly?**	
		YES	**NO**
		☐	☐

Responsible Officer completing this form:

Name: Tegan Lewis **Signature:** **Position:** Council Reports Officer

2019 Council Decision Register

Printed on 26-August-2024

In Progress
No Action Yet
Completed
No Further Action

Count of Status	Column Labels							
Row Labels	Number of Decisions COMPLETED	Number of Decisions IN PROGRESS	Number of No Further Action Required	Number of 2019 Council Decisions	Percentage of Decisions In Progress	Percentage of No Further Action Required	Percentage of Decisions No Update	Percentage of Decisions COMPLETED
Chief Executive Officer	2		6	**8**	0%	75%	0%	25%
Finance	15		4	**19**	0%	21%	0%	79%
Governance	28		6	**34**	0%	18%	0%	82%
Infrastructure Project Delivery	2			**2**	0%	0%	0%	100%
Infrastructure Strategy & Climate Change	30		2	**32**	0%	6%	0%	94%
Environment Protection	8			**8**	0%	0%	0%	100%
Aged & Disability	3			**3**	0%	0%	0%	100%
Communications, Media & Events	3			**3**	0%	0%	0%	100%
Planning Services	9			**9**	0%	0%	0%	100%
Family Services & Community Planning	15		2	**17**	0%	12%	0%	88%
Project Delivery	8			**8**	0%	0%	0%	100%
Infrastructure Services	17		1	**18**	0%	6%	0%	94%
Property & Strategy	28		2	**30**	0%	7%	0%	93%
Innovation & Advocacy	9			**9**	0%	0%	0%	100%
Arts & Culture	3			**3**	0%	0%	0%	100%
Planning & Building	1			**1**	0%	0%	0%	100%
Infrastructre Strategy	1			**1**	0%	0%	0%	100%
Libraries	1			**1**	0%	0%	0%	100%
Buildings & Facilities	1			**1**	0%	0%	0%	100%
Planning	1			**1**	0%	0%	100%	100%
Planning & Infrastructure		1		**1**	100%	0%	200%	0%
Number of 2019 Council Decisions	**185**	**1**	**23**	**209**				

Department	Number of 2019 Council Decisions	Number of Decisions COMPLETED	Number of Decisions IN PROGRESS	Number of Decisions NO UPDATE	Percentage of Decisions No Update		Percentage of Decisions COMPLETED
Planning Services	**60**	60	0	0	0%		100%

ACTIONS
Slide to choose date range
1/01/2020
31/12/2020
253
View all Actions
1
In Progress
0
Overdue
252
Completed
81
Completed within Target
Meeting Events
Meeting Attendance
Actions
Actions - Monthly Status
Papers
Reports
Meeting Actions by Directorates
Directorate Name
Completed
In Progress
Overdue
Office of the CEO 86 1 0
Planning and Environment 85 0 0
Community Strengthening 40 0 0
Corporate Strategy and Business Improvement 31 0 0
Infrastructure 10 0 0
Total 252
Please select Directorate from above table
Actions Completed, In Progress and Overdue by Meeting
Actions in Progress
Overdue
Completed
200
150
100
50
0
190
62
Council
Planning Services Committee
Actions Completed, In Progress and Overdue by Branch
Outstanding
Overdue
Completed
Property & Commercial Se... 20
2
Advocacy, Communication... 5
Climate Change & Sustain... 14
Community Activation
Community Partnerships 13
Community Safety & Com... 2
Community Safety, Health ... 6
Community Services 13
Community Strengthening
Corporate Strategy & Busi... 4
Customer & Transformation 4
Destination, Recreation & ...
Destination, Recreation an... 3
Development Services 16
Finance 4
Financial Services 11
Future Maintenance Servic... 7
Information Technology 2
Infrastructure Projects 9
Infrastructure Services
Legal 4
Legal and Governance 58
Programs & Project Mana... 5
Strategic & Infrastructure ... 46
0
20
40
60

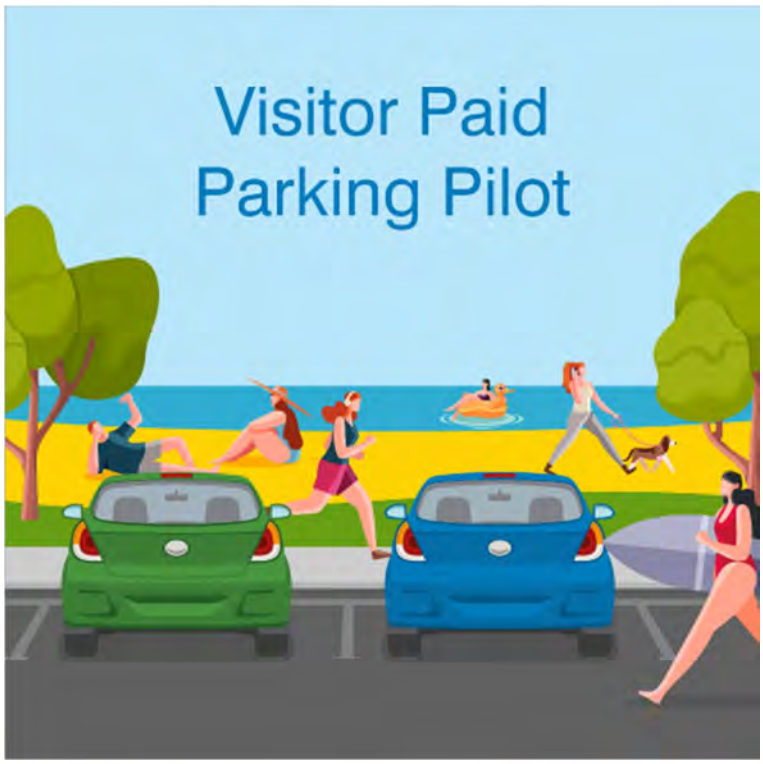
ACTIONS
Slide to choose date range
1/01/2021
31/12/2021
257
View all Actions
1
In Progress
0
Overdue
256
Completed
76
Completed within Target
Meeting Events
Meeting Attendance
Actions
Actions - Monthly Status
Papers
Reports
Meeting Actions by Directorates
Directorate Name
Completed
In Progress
Overdue
Office of the CEO 95 1 0
Planning and Environment 88 0 0
Community Strengthening 33 0 0
Corporate Strategy and Business Improvement 22 0 0
Infrastructure 18 0 0
Total 256 1 0
Please select Directorate from above table
Actions Completed, In Progress and Overdue by Meeting
Actions in Progress
Overdue
Completed
200
100
0
209
46
Council
Planning Services Committee
Section 223 Submission Committee
Actions Completed, In Progress and Overdue by Branch
Outstanding
Overdue
Completed
Property & Commercial Se... 16
2
Advocacy, Communication... 4
Chief Executive Office 2
Climate Change & Sustain... 23
Community Activation 2
Community Partnerships 8
Community Safety & Com... 2
Community Safety, Health ... 6
Community Services 13
Community Strengthening
Corporate Strategy & Busi... 3
Customer & Transformation 3
Destination, Recreation an...
Development Services 12
Finance
Financial Services 19
Future Maintenance Servic... 3
Infrastructure 2
Infrastructure Projects 9
Infrastructure Services 8
Legal 2
Legal and Governance 58
People & Culture
Programs & Project Mana... 8
Strategic & Infrastructure ... 47
0
20
40
60

ACTIONS
Slide to choose date range
1/01/2022
31/12/2022
225
View all actions
9
In Progress
2
Overdue
216
Completed
59
Completed within Target
Meeting Actions by Directorates
Directorate Name
Completed
In Progress
Overdue
Office of the CEO 81 4 1
Planning and Environment 71 2 0
Community Strengthening 30 0 0
Corporate Strategy and Business Improvement 20 0 0
Infrastructure 14 3 1
Total 216 9 2
Meeting Events
Meeting Attendance
Actions
Actions - Monthly Status
Papers
Reports
Please select Directorate from above table
Actions Completed, In Progress and Overdue by Meeting
Actions in Progress
Overdue
Completed
200
150
100
50
0
187
29
Council
Planning Services Committee
Actions Completed, In Progress and Overdue by Branch
Outstanding
Overdue
Completed
Property & Commercial Se... 4 14
Infrastructure Services 3 7
Climate Change & Sustain... 2 23
5
Advocacy, Communication... 5
Arts, Culture & Community
Arts, Culture & Communit...
Community Partnerships 8
Community Safety, Health ... 9
Community Services 7
Community Strengthening 2
Contracts and Procurement
Customer & Transformation 5
Destination, Recreation & ...
Development Services 10
Economic Development
Finance
Financial Services 10
Future Maintenance Servic... 2
Information Technology 2
Infrastructure
Infrastructure Projects 7
Legal 2
Legal and Governance 55
Programs & Project Mana... 6
Strategic & Infrastructure ... 30
0
20
40
60

ACTIONS
Slide to choose date range
1/01/2023
31/12/2023
194
View all actions
8
In Progress
1
Overdue
186
Completed
64
Completed within Target
Meeting Actions by Directorates
Directorate Name
Completed
In Progress
Overdue
Planning and Environment 68 2 0
Office of the CEO 52 3 1
Community Strengthening 33 2 0
Infrastructure 19 0 0
Corporate Strategy and Business Improvement 14 1 0
Total 186 8
Meeting Events
Meeting Attendance
Actions
Actions - Monthly Status
Papers
Reports
Please select Directorate from above table
Actions Completed, In Progress and Overdue by Meeting
Actions in Progress
Overdue
Completed
200
150
100
50
0
186
Council
Actions Completed, In Progress and Overdue by Branch
Outstanding
Overdue
Completed
Property & Commercial Se... 2 2
Climate Change & Sustain... 19
Community Safety, Health ... 7
Community Services 2
Legal and Governance 42
Programs & Project Mana... 3
Strategic & Infrastructure ... 32
5
Advocacy, Communication... 3
Arts, Culture & Communit... 5
Community Facilities & Pr...
Community Partnerships 6
Contracts and Procurement
Customer & Transformation 7
Destination, Recreation & ... 8
Destination, Recreation an... 2
Development Services 11
Economic Development 2
Finance
Financial Services 6
Information Technology
Infrastructure 5
Infrastructure Projects 3
Infrastructure Services 12
0
20
40

ACTIONS
Slide to choose date range
1/01/2024
31/08/2024
166
View all Actions
67
In Progress
45
Overdue
99
Completed
35
Completed within Target
Meeting Events
Meeting Attendance
Actions
Actions - Monthly Status
Papers
Reports
Meeting Actions by Directorates
Directorate Name
Completed
In Progress
Overdue
Planning and Environment 31 20 10
Office of the CEO 26 29 28
Community Strengthening 19 8 3
Corporate Strategy and Business Improvement 14 1 1
Infrastructure 9 9 3
Total 99 67 45
Please select Directorate from above table
Actions Completed, In Progress and Overdue by Meeting
Actions in Progress
Overdue
Completed
200
100
0
99
45
67
Council
Actions Completed, In Progress and Overdue by Branch
Outstanding
Overdue
Completed
Legal and Governance 11 10 15
Strategic & Infrastructure ... 8 7 13
Development Services 7 12
Infrastructure Services 7 3
Governance 6 6 3
Financial Services 5 5 1
Property & Commercial Se... 5 5 2
Community Partnerships 4 2 5
Climate Change & Sustain... 3 1 3
Community Safety, Health ... 2 7
Councillor Support 2 2
Infrastructure Projects 2 1 6
Advocacy, Communication... 1 1 4
Community Strengthening 1 2
Destination, Recreation & ... 1 1 1
Infrastructure 1 2
Strategic Planning & Infras... 1 1
Arts, Culture & Community 2
Arts, Culture & Communit... 1
Corporate Strategy & Busi... 1
Customer & Transformation 4
Economic Development 1
Finance 5
Future Maintenance Servic... 1
Information Technology 1
Programs & Project Mana... 4
Strategic & Infrstructure Pl... 2
Stratetic & Infrastructure P... 1
0
10
20
30
40

apc Your parking experts



Mornington Peninsula Shire Council

Evaluation of the Visitor Paid Parking Pilot

MORNINGTON PENINSULA Shire

Prepared for: Mornington Peninsula Shire
Authors: Laurie Smith / Larry Schneider
Date: 2 August 2024

VERSION CONTROL

REPORT VERSION NO.	DATE	RELEASED TO CLIENT BY	NATURE OF REVISION
4	2 August 2024	Larry Schneider	Final

Report
This Report and the methodologies it contains are the intellectual property of Australian Parking Consultants Pty Ltd (APC). They may not be used or reproduced by the client or any other party to undertake the assignment or for any other purpose without the express permission, in writing, of APC.

Although the Report is believed to be correct at the time of publication, APC, to the extent lawful, excludes all liability for loss (whether arising under contract, tort, statute or otherwise) arising from the contents of the Report or from its use. Where such liability cannot be excluded, it is reduced to the full extent lawful. Without limiting the foregoing, people should apply their own skill and judgement when using the information contained in the Report.

CONTENTS

EXECUTIVE SUMMARY 5
1 INTRODUCTION 9
2 GLOSSARY 10
3 AIMS AND DESIRED OUTCOMES 13
3.1 TOURISM AND VISITATION CONSIDERATIONS 13
3.2 AIMS 13
3.3 KEY PERFORMANCE INDICATORS (KPI'S) 14
4 IMPLEMENTATION 15
4.1 PARKING REGULATIONS 15
4.2 EPERMITS 20
4.3 INFRINGEMENTS 20
5 STAKEHOLDER ENGAGEMENT 22
5.1 STRATEGY 22
5.2 COMMUNICATIONS 22
5.3 ENGAGEMENT 24
5.4 COMMUNITY FEEDBACK ISSUES 24
5.5 ANALYSIS OF BUSINESS PERFORMANCE 25
6 TECHNOLOGY 27
6.1 FLINDERS PIER 27
6.2 SCHNAPPER POINT 27
6.3 SUNNYSIDE BEACH 27
6.4 ENFORCEMENT 27
7 DATA AND INFORMATION 29
7.1 SURVEYS 29
7.1.1 INDEPENDENT SURVEY 29
7.1.2 COMPARATIVE SURVEYS BEFORE AND AFTER PAID PARKING 30
7.2 REVENUE 32
7.2.1 VISITOR PARKING REVENUE 32
7.2.2 INFRINGEMENT REVENUE 33
7.3 VOLUMES 33
7.3.1 VISITOR AND PERMIT VOLUMES 34
7.3.2 AVERAGE TICKET VALUE AND AVERAGE LENGTH OF STAY 35
7.3.3 INFRINGEMENTS 35
7.3.4 STATISTICS SUMMARY 36
8 COSTS 37
8.1 RESOURCE COSTS 37
8.2 INFRASTRUCTURE AND EXPENSES 37

8.3 CURRENT PILOT SITES 38
9 KEY PERFORMANCE INDICATORS 39
9.1 MID-POINT REVIEWS 39
9.2 KEY PERFORMANCE CATEGORIES 39
9.3 IMPLEMENTATION OF PAID PARKING FOR VISITORS 40
9.4 IMPLEMENTATION OF EPERMIT SYSTEM FOR RESIDENTS 40
9.5 FEEDBACK FROM THE COMMUNITY 42
9.6 COMMUNITY AND DRIVER COMPLIANCE 42
9.7 NET INCOME 44
9.7.1 ESTIMATED REVENUE 44
9.7.2 ESTIMATED COSTS 45
9.7.3 NET INCOME 45
9.8 IMPROVED UTILISATION AND ACCESSIBILITY TO FORESHORE CAR PARKS 46
9.9 RELIABLE TECHNOLOGY AND DATA REPORTS 47
9.10 COMPREHENSIVE AND TIMELY MANAGEMENT INFORMATION 48
9.11 ENVIRONMENTAL IMPACT 49
9.12 LEGAL STATUTORY AND REGULATORY OBLIGATIONS 49
10 EVALUATION OF RESULTS 51
10.1 IMPACTS 51
10.2 STAKEHOLDER ENGAGEMENT 51
11 LESSONS LEARNED AND MOVING FORWARD 52
11.1 KEY LEARNINGS 52
11.2 MOVING FORWARD 53

EXECUTIVE SUMMARY

This evaluation of the performance of the Visitor Paid Parking Pilot (the Pilot) after seven months has been prepared for the Shire and its community, to gauge its success or otherwise.

Sections 1 to 8 provide information and data on stakeholder consultation and visitor and ePermit parking. Sections 9 and 10 assess and evaluate KPI's and Section 11 provides key learnings to be considered to improve the Pilot and move forward with any expansion.

On 30 May 2023, Council resolved to Pilot visitor paid parking at:

- Flinders Pier Foreshore carpark (Flinders)
- Schnapper Point Foreshore carpark (Mornington)
- Sunnyside Beach Foreshore carpark (Mount Eliza)

Visitor paid parking is an opportunity for residents and visitors to continue to share these foreshore areas while more fairly distributing the cost of maintaining them.

A technology-based Pilot commenced on 1 December 2023 using Licence Plate Recognition technology to identify visitor parkers and resident and other permit holders.

Visitors were required to pay for parking. Residents of the Shire including long stay renters were able to park for free but need an ePermit to avoid charges. Local business staff and volunteers or club members were able to apply for ePermits to minimise impact on businesses and support community events. Accessible permit holders were able to park free of charge with an ePermit.

Infringements

From 1 December, cautions were issued to parkers who did not comply with regulations applying to visitors or ePermits. Infringements issued via LPRX (mobile camera technology) began in mid-January and by mid-February infringements were being issued by fixed cameras in conjunction with LPRX.

After an initial spike when fixed cameras use commenced, infringement have declined each month from April. It has been assumed that monthly infringements figures will decrease as visitors develop a better understanding of the payment system and awareness by residents has improved.

Stakeholder Engagement

The transition to ePermits and vehicle licence plate recognition enforcement represented a significant shift for residents and visitors. The community and visitors have been encouraged to share feedback about their opinion and experience of the paid parking and permit initiative.

Prior to and throughout the Pilot, substantial communication and engagement was conducted through various channels, including media releases, publications, social and digital media, internal communications, on-site signage and community support sessions.

Detailed records have been kept of all communications and responses to stakeholders. One of the primary issues raised is the user experience with the parking payment App. Other key issues include alternative payment options, security and data breach concerns, user instructions, objections to parking fees in general and the ePermit application process.

For those business at Schnapper Point and Flinders Pier, mitigation strategies have been developed including providing discount parking vouchers for patrons, but the uptake has been minimal.

Parking Volumes

Visitor volumes at all locations averaged 10,759 during the peak period of December to March, but declined by almost half to a monthly average of 6,107 in April to June.

Pre-Pilot surveys in 2023 showed a weekday duration of stay of 2.2 hours increasing to 3.3 hours on a weekend. Although the average duration of visitor parking at Sunnyside was slightly over 2 hours in January, February and March 2024. Overall, at all three car parks, visitors park on average for approximately 1hr 40 minutes. From April as the weather changes, this length of stay has started to decrease.

Overall, ePermit usage was 35% of total demand in the peak months, whereas in the off-peak period as visitor parking declined, ePermit usage increased to 42%.

Revenue

A summary of visitor parking revenue is shown in tables in Section 7.2. Visitor revenue at all three car parks in the four peak months of December to March averages $105,889 per month. The data shows there is a decline in visitor demand in April, May and June which aligns with typical seasonal trends. The monthly average revenue drops by more than half to $50,796.

Over the seven month period the total visitor parking revenue across the three sites was $575,946. During this same period, infringement revenue received was $806,438.

For the 12 months to November 2024, estimated revenue from the three locations is $804,758 from visitors and $1,207,744 from infringements paid, a total of $2,012,502 should the pilot continue in its current format.

Costs

Expenditure incurred for the Pilot has been separated into two categories: Resource Costs and Infrastructure and Expenses. The estimated total cost for of the Pilot for the 12 months to November 2024 including one-off expenses is $1,223,848**.**

Key Performance Criteria

The KPI's and a summary of key learnings (detailed in Section 9) are:

1. A **paid parking platform for visitors has been successfully implemented** however alternate payment solutions and an improved user experience should be considered.
2. An **ePermit system for residents was successfully implemented** however the application process should be simplified.
3. **Community feedback** was assessed, and negative feedback and challenges experienced by users has declined throughout the Pilot.
4. **Compliance** with the new regulations by visitors has been high plus the number of ePermits issued increases each month.
5. **Net income** (Revenue less all costs) will enable contribution to infrastructure improvement and maintenance. For the 12 months to November 2024, estimated total revenue from the three

locations is $2,012,502 should the pilot continue in its current format. Deducting all expenses including one-off costs, is expected to generate net income of $788,654 which exceeds the Pilot forecast in 2023.

6. **Utilisation and bay turnover has improved** with the average stay of less than two hours allowing the bays to turnover more than four times a day, increasing the availability of parking for more visitors, as well as residents and other permit holders. There have been few complaints regarding parking overspill in areas surrounding the Pilot locations.
7. **The technology was reliable** and the parking service provider has generally complied with the specifications. Vandalism has been minimal. The accuracy of offence detection by the fixed cameras is approximately 90%. To overcome some issues of drivers without a smart phone, a parking Tap & Pay machine is being installed in the retail area of Schnapper Point to allow payment with a credit/debit card.

   The raw data available from the parking service provider is to be simplified and provided in easy to read and use format on a daily and monthly basis.
8. A **comprehensive management report** should be prepared each month. This will provide a regular snapshot of results and comparative trends since commencement, which will allow better decision-making for future visitor paid parking.
9. The **environmental impact of the Pilot has been minimal**. The system has eliminated the need for consumables such as tickets, receipt rolls, paper permits and parking infringement notices being placed on windscreens.
10. **All requirements are being met in regard to the installation, the charging and payment of parking fees, on-line permit applications, operating procedures and the required signage.** The Shire is the only Bayside Council that does not currently have a Parking Management Policy. Should Council approve an expansion of Visitor Paid Parking then a Foreshore Parking Permit Policy should be created.

Findings:

The following findings should be considered:

- Instal Tap & Pay machines to provide those without smart phones a viable payment option.
- Review and simplify the ePermit application procedure.
- Review and simplify QR code process, the download and the sign-on process and instructions for the PayStay App.
- Clarify the optimal form of enforcement in regard to infringements being issued based on fixed camera LPR and LPRX monitoring.
- Visitor paid parking requires additional resources particularly if paid parking is to be made permanent:
  - a dedicated officer to promptly deal with visitor and ePermit enquiries,
  - for Customer Services teams, and
  - for monitoring infringement issue and dealing with appeals.
- The fixed camera data is provided in raw format. MPS should specify to the relevant service provider the type and format of easy to understand reports required from the system.
- Implement a detailed and comprehensive Monthly Management Report.

This evaluation confirms that with some enhancements, the Visitor Paid Parking Pilot has to date achieved its primary aims to:

- Generate income for maintaining foreshore infrastructure
- Create a more equitable system to share costs between residents and visitors
- Ensure fairer access and increased vehicle turnover
- Inform the community on the benefits of parking management measures in the foreshore areas.

1 INTRODUCTION

The Mornington Peninsula Shire (MPS) has previously taken a non-interventionist approach to parking management across the region. In response to changing demographics, increasing demand and community feedback, the Shire is reviewing this approach.

On 30 May 2023, Council resolved to trial paid parking for visitors at three locations. The Visitor Paid Parking Pilot (VPPP) commenced on 1 December 2023 at:

- Flinders Pier Foreshore carpark (Flinders)
- Schnapper Point Foreshore carpark (Mornington)
- Sunnyside Beach Foreshore carpark (Mount Eliza)

The Pilot enabled MPS to test parking rules, trial the latest technology and assess any flow-on impacts. The community and visitors have been encouraged to share their feedback about the paid parking initiative and their experiences of the Pilot.

This evaluation of the performance of the VPPP after six months of operation has been prepared for MPS Management and Councillors as well as the community, to gauge its success or otherwise and to assist in determining if, how, when and where visitor paid parking is rolled out to other areas within the Shire.

The framework of this evaluation considers several components including:

1. Aims and Desired Outcomes
2. Implementation
3. Stakeholder Engagement
4. Analysis and Results
5. Key Performance Indicators
6. Positive and Negative Impacts
7. Lessons Learned and Moving Forward

An Interim Assessment[1] was undertaken to assess the data collected up until the end of May, consider key findings and allow improvements where possible to the Pilot.

Members from the Project Working Group, including Traffic and Transport (TT), Community and Safety (C&S) and Program and Project Management Office (PPMO) teams, together with Australian Parking Consultants (APC) have been involved in this evaluation.

This Evaluation considers data from the Pilot up until the end of June to enable a Report to be compiled and presented nine months after commencement in line with the original decision of Council.

[1] Mornington Peninsula Shire Council. VISITOR PAID PARKING PILOT – INTERIM ASSESSMENT REPORT. Prepared by APC 5/07/2024

2 GLOSSARY

The following are parking and project terms used in the evaluation.

Aero Ranger - refers to mobile LPR (see definition below).

Accessible parking - available to approved Accessible Permit holders.

ATV - average ticket value being the average amount paid for parking by visitor parkers at a car park.

ALS - Average duration or length of stay. ALS is different for visitor parkers, ePermit holders and Accessible Permits.

Commercial parking - refers to commercial for-profit car parks. In many locations, they compete with on-street parking.

Council - the Council of the Mornington Peninsula Shire

Cruising - refers to the practice of drivers searching for a free or low priced on-street parking spot, often in preference to paying for commercial parking. Sometimes a significant contributor to traffic congestion.

Duration - the time a vehicle is in a parking space. Sometimes referred to as 'length of stay'.

Demand - in conventional parking policies, parking demand means the peak use of parking for a given use or site.

Dynamic pricing - refers to parking pricing that changes depending on demand and occupancy levels, by location, day and time.

ePermit/s - provide special rights to on-street or off-street parking space issued on application to residents, business staff and volunteers.

EV - refers to electric vehicles, including cars, trucks, bicycles, scooters and the like.

Ezicom - software for the fixed LPR cameras (see definition below).

Fine - an amount of money that a court may order you to pay as a penalty for committing an offence.

Infringement - sometimes called a 'ticket' is imposed directly by a prosecuting authority (MPS) unlike a Fine which is imposed by a court. In both cases the penalty is imposed because a law or by-law has been broken.

Licence Plate Recognition (LPR or ANPR) - refers to systems which photograph a vehicle and its registration plate as a form of identification for access control, compliance, surveys or payment.

Loading bays - parking space reserved for eligible vehicles for short-term use for the delivery of goods or people.

Long-term parking - more than six hours.

Medium-term parking - between three and six hours.

Micro-mobility - small, light vehicles like bicycles and electric scooters and e-bikes. Does not include mobility aids or powered or unpowered wheelchairs.

Mobile LPR - a hand held or vehicle mounted LPR camera used to determine parking compliance and overspill.

Modal split (mode-share) - is the percentage of travellers using a particular type of transportation or number of trips using said type.

MPS - Mornington Peninsula Shire.

Occupancy - refers to the proportion of parking spaces that have cars parked in them within a given area. It is the opposite of Vacancy.

Onsite parking - refers to parking associated with land use, sometimes called ancillary parking

Off-street parking - parking that can be either privately or publicly owned but is not located on the street. It takes the form of surface 'lots', multi-storey car parks, or parking garages in the basements of private buildings. Some off-street parking is dedicated commercial parking spaces open to the public.

On-street parking - kerbside public parking bays which may or may not be line marked. Includes parallel, angle and 90° parking. It is traded off against road traffic lanes, bike lanes, footpaths or potentially street trees and public open space.

Overspill parking - the parking of vehicles beyond a defined area specifically designed for this purpose. It can occur because provided parking spaces are insufficient for demand or considered unsuitable.

Parkers - refers to four types of parker; Visitors who pay, Visitors who do not pay (and are liable to infringement), ePermit holders and Accessible Permit holders.

Pay by plate - a system based on drivers using their licence plate as an identifier for payment of parking on a PAYG basis.

PAYG - Pay as you go parking refers to drivers who pay for parking as used, on an hourly / daily basis.

Park and ride - refers to areas off-street parking, located near key public transport hubs, such as train, ferry and bus stations. These are used by customers who park their vehicles, and transfer to public transport services.

Parking compliance - is when people park their vehicles according to the regulations set at specific locations. Regulations incorporate parking within line-marked bays, categories of vehicles, time restrictions, payment, permit exemption etc.

Parking designations - a parking area marked by signage and/or road markings that is restricted to a vehicle type and/or valid permit-holders only, for example, loading zones, mobility parking spaces, taxi stands, residents' parking.

Parking enforcement - means the monitoring of compliance and issuance of parking infringements or cautions for violations of parking rules and regulations.

Parking guidance systems - refers to car park wayfinding, or individual vacant space signs.

Parking standards / requirements / ratios - are parking policies that specify an amount of off-street parking to be provided in new developments or change of use, for example, the number of spaces per square metre of office floor space.

Parking zone - may be used to signal parking rules for a wider area and are signposted at the start and end of each zone.

Parking - time restricted - a time limit on how long a vehicle can occupy a parking space. The time limit is expressed in minutes/hours typically - P5, P10, P30, 2P, 3P, 4P.

PayStay App- provides a method to pay for parking via a smart phone.

Peak demand - the times during the day when parking vacancy is at its lowest.

Pick up / Drop off zone (PUDO) - space dedicated to vehicles that are picking up or dropping off people or goods, such as Uber. They typically have a time limit associated with them.

Pilot (VPPP) - the Foreshore Visitor Paid Parking Pilot implemented by MPS from 1 December 2023 at Flinders Pier, Schnapper Point (Mornington), and Sunnyside Beach.

Precinct parking - typically means parking used by several different sites or buildings in an area, rather than an individual site.

Public parking - means parking that is provided or offered to members of the public whether upon a payment of a fee or subject to other conditions but does not include parking that involves the use of reserved or dedicated parking bays.

QR code - Quick response code. Web links can be embedded in a QR code, which can be printed on a document or displayed on the screen of a smartphone.

Sensors - in-ground parking sensors to detect on-street parking occupancy and monitor compliance with parking restrictions.

Shared parking - parking facilities on one site shared concurrently by a mixed-use development or separate developments.

Short-stay parking - three hours or less.

Stakeholders - refers to MPS ratepayers, elected members, staff, businesses, residents and visitors.

Supply - some measures of parking supply refer to site-based parking supply (the number of spaces in a building). Others refer to parking in each area or precinct, including the total on-street and off-street parking.

Tap & Pay machine - allows the use of a smartphone or credit or debit card to make contactless purchases.

Ticketed pay parking - refers to parking where a driver requires a ticket as proof of time of entry and payment. Paper tickets are gradually being replaced by virtual or digital tickets. It is different to an infringement, sometimes called a parking ticket.

Turnover - refers to the number of cars accessing a parking space during a day.

User pays - a pricing approach where consumers pay the cost of the goods or services that they use.

Virtual permits - residents/business employees no longer need paper permits for their vehicles or their guests' vehicles. The vehicle registration number becomes the sole identifier for the vehicle.

Visitor parking - means any temporary and occasional use of a parking space but does not include its use on a regular basis.

3 AIMS AND DESIRED OUTCOMES

The popularity of MPS beaches especially during the summer months makes access a challenge and puts increasing pressure on existing public car parks and related infrastructure. Council has been exploring options to better manage public parking around the foreshore areas. Additionally, Council has been considering alternate revenue streams to ease the burden on ratepayers and more equally share the cost of maintaining Peninsula foreshores.

3.1 TOURISM AND VISITATION CONSIDERATIONS

With more than 8 million visitors a year to the Mornington Peninsula, there is increasing pressure on the foreshore areas. Currently, ratepayers are paying around $8 million per year for the maintenance of foreshore-related Council infrastructure, such as car parks, pathways, public toilets, playgrounds, barbeques and furniture, as well as other services such as grass mowing, tree management and beach cleaning.

Tourism is a well-established area of local economic activity. The MPS economic development and tourism teams work closely with this sector and provided a snapshot of trends from 2023.[2]

- Overall, the Mornington Peninsula tourism region received a total of 8 million visitors in 2023, an increase of 6% on 2022
- Daytrip visitors make up 75% of visitors to the Local Government Area.
- International overnight visitors have not yet reached pre COVID-19 numbers, with only 40,000 internationals visiting in 2023 compared to 73,000 in 2019
- The average-spend per visitor is $116 per day trip visitor, $554 per overnight visitor during their stay (average of $226 per night)

The VPPP has been implemented to generate revenue, more equitably share the cost of maintaining Peninsula foreshores and better manage the high demand for limited foreshore parking.

3.2 AIMS

The introduction of visitor paid parking is an opportunity for residents and visitors to continue to share these foreshore areas while more fairly distributing the cost of maintaining them. The aim of visitor paid parking in Council managed foreshore parking areas is to:

- Generate income for maintaining foreshore infrastructure such as paths, bins, signs, public toilets and beach cleaning
- Ensure fairer access and increased vehicle turnover
- Create a more equitable system to share costs between residents and visitors
- Inform the community on the benefits of parking management measures in the foreshore areas

[2] Further data can be found on the MPS website: Statistics and Data - Mornington Peninsula Shire (mornpen.vic.gov.au)

Specific objectives of the VPPP are to:

- Test the proposed business rules, technology and flow on impacts of paid parking
- Identify key insights and learnings which could be used to inform a successful broader implementation

3.3 KEY PERFORMANCE INDICATORS (KPI'S)

Determination of the success of the VPPP is dependent on the achievement against ten Key Performance Indicators (KPI's):

1. Successful implementation of an ePermit and paid parking platform
2. Feedback from the community including visitors, residents and businesses
3. Increased vehicle turnover to enable more people to access the area
4. User education and driver compliance with regulations including reduced parking overspill
5. Net Income (Revenue generation which as a minimum, will cover the costs of the Pilot) to enable contribution to infrastructure improvement and maintenance
6. Improved utilisation of and accessibility to the foreshore car parks
7. Reliable technology and data reports
8. Comprehensive management information
9. Positive environmental impact
10. Legal, statutory and regulatory obligations

Detailed analysis of the level of achievement of these KPI's is included at Section 9.

4 IMPLEMENTATION

Following the decision of Council on 30 May 2023, a Request for Quotation (RFQ) process was undertaken to appoint a parking provider. This contract was awarded on 7 September 2023 after which system configuration, user acceptance testing, and infrastructure procurement took place. On 15 November 2023, the ePermit system was released to the community. Parking signage installation was completed by 27 November 2023, enabling the pilot to go live on 1 December 2023. Below is a summary of the parking regulations, ePermit system and infringement process that has been implemented.

4.1 PARKING REGULATIONS

The Pilot incorporates 417 parking bays across three key locations as shown in Figure 4-1, Figure 4-2 and Figure 4-3:

- Flinders Pier Foreshore carpark (Flinders) 100 bays
- Schnapper Point Foreshore carpark (Mornington) 247 bays
- Sunnyside Beach Foreshore carpark (Mount Eliza) 70 bays

Prior to the Pilot, these locations offered free and unrestricted parking areas apart from the 2P bays around the retail outlets at Schnapper Point. Minimal enforcement was carried out other than patrols to inspect overstays, unauthorised use of accessible bays and illegally parked vehicles. No resident parking permit system was in place.

The following business rules were approved by Council at the 30 May 2023 meeting and used to guide the Pilot. They are detailed on the MPS website[3] and include:

- Visitor paid parking will operate at a rate of $6.20 per hour.
- Residents will be able to apply for Foreshore Permits free of charge (for the purpose of the pilot a maximum of five per household), but must abide by the signed time restrictions.
- Businesses within immediate proximity to the pilot locations can be considered for permits.
- Fees will not apply to those with accessible (disabled) parking permits.
- Sealed carparks, unsealed carparks, and unconstructed parking areas will be included.
- Restrictions and fees will apply from 8am to 8pm all year round.
- Parking meters will not be installed. An App-based system will be used for payments. Cash payments will not be accepted.
- VID Camera (license plate recognition) technology will be utilised for parking monitoring and enforcement.
- Any net income from the pilot will be re-invested back into maintaining foreshore areas and infrastructure.

Additionally, the following guidelines were used to help shape the Pilot:

- Flinders Pier and Sunnyside Beach offer all day parking with no time limits
- Timed parking restrictions at Schnapper Point, Mornington offer a mix of 2P and 4P parking to encourage turnover, as well as some all-day parking

[3] https://www.mornpen.vic.gov.au/Community-Services/Roads-Footpaths-and-Parking/Visitor-Paid-Parking-Pilot

- The fee at all three locations is $6.20 / hour from 8am to 8pm Mon-Sun with a daily price cap of $19.50. A pro-rata fee is in place to allow visitors to pay for the exact time they park without the fee being rounded up to the nearest full hour rate. This pro-rata fee is available only via the parking App.
- A 15-minute 'grace period' ensures that vehicles simply dropping off or picking up passengers or that have been unsuccessful in finding an available bay, will not be charged

Visitors can pay for parking using one of the following methods:

- Downloading the PayStay Parking App and creating an account
- Scanning the unique QR code at each car park and paying as a PayStay Guest
- Calling 1300 322 111

Residents of MPS including renters, may park for free but need an ePermit to avoid charges. They must adhere to time restrictions. Local business staff and volunteers / club members can apply for ePermits to minimise impact on businesses and support community events.

Figure 4-1 Flinders Pier Parking Pilot Area

Figure 4-2 Schnapper Point (Mornington) Parking Pilot Area

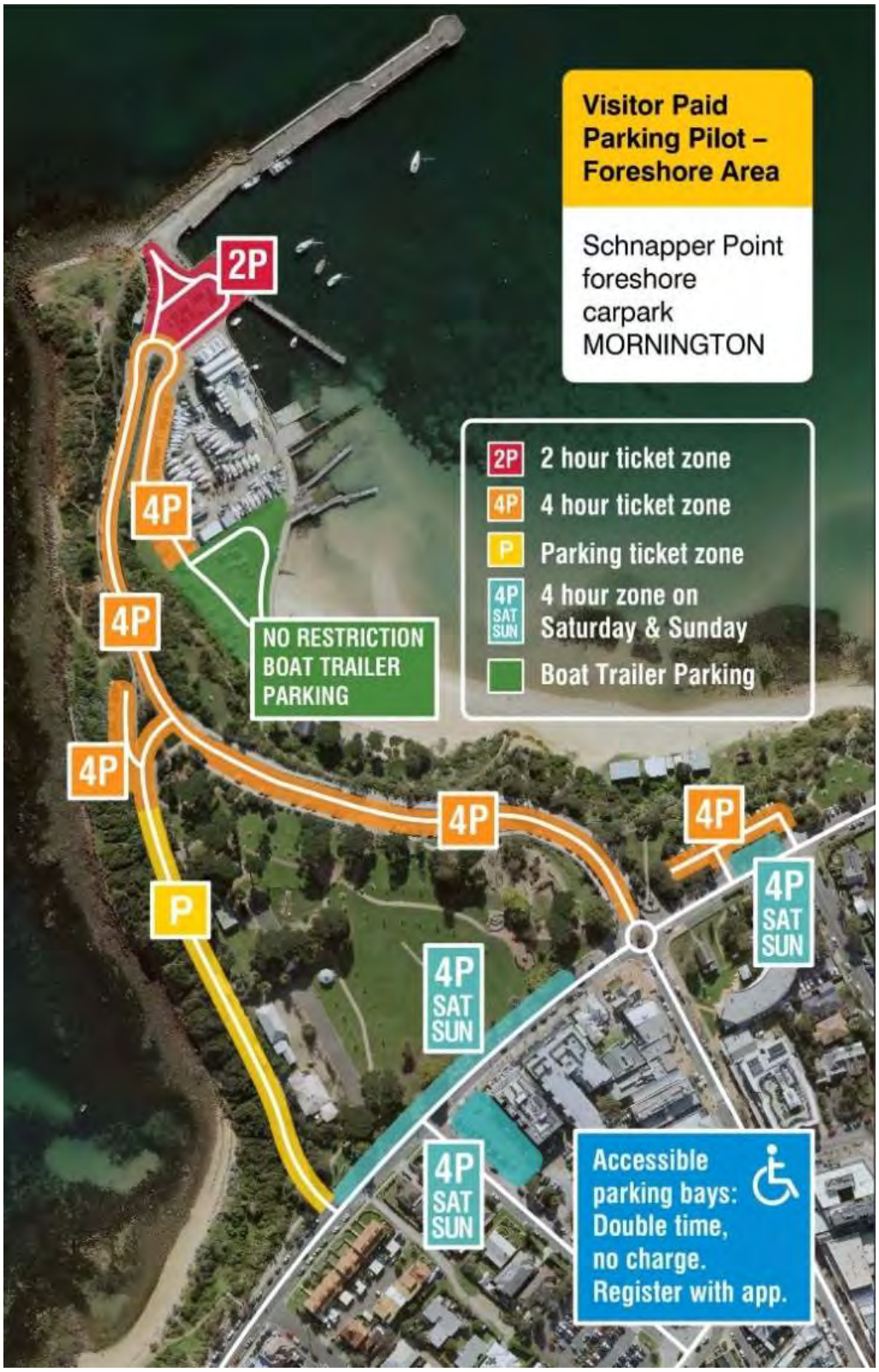


Figure 4-3 Sunnyside Beach Parking Pilot Area

4.2 EPERMITS

There are five different ePermit Categories applicable to this Pilot:

- Resident Foreshore Parking ePermit
- Local Business Staff Foreshore Parking ePermit
- Volunteer/Club Foreshore Parking ePermit
- White list ePermits for contractors, emergency and similar vehicles
- Accessible Parking ePermit issued by MPS (this is required in addition to the Accessible Parking Permit issued by the State Government or another LGA, which cannot be read by the fixed cameras)

Resident Foreshore Parking ePermits are available on application and free of charge if you:

- own a property on the Mornington Peninsula and live in it
- rent a property on the Mornington Peninsula and live in it
- own a property on the Mornington Peninsula and rent it out as a short-term rental e.g. Air BnB. (Note: tenants of short-term rental properties will not be able to access ePermits)
- own a holiday house on the Mornington Peninsula and do not rent it out
- own land on the Mornington Peninsula with a current building permit to construct a dwelling
- live in a caravan park on the Mornington Peninsula as a permanent resident

It is estimated approximately 95,000 residential properties are entitled to ePermits to park in the three locations. As at 30 June 2024, a total of 22,534 ePermits have been issued:

20,489 to residents
523 to businesses, volunteers and club members
540 to vehicles on a whitelist
982 to accessible vehicles
22,534

It should be noted that data showing ePermit usage in the VPP locations is only available for the period from 19 February 2024 when the fixed LPR cameras were able to monitor the movement of all vehicles into and out of the car parks.

4.3 INFRINGEMENTS

From 1 December to 12 January 2024, only cautions were issued to parkers who did not comply with regulations applying to visitors or ePermits. These cautions included educational information on options for visitors to pay for parking and how residents were able to obtain an ePermit prior to their next visit. From 15 January to 18 February 2024, infringements were issued by a mobile LPR camera (known as LPRX) affixed to a patrolling vehicle. After 18 February, infringements were issued based on data from the fixed LPR camera technology.

Additionally, as of May a dual system of fixed cameras and LRPX technology was introduced. This upgrade aimed to address issues related to infringements being issued to vehicles parked in private driveways, as well as delivery and trades vehicles.

MPS staff check and verify the entry and exit screen shots of all possible offending vehicles. The check includes time and date of entry and exit, type of offence and comparison of vehicle

registration and other particulars. Only then may an infringement be issued. MPS staff also check where the vehicle is parked using the LPRX to avoid issuing infringements to vehicles parking in private driveways etc.

5 STAKEHOLDER ENGAGEMENT

Effective communication and engagement with the Peninsula community, as well as reaching out to visitors, are integral components of the Pilot. The transition to ePermits and vehicle license plate recognition enforcement represented a significant shift for residents and visitors. The community and visitors have been encouraged to share their feedback about the paid parking initiative and their experiences of the Pilot, and the following section outlines the community engagement process and feedback from both the community and local businesses.

5.1 STRATEGY

The communication strategy focused on informing residents about the actions required for ePermits, guiding visitors on parking payment procedures, and explaining the rationale behind the Pilot. The goal was to balance the potential temporary nature of the Pilot with the need to inform the maximum number of stakeholders. This was achieved through the use of temporary signage and an active presence on social media.

The communication objectives for the Pilot were to:

- Inform the community about the project and build support
- Give the community the chance to have their say
- Achieve quality feedback to guide future decision making

Prior to and throughout the Pilot, communication and engagement was conducted through various channels, including media releases, publications, social media, digital media, internal communications and on-site signage. Additionally, three Community Support Sessions were held in Flinders and Mornington to assist residents with the ePermit process.

Variable message sign trailers were installed at the locations both prior to and during the early weeks of the Pilot to ensure that residents and visitors were aware of the changes and business rules and understood the necessary actions required before parking. These were also used throughout the school holiday period.

A broader communication and engagement plan is encouraged should visitor paid parking be expanded, focusing on hard-to-reach residents and utilising additional avenues that may be more accessible to those without a social media presence.

5.2 COMMUNICATIONS

High level decision points and key dates for communications included:

Table 5-1 Key Communication Dates

23 May 2023	Announcement that Council would consider Visitor Paid Parking Pilot Engagement with high impacted stakeholders including businesses operating within potential Pilot locations.
30 May 2023	Inform stakeholders and community of Council Meeting – Decision.
June - September 2023	Ongoing community engagement focused on informing the community about the Pilot and targeted consultation with stakeholders.
15 November 2023	ePermit online system commences
1 December 2023	Pilot commenced

Mid/Late 2024	Pilot evaluation and reporting back to community on next steps.

A summary of the staged communications is presented as Table 5-2.

Table 5-2 Staged Stakeholder Engagement

Engagement	Date	Link
Media		
Media Release #1 - Council to consider a visitor paid parking pilot at foreshore areas	25 May 2023	Council to consider a visitor paid parking pilot at foreshore areas - Mornington Peninsula Shire (mornpen.vic.gov.au)
Media Release #2 – Paid Parking for tourists at three local beaches this summer	Wednesday 31 May 2023	Paid Parking for tourists at three local beaches this summer - Mornington Peninsula Shire (mornpen.vic.gov.au)
Media Release #3 - Our community shapes paid parking for tourists	Tuesday 8 August 2023	Our community shapes paid parking for visitors - Mornington Peninsula Shire (mornpen.vic.gov.au)
Media Release #4 - Free parking at pilot sites for residents this summer	15 November 2023	Free parking at pilot sites for residents this summer - Mornington Peninsula Shire (mornpen.vic.gov.au)
Media Release #5 – Visitor Paid Parking Pilot launched	1 December 2023	Visitor Paid Parking Pilot launched - Mornington Peninsula Shire (mornpen.vic.gov.au)
Publications		
Peninsula Wide Article	December Summer Edition	
Summer Guide	December	
PenBuzz Article ePermits	1 November 2023	
Resident ePermit Application Support Package		
Peninsula Wide Article	April Autumn Edition	
Signage On Site		
On Site Sign – Pilot coming / Have your say	Tuesday 8 August	
Social Media		
Post #1 – Post decision / find out more	Published Wed 31 May	
Post #2 Awareness Campaign for Residents and Visitors Advice on what to do, what is required and by when.	October/November 2023	
Reminder posts for ePermit and PayStay App	Ongoing	
Digital Media		
Website Live Shape Page	Live Wed 31 May Update as required	
Update Shape Page with refined business rules	Monday 7 August Live Tuesday 8 August	
Transition to Website with ePermit Support Information	October/November	
Update FAQs	Ongoing	
Update ePermit User Guide	October/November	
Update ePermit How to Video	October/November	

Engagement	Date	Link
Internal Communications		
Knowledgebase Page (link to Shape Page)	Complete	
ePermit Awareness Campaign for Staff and share with Networks	October/November 2023	
Stakeholder Engagement/Consultation		
Stakeholder Mapping and database of impacted businesses	Wednesday 17 May	
Outreach work – visit impacted businesses for 1:1 meeting	June – July 2023	
Phone calls to highly impacted stakeholders (High) advising of updated pilot rules	Monday 7 and Tuesday 8 August	
3 x Community Sessions Drop-in sessions focused on supporting residents to apply for their ePermits	October/November/ December	2 x Flinders 1 x Mornington
Engagement with Businesses, Clubs, Volunteers	Ongoing	

5.3 ENGAGEMENT

MPS established a feedback and complaints register to record all comments received regarding the implementation of the Pilot. The register measures the extent of acceptance, determines whether the feedback is generally positive or negative and captures themes to ensure improvements could be made where possible.

While initially stakeholder engagement was limited, the Pilot as designed, allowed for detailed and ongoing engagement especially with businesses operating within the Pilot sites.

The success or otherwise of the stakeholder engagement and communications plan needs to be measured in terms of understanding of the Pilot and the dissemination of relevant information. This will be made by determining:

- That stakeholders possessed prior knowledge of certain details of the implementation
- The level of understanding by stakeholders and awareness of reasons for the Pilot
- Both positive and negative feedback from customers and stakeholders after commencement
- Recorded responses from the media including press, radio, television, and social media
- The take up of ePermits

Detailed records have been kept of all communications and responses to stakeholders in regard to the parking at the Pilot locations. A data sheet is available listing all communications and issues.

In the eight months from June 2023 to end January 2024 after which MPS began issuing infringements, 630 issues were raised by stakeholders, approximately 79 per month.

From 1 February to 30 June 2024, 113 issues were raised, approximately 23 per month.

5.4 COMMUNITY FEEDBACK ISSUES

Over 740 written comments were received on the Visitor Paid Parking Pilot. One of the primary issues raised is the user experience with the parking payment App. While some visitors disagree with paid parking, many attempted to pay but encountered difficulties in signing up and using the App and completing the process, which further fuelled objections to the system.

Other key issues were:

- **Payment attempts:** Users experiencing challenges with the payment technology.
- **Alternative payment options:** Many suggested the need for alternative payment options, particularly elderly visitors who are less familiar with the current technology
- **Security and data breach concerns:** Sensitivity around providing personal information and unwillingness to download the App due to data security worries
- **Local business feedback:** Ongoing reports of technological challenges impacting patronage. Local businesses have consistently received feedback about the challenges patrons face when trying to use the App and QR codes for parking payment. Additionally, the need to obtain an area code for the parked vehicle added another layer of difficulty, often requiring patrons to return to their cars to retrieve this information. Visitors were often unaware they needed to pay for parking upon arrival, leading to confusion and frustration
- **International guests:** Difficulty using the App and the PayStay hotline
- **Instruction clarity:** Lack of clear instructions and convoluted payment processes. Some visitors were unaware of the need for ticketed parking due to perceived unclear or confusing signage. Some residents were unaware of the requirement to obtain an ePermit prior to parking at the Pilot sites.
- **Payment process:** Unclear communication about the required $10 top-up resulted in confusion over the mandatory $10 top-up for PayStay accounts, with users mistakenly believing they were being overcharged
- **Cost concerns:** Objections to parking fees in general amid the cost of living crisis
- **Internet coverage:** Poor signal strength coverage and signal strength in the Mornington area, potentially contributing to the issues with the App technology
- **ePermit application process**: Some residents found the ePermit application process confusing, leading to difficulties or abandonment in requesting a valid ePermit. Similar issues were reported with Accessibility ePermits, where visitors with physical Disability Permits were unaware of the need for an ePermit to avoid infringements in the Pilot areas. Over 1,300 residents required assistance with the ePermit process (via epermit@) and over 8,000 residents were issued an ePermit with the assistance of Customer Support Staff (by attending one of Council's offices or ePermit Community Support Sessions).
- **Fees and infringements:** There were objections to the parking fee amount and any infringements incurred, particularly when visitors felt signage and communication were inadequate. These objections were often linked to the current cost of living crisis.

5.5 ANALYSIS OF BUSINESS PERFORMANCE

Schnapper Point and Flinders Pier are the only parking areas within the Pilot where retail outlets exist. While Schnapper Point is home to boat hire and fishing trip companies, the majority of these businesses are for food purchase and dining. Sunnyside Beach is for foreshore users only.

For those business within the pilot sites, mitigation strategies have been developed to assist including providing discount parking vouchers for patrons.

To assist local businesses at Schnapper Point and Flinders Pier, a temporary voucher system was introduced, offering a 50% discount on parking fees for all customers via the PayStay App.

Since its implementation on 12 March 2024, the voucher uptake has been minimal. By the end of May, only $2,255 worth of discounts had been applied across 442 transactions. The discount was not able to be applied for those opting to pay via QR Code, which may have impacted its uptake.

Additional signage was also installed to inform all residents attending without an ePermit that they were welcome to park and should apply for their permit within 24 hours.

It is acknowledged that the introduction of paid parking for visitors has been disruptive to the businesses operating within the pilot sites, with new technology and new parking restrictions frustrating some parkers.

Without diminishing the sentiment and experience of the businesses operating within the Pilot sites, anecdotally feedback has been received that businesses across the Shire are struggling in the current economic climate. Inflation continues to impact the cost of living and business expenses which is affecting many smaller businesses. Whilst visitation data shows that visitor numbers and spend are stable, feedback from the business community should be considered.

6 TECHNOLOGY

After a tender process, hardware and software was purchased and installed by the parking service provider, who provide, manage and maintain the Ezicom software and the PayStay smartphone App.

Vehicle Identification (VID) cameras are used to capture registration details as well as the make, model, and colour of the vehicles entering the parking areas. The cameras are mounted on poles with solar power and back up batteries. They communicate with cloud-based management and enforcement software in real time, to monitor and report any vehicles entering and exiting the car park areas which do not have an ePermit or do not pay or overstay the time restrictions.

The internet via a computer, tablet or smart phone is used to apply for resident ePermits. A phone App or QR code is used for payment. Payment can also be made by calling a 1300 number and speaking with a customer support team. There are currently no parking machines (e.g. tap & pay) in the trial.

6.1 FLINDERS PIER

There are no time restrictions at Flinders Pier. VID cameras are installed facing the entry and exit off Bass Street to the car park and down Bass Street to the boat ramp and unpaved car park area. There is an additional VID camera capturing vehicles travelling through the car park to the yacht club.

6.2 SCHNAPPER POINT

There are three different time restrictions around Schnapper Point and Mornington Park. The installation consists of:

VID cameras facing the entry and exit of Schnapper Point Drive off The Esplanade.

One VID camera facing the exit of Schnapper Point Drive into Flinders Drive.

One VID camera facing the exit of Flinders Drive onto The Esplanade.

VID cameras at the bottom of Schnapper Point Drive to capture vehicles entering and exiting the 2P time restricted area around the retail/restaurant area.

VID cameras facing the entry and exit of the boat ramp and boat and trailer parking area at the end of Schnapper Point Drive.

6.3 SUNNYSIDE BEACH

There are no time restrictions at Sunnyside Beach. VID cameras are installed facing the entry and exit off Sunnyside Drive to the car park.

6.4 ENFORCEMENT

The fixed LPR camera technology commenced on 19 February 2024. The parking service provider software provides images and data from the fixed cameras of all vehicles without a resident ePermit entering and exiting the parking areas who do not pay for their parking. It also records

images and data of all vehicles who have a resident ePermit or have paid but overstay the time restrictions or time paid for in the areas of the Pilot sites. Only possible offending vehicles are reported on the software.

All vehicles identified by the fixed cameras are provided a grace period of an additional 15 minutes from the time of entry to the time of exit before an infringement for an overstay is issued.

7 DATA AND INFORMATION

This Evaluation Report relies on analysis of data and information provided by MPS, the community and the parking service provider supplier for each of the three locations. It incorporates:

- Independent survey results on occupancy and peak demand
- Monthly revenue from visitors
- Take up of ePermits
- Aero Ranger and LPRX monitoring
- Monthly infringements issued and payments received
- Monthly enforcement costs
- Resource costs and infrastructure expenses

The data collected has been used to calculate revenue to date from visitors and from infringements less all costs, in order to estimate net income for the period of the Pilot to 30 November 2024.

7.1 SURVEYS

Independent and comparative survey data is represented in several graphs below.

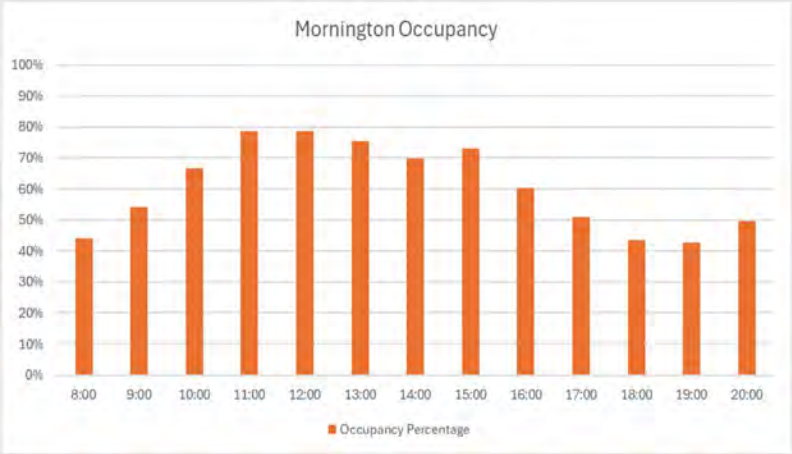
7.1.1 INDEPENDENT SURVEY

A single day survey[4] of parking volumes, duration of stay and occupancy was undertaken in Mornington on Sunday 18 February 2024. The weather was fine with a temperature range of 16-24 degrees. The survey counted 1,186 bays across many Mornington public car parks.

The overall results across the entire surveyed area showed peak demand (>80%) generally occurred from 12noon -1pm when maximum occupancy was 62% of all the parking bays. This showed that at the time of peak demand across the entire surveyed area, 450 bays were unused.

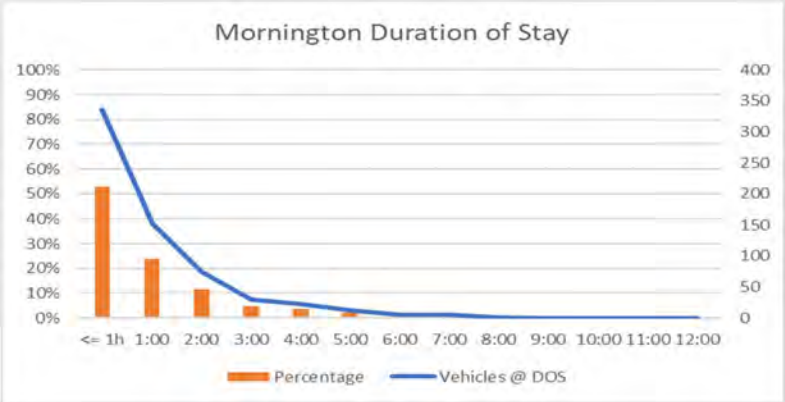
The survey results also showed 59% vehicles parked for up to two hours and 78% parked for less than four hours.

Figure 7-1 Mornington - January 2023 weekend Occupancy



[4] BVY Traffic Survey – 18/2/2024

Figure 7-2 Mornington - January 2023 weekend Duration



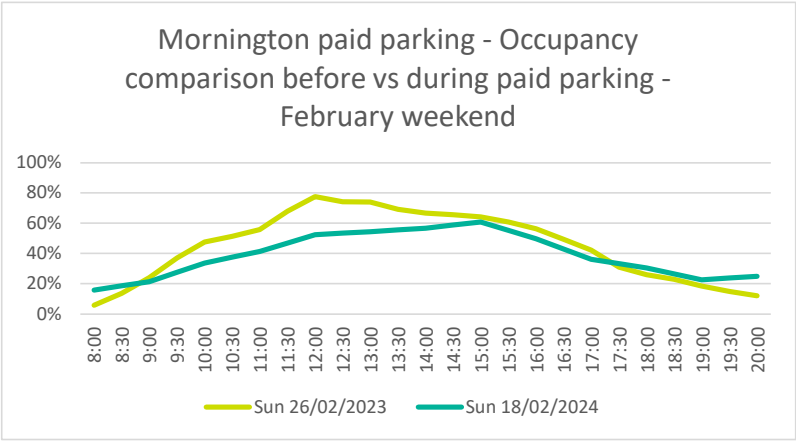
7.1.2 COMPARATIVE SURVEYS BEFORE AND AFTER PAID PARKING

Occupancy data for the Mornington VPPP location has been graphed against comparable days in the previous year when there was no paid parking. The figures below are followed by brief observations.

The surveyed days and the weather on each day were:

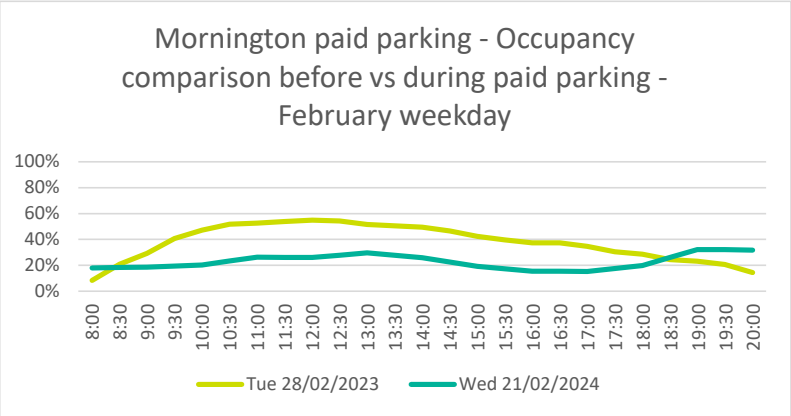
- February weekend:
  Sunday 26 February 2023 - 26 degrees and Sunday 18 February 2024 - 22 degrees, no rain
- February weekday:
  Tuesday 28 February 2023 - 16 degrees with some rain and Wednesday 21 February 2024 - 34 degrees, no rain
- April/May weekend:
  Tuesday 2 May 2023 - 18 degrees and Tuesday 30 April 2024 - 16 degrees, no rain
- April/May weekday:
  Sunday 30 April 2023 - 17 degrees and Sunday 5 May 2024 - 16 degrees, no rain

Figure 7-3 Mornington February weekend



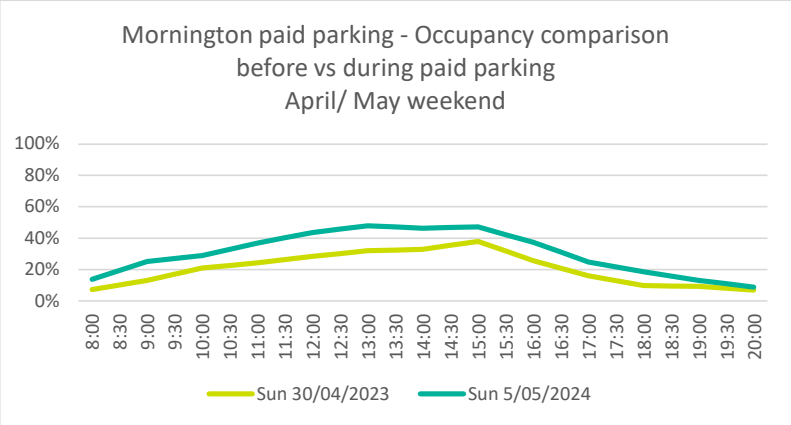
Observation: Occupancy in 2024 was slightly lower in the morning than in 2023 but almost the same after 3pm. The weather was cooler in 2024.

Figure 7-4 Mornington - February weekday



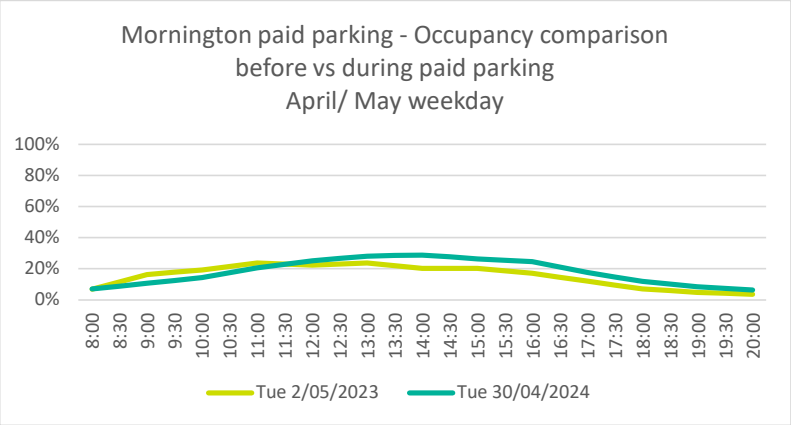
Observation: Weekday occupancy in 2024 was lower, but the hot weather may have discouraged some people.

Figure 7-5 Mornington - April/May weekend



Observation: Occupancy in April/May on the surveyed weekend days and on the weekdays was higher in 2024 with paid parking in place, than in 2023 before paid parking.

Figure 7-2 Mornington - April/May weekday



7.2 REVENUE

Four major types of parker use the car parks. Visitors who pay, Visitors who do not pay (and are liable to infringement), ePermit holders and Accessible Permit holders.

As there are only 12 Accessible bays (2.9%) across all three locations and their parking is free of charge and for double the stated time limit, this category has not been included. Additionally, all ePermits are currently issued free of charge and loading vehicles and boats with trailers may park at no charge in designated zones.

7.2.1 VISITOR PARKING REVENUE

A summary of visitor parking revenue paid is presented in the tables below. Revenue from visitor parking at all three car sites in the peak months of December to March averages $105,889 per month. The data shows there is a decline in visitor demand in April, May and June which aligns with typical seasonal trends. The monthly average drops by more than half to $50,796. Over the seven month period the total revenue across the three sites is $575,946

Table 7-1

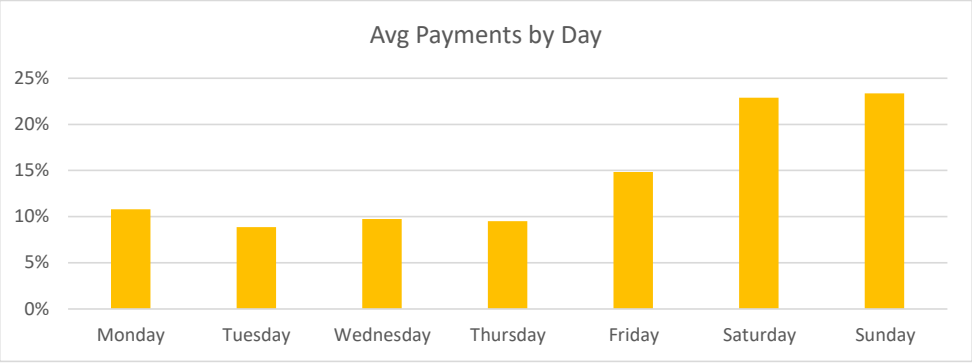
PARKING REVENUE - PAYING VISITORS							
Location	**Bays**	**Dec-23**	**Jan-24**	**Feb-24**	**Mar-24**	**Total**	**Rev/bay/m**
Flinders	100	$8,744	$30,489	$14,385	$16,280	**$69,898**	$175
Mornington	247	$64,405	$103,726	$62,972	$65,006	**$296,109**	$300
Sunnyside	70	$7,337	$18,200	$16,345	$15,668	**$57,550**	$206
Total	417	$80,486	$152,415	$93,702	$96,954	**$423,557**	

Table 7-2

PARKING REVENUE - PAYING VISITORS						
Location	**Bays**	**Apr-24**	**May-24**	**Jun-24**	**Total**	**Rev/bay/m***
Flinders	100	$8,214	$4,598	$8,288	**$21,100**	$70
Mornington	247	$43,275	$33,660	$48,777	**$125,712**	$170
Sunnyside	70	$2,304	$1,741	$1,532	**$5,577**	$27
Total		$53,792	$40,000	$58,597	**$152,389**	

Figure 7-1 shows approximately 10% visitor parking payments are received each day Monday-Thursday and 15% on a Friday, totalling 55% for weekdays. Saturday and Sunday generate 45% overall visitor parking payments.

Figure 7-1 Average Payments by day



7.2.2 INFRINGEMENT REVENUE

MPS took a conservative approach to infringements as the technology was tested due to the following:

- Stays of 15-30mins were not infringed
- Overstays beyond the designated time may not all be infringed as some are accessible permit holders without an e-Permit
- Permits - the parking service provider system does not pick up all ePermit violations
- Payments - part payments are ignored as long as the majority of payment has been made
- There are occasional licence plate misreads
- Boat ramp camera is not able to 100% guarantee a car is in that area

The volume of infringements each month has been calculated on the value issued, not the value paid. Due to payment delays and potential appeals, as well as fees charged by state authorities, the actual revenue received by MPS from infringements is less than the current issued value of $96. (With effect from 1 July 2024, the issued infringement fee will increase by $3 to $99).

Approximately 48% infringements issued through the VPPP are paid within 28 days and 26% are paid within a further 21 days after a penalty reminder notice is sent to the driver. MPS receive $91.50 if paid within the first period, or $87.00 per infringement paid within the further period, after a second search cost of $4.50. 26% infringements are referred to Fines Victoria.

It is therefore estimated that each 100 infringements issued prior to 1 July at a face value of $9,600 will eventually generate $8385 [5]. Table 7-3 below shows the value of infringements paid and received by MPS for the VPPP locations from January to 30 June 2024[6]. The values in the table include the penalty reminder fee for those that did not pay on time.

Table 7-3

INFRINGEMENT REVENUE RECEIVED							
Dec-23	Jan-24	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Total
$0	$36,416	$127,893	$334,424	$198,711	$64,800	$44,194	$806,438

After an initial spike in infringements when the camera technology was implemented, it has been assumed that monthly infringements figures would decrease as visitors develop a better understanding of the payment system and awareness by residents has improved.

Infringements in the months July through to August are expected to be lower than what was received in May and June due to the winter period.

7.3 VOLUMES

Vehicle parking volumes comprise visitor parkers, ePermit holders and other special categories such as boat trailers. Several calculations have been made to determine volumes, duration of stay and peak occupancy times. This requires data from the visitor payment system, from the fixed LPR cameras and the supplier, independent surveys of occupancy and assumptions of the number parkers who do not comply with the regulations.

[5] (48x$91.50) + (26x$87) + (22x$87) = $8385. For infringements issued from 1/7/24 = $8667

[6] This is 56% of the infringements issued during this period.

7.3.1 VISITOR AND PERMIT VOLUMES

Paid visitor parking volumes for December to March and for April to June are shown in Table 7-4 and Table 7-5.The data is derived from payments made. In order to clearly understand the overall pattern of occupancy of the car parks it is essential to combine the visitor parking volumes with those of ePermits, as a large number of ePermit parkers reduces the bays available for visitors. ePermit parking volumes are based on the first 10,000 vehicles captured entering the car park in each of the three locations to determine the ratio of ePermit holders to non-ePermit rego numbers.

Overall, at all locations in December to March, ePermit usage was 35% of total demand, whereas in the off-peak period as visitor parking declined, ePermit usage increased to 42%

Visitor volumes have declined by almost half from a monthly average of 10,759 during the peak, to a monthly average of 6,107 in April to June.

Table 7-4

PARKING VOLUMES - VISITORS and ePERMITS								
Location	**Bays**	**Dec-23**	**Jan-24**	**Feb-24**	**Mar-24**	**Total**	**Avg / m**	**%**
Flinders Visitor		1,133	3,485	1,509	1,894	**8,021**	2,005	70%
Flinders ePermit		401	1,235	785	1,011	**3,432**	858	30%
Flinders TOTAL	**100**	**1,534**	**4,720**	**2,294**	**2,905**	**11,453**	**2,863**	
Mornington Visitor		6,904	9,998	6,360	7,132	30,394	7,599	64%
Mornington ePermit		3,965	2,784	4,170	6,477	**17,396**	4,349	36%
Mornington TOTAL	**247**	**10,869**	**12,782**	**10,530**	**13,609**	**47,790**	**11,948**	
Sunnyside Visitor		694	1,441	1,267	1,220	**4,622**	1,156	69%
Sunnyside ePermit		284	357	612	798	**2,051**	513	31%
Sunnyside TOTAL	**70**	**978**	**1,798**	**1,879**	**2,018**	**6,673**	**1,668**	
TOTAL ALL	**417**	**13,381**	**19,300**	**14,703**	**18,532**	**65,916**	**16,479**	
TOTAL Visitors		8,731	14,924	9,136	10,246	**43,037**	10,759	65%
Total ePermits		4,650	4,376	5,567	8,286	**22,879**	5,720	35%

Table 7-5

PARKING VOLUMES - VISITORS and ePERMITS							
Location	**Bays**	**Apr-24**	**May-24**	**Jun-24**	**Total**	**Avg / m**	**%**
Flinders Visitor		916	545	**987**	**2,448**	816	70%
Flinders ePermit		350	440	**265**	**1,055**	352	30%
Flinders TOTAL	**100**	**1,266**	**985**	**1,252**	**3,503**	**1,168**	
Mornington Visitor		4,733	3,908	**6,511**	**15,152**	5,051	57%
Mornington ePermit		3,583	4,040	**2,762**	**11,663**	3,888	43%
Mornington TOTAL	**247**	**8,316**	**7,948**	**10,551**	**26,815**	**88,938**	

PARKING VOLUMES - VISITORS and ePERMITS								
Location	**Bays**	**Apr-24**	**May-24**	**Jun-24**		**Total**	**Avg / m**	**%**
Sunnyside Visitor		249	219	**253**		**721**	240	58%
Sunnyside ePermit		138	189	**76**		**516**	172	42%
Sunnyside TOTAL	**70**	**387**	**408**	**442**		**1,237**	**412**	
TOTAL ALL	**417**	**9,969**	**9,341**	**12,245**		**31,555**	10,518	
TOTAL Visitors		5,898	4,672	7,751		**18,321**	6,107	58%
Total ePermits		4,071	4,669	4,494		**13,234**	**4,411**	42%

7.3.2 AVERAGE TICKET VALUE AND AVERAGE LENGTH OF STAY

The average value of each ticket per month (ATV) correlates with the average length of stay (ALS) each visitor vehicle is parked. For example, at a fee of $6.20 per hour, the ATV of $7.72 at Flinders in December equates to an ALS of 1.24 hours (1 hour 14 minutes). The data is shown in Table 7-6.

Although the ALS at Sunnyside was slightly over 2 hours in January, February and March, overall, at all three car sites, visitors parked on average for approximately 1.67 hours (1hr 40 minutes). As expected from April as the weather changes, this length of stay has started to decrease.

Table 7-6

VISITOR ATV and ALS							
Location	**Dec-23**	**Jan-24**	**Feb-24**	**Mar-24**	**Apr-24**	**May-24**	**Jun-24**
Flinders ATV	$7.72	$8.75	$9.53	$8.60	$8.97	$8.44	$8.40
Flinders ALS Hrs	1.24	1.41	1.54	1.39	1.45	1.36	1.35
Mornington ATV	$9.33	$10.37	$9.90	$9.11	$9.14	$8.61	$7.49
Mornington ALS Hrs	1.50	1.67	1.60	1.47	1.47	1.39	1.21
Sunnyside ATV	$10.57	$12.63	$12.90	$12.84	$9.25	$7.95	$6.05
Sunnyside ALS Hrs	1.71	2.04	2.08	2.07	1.49	1.28	0.98
OVERALL ATV	**$9.22**	**$10.21**	**$10.26**	**$9.46**	**$9.14**	**$8.56**	**$7.56**
OVERALL ALS Hrs	**1.49**	**1.66**	**1.68**	**1.65**	**1.47**	**1.38**	**1.22**

7.3.3 INFRINGEMENTS

Infringement volumes have been calculated by dividing the issued value by $96. Infringements during March peaked with the use of additional camera technology. It is important to recognise that a percentage of these infringements are appealed and does not reflect actual revenue received.

Table 7-7

INFRINGEMENT VOLUME								
Location	**Bays**	**Jan-24**	**Feb-24**	**Mar-24**	**Apr-24**	**May-24**	**Jun-24**	**Total**
Flinders	100	.	278	1,103	291	231	0	1,903
Mornington	247	.	1,040	4,826	1,881	2,098	1,281	9,846
Sunnyside	70	.	223	867	159	122	72	1443
Total	**417**	**551**	**1,541**	**6,796**	**2,331**	**2,451**	**1,353**	**14,472***

* incl. January

7.3.4 STATISTICS SUMMARY

The revenue, permit and infringement data for the six months to 30 June 2024 has been input by APC in consultation with the PPMO team, yielding the following information for the Pilot.[7]

Table 7-8

DESCRIPTION	VALUES	NOTES
Trial Information		
No of bays	417	Number of bays used in trial
Pilot Data		
Average daily infringements issued	69	Average number of violations. Value based on infringement revenue ($96/violation)
Average daily paying volume	352	Average no of payments recorded during trial period
Average daily permit volume	772	
Average daily Accessible volume	0	Volumes that don't have an ePermit through the internal system
Average daily nonpayment volume	276	
Average total daily occupancy	1400	Value is automatically updated base on values above
Average duration of stay for peak times (hrs)	1.65	Based on payment amount / hourly rate
Average duration of stay for off-peak times (hrs)	1.41	
Average turnover per bay, per day (vehicles / bay)	3.36	Value is automatically updated as duration of stay and turnover per bay is linked
Average Ticket Value	$10.21	
Off-peak ratio to peak	22%	Amount of daily off peak volume compared to peak times

[7] Per VPPP Options and Scenarios. MPSC 270724. JL

8 COSTS

Expenditure incurred for the VPPP has been separated into two categories: Resource Costs and Infrastructure and Expenses. Infringement collection fees have been excluded as these have been incorporated into the Infringement Revenue Received calculations (refer Table 7-3).

8.1 RESOURCE COSTS

These include allowances for all staffing for ongoing permit administration, customer service, communications, enforcement and infringement review, reporting and overall management of paid parking and ePermits for the for the first 12 months of the Pilot.

Table 8-1 shows the total Annual Resource allocation cost of $709,680 incurred across the three Pilot sites.

Table 8-1

RESOURCE	FTE	
ePermits admin	1	
Enforcement officer	2	
Senior PM	1	
Team Leader	0.25	
Comms and Engagement	0.4	
Customer Service staff	1	
Correspondence officer	0.4	
Infringement review officer	0.7	
Appeals officer	1	
Traffic & Transport	0.2	
Community Safety Coordinator	0.25	
Total	8.2	**$709,680**

8.2 INFRASTRUCTURE AND EXPENSES

These expenses include establishment costs for each location including signage, LPR cameras and poles, a Tap & Pay machine plus ongoing licence and monthly contract costs for the technology and an allowance for maintenance.

Table 8-2 shows the total Infrastructure and Expense Cost at $514,168 for the Pilot.

Table 8-2

INFRASTRUCTURE AND EXPENSES	ESTABLISHMENT COST	TOTAL
Service provider contract - LPR Cameras and installation	$150,655	$150,655
Service provider contract – Licence and maintenance fees	$27,570	$59,904
ePermit Assessment fee	$91,000	$91,000
Pole installation	$66,834	$66,834
Signage and line-marking	$39,021	$39,021
LPRX cameras	$1,200	$1,200

INFRASTRUCTURE AND EXPENSES	ESTABLISHMENT COST	TOTAL
LPRX vehicle	$9,000	$9,000
Parking data collection surveys	$68,600	$68,600
CHMP	$3,000	$3,000
Tap & Pay machine	$7,000	$7,000
Miscellaneous (VMS Boards, vegetation removal etc)	$17,954	$17,954
Total		**$ 514,168**

8.3 CURRENT PILOT SITES

Including infrastructure expenses, the total cost for the first year for each of the three Pilot sites is $1,223,848 as shown in Table 8-3.

Table 8-3

ESTIMATED COSTS		
LOCATION	**BAYS**	**YEAR 1 COST**
Flinders	100	$293,489
Schnapper Point	247	$724,917
Sunnyside	70	$205,442
Total	**417**	**$1,223,848**

9 KEY PERFORMANCE INDICATORS

The aim of visitor paid parking in Council managed foreshore parking areas is to:

- Generate income for maintaining foreshore infrastructure such as paths, bins, signs, public toilets and beach cleaning
- Ensure fairer access and increased vehicle turnover
- Create a more equitable system to share costs between residents and visitors
- Educate the community on the benefits of parking management measures in the foreshore areas

This section evaluates the VPPP after seven months against Key Performance Criteria (KPI's) to assess to what extent it has been successful in achieving these aims and provides key learnings.

9.1 MID-POINT REVIEWS

As part of the Pilot, MPS had committed to a mid-point review. There have been two reviews so far, an initial review in February 2024 and a second in May. The mid-point reviews have covered many elements of the pilot and discussion amongst the Paid Parking Management and Operations (PPMO) team has considered feedback from residents, visitors, businesses, accessible users and community stakeholders. The result of these review findings has helped to inform measurement against the KPI's.

9.2 KEY PERFORMANCE CATEGORIES

The KPI's for the Pilot incorporate ten categories which are cognisant of operational, community, technology, environmental and financial concerns.

1. Successful implementation of a paid parking platform for visitors
2. Successful implementation of an ePermit system for residents
3. Assessment of feedback from the community including visitors, residents and businesses
4. Community and driver compliance with regulations
5. Net income (Revenue less the costs of the Pilot) which will enable contribution to infrastructure improvement and maintenance
6. Improved utilisation and accessibility to the foreshore car parks
7. Reliable technology and data reports
8. Comprehensive and timely management information
9. Environmental impact
10. Legal, statutory and regulatory obligations

The data and information provided by the fixed cameras and back of house system has been used for analysis together with input from mid-point reviews. For each of the KPIs, data and sections in this report have been referenced and summarised leading to Findings and Key Learnings for each category.

The results are summarised in Section10 together with criteria for the suitability of future locations.

9.3 IMPLEMENTATION OF PAID PARKING FOR VISITORS

For the seven months, December 2023 to June 2024, more than 61,000 visitors used the car park payment system in the Pilot car parks (refer Section 7.3, Tables 7-4 and 7-5).

Visitors can pay by using one of three options:

- by downloading the PayStay app and creating an account.
- by scanning the QR code at each parking and paying as a PayStay guest
- by calling a 1300 number

Some visitors already have the PayStay App on their smart phone and despite some difficulties, the QR code has worked well and is popular with about 60% users.

The price of parking at $6-20 per hour has been raised as a concern, however the challenge with the payment process has been a greater issue.

Findings and Key Learnings:

The pay parking platform for visitors has been implemented successfully. It has been used by most visitors but there have been complaints by drivers who are unable to use either the app or the QR code because they do not have a smart phone. Some users have complained of poor Wi-Fi reception.

Improvements should be made by:

- Installing Tap & Pay machines in select locations to provide those without smart phones a viable payment option. It would also avoid confusion for visitors regarding the 'P Ticket' signage where there is nowhere to buy a ticket
- Simplifying the QR code process
- Reviewing the download and sign-on process and instructions for the PayStay App
- Integrating other smart phone payment Apps (such as Easypark) which are popular in Victoria[8]
- Improving the ticket and payment signage and instructions for visitors including the use of other languages.
- Improving and monitoring W-Fi reception throughout all locations
- Amending the maximum fee to a more easy-to-understand 4 x the hourly fee

Pricing benchmarking could be revisited to ensure alignment with other Bayside Councils.

Paid parking operating times could be retained at 8am-8pm every day, all year to remain consistent with other Bayside councils. Amending hours to suit various traders will set a complicated precedent.

9.4 IMPLEMENTATION OF EPERMIT SYSTEM FOR RESIDENTS

An ePermit is a virtual product held in an electronic or other database that contains all relevant information about the permit, permit holder and vehicle. The digital ePermit system is powered by

8 As City of Melbourne no longer offer the PayStay app for parking payment, some users may not have it on their smart phone.

PayStay – an electronic system that manages resident accounts online and links the digital ePermit to the registration plate of the registered vehicle. ePermits are convenient and save time and money.

Section 4.2 describes the five different ePermit Categories and the eligibility criteria for residents. A 15 page Guide[9] is available on the MPS website to assist in the online application process and ePermit system.

It is estimated approximately 95,000 residential properties are entitled to ePermits to park in the three locations. Each residence can apply for up to five ePermits. As at 30 June 2024, 22,534 ePermits have been issued, 91% of which are resident permits.

Overall, at all three locations average ePermit usage was 5,720 a month during December to March and then declined to 4,411 a month in April to June.

Resident, business, volunteer and club ePermits are identified by the fixed LPR and mobile LPRX cameras. The cameras can only identify Accessible ePermits, not those vehicles displaying an Accessible Permit issued by another authority.

Findings and Key Learnings:

The ePermit platform has been successful but the application process should be simplified.

The main benefits of ePermits has been:

- A cloud-based ePermit system enabling 24/7 access to applications and information
- Applications can be made online or via a phone App
- Following the initial application, they can be self-maintained by the applicant, for example, to change a registration number
- ePermits reduce the amount of paper and staff resources that are used in the application process
- The database can be fully integrated with the parking management technology platform. This means they can be detected and verified using LPR or VID cameras without enforcement staff being required to sight the actual permit.

The ePermit process proved challenging for some residents and additional support was provided at Council Offices to assist. Two ePermit support sessions were hosted at Flinders and one at Mornington to support residents with their applications. An initial technical issue which was limiting the upload time for applicants creating 'time outs', was immediately corrected to improve the user experience.

Allowing the first two ePermits per property without any documentation would assist MPS and residents and avoid many of the challenges and frustrations noted above. Applications for additional ePermits should require documentation for all vehicles.

Consider implementing a charge for ePermits to minimise unnecessary applications and prevent potential misuse by residents who may no longer be eligible for the ePermit. This approach will help ensure that ePermits are used appropriately and only by those who truly need them. The fee should be set to recover all direct and indirect costs associated with administering the ePermit system and contribute to the cost of maintenance of the technology in the car parks.

[9] Foreshore Parking ePermit Application Guide and Support

Accessible users who do not have an ePermit should be able to enter their physical permit number into the parking service provider system on site.

9.5 FEEDBACK FROM THE COMMUNITY

Assessment of feedback from the community including visitors, residents and businesses has been comprehensive (refer Section 5.4). Detailed records have been kept of all communications and responses to stakeholders in regard to parking at the Pilot locations.

In the eight months from June 2023 to end January 2024 after which MPS began issuing infringements, approximately 79 issues per month were raised by stakeholders. From 1 February to 30 June2024, this has declined to approximately 23 per month.

One of the primary issues raised in the feedback is the user experience with the parking payment app. While some visitors disagree with paid parking, many attempted to pay but encountered difficulties in signing up and using the App and completing the process, which further fuelled objections to the system.

Local businesses have consistently received feedback about the challenges patrons face when trying to use the app and QR code for parking payment. Additionally, the need to obtain an area code for the parked vehicle added another layer of difficulty, often requiring patrons to return to their cars to retrieve this information. Some visitors were often unaware they needed to pay for parking upon arrival, leading to confusion and frustration.

Findings and Key Learnings:

While the feedback from the MPS community is invaluable and should not be diminished in any way, it is encouraging to note that the negative feedback and challenges experienced by users have declined throughout the Pilot. This trend indicates that initial concerns and issues are being addressed effectively. Specific key stakeholder issues remain and the community is gradually adapting to the changes.

There have been no major complaints since boat trailer overflow locations have been clarified. Boat trailer parking should be continued.

The VPPP requires a dedicated officer to promptly deal with visitor and ePermit enquiries, as well as additional resources for Customer Services teams, particularly if visitor paid parking is to be extended to other locations.

MPS should increase awareness of the VPPP in the community such as including details with rates notices and in local newspapers.

Additional parking fee, zone and payment information and signage to visitors from outside the MPS should be provided prior to their arrival at the locations.

Different media should be used with easy-to-access links to the visitor parking program provided for local businesses, eating and accommodation venues in order to add to their websites.

9.6 COMMUNITY AND DRIVER COMPLIANCE

From 1 December to 12 January 2024 only cautions were issued to parkers who did not comply with regulations applying to visitors or ePermits.

From 13 January to 18 February 2024, infringements were issued by a mobile LPR camera affixed to a patrolling vehicle (known as LPRX). After 18 February, infringements were issued based on data from the fixed LPR camera technology (refer Section 4.3 and Section 6.4).

Additionally, as of May, a dual system of fixed cameras and License Plate Recognition (LRPX) technology was introduced. This upgrade aims to address issues related to infringements being issued to vehicles parked in private driveways, as well as delivery and trade vehicles.

All vehicles are provided a grace period of an additional 15 minutes from the time of entry to the time of exit before an infringement for an overstay is issued. The grace period was extended to 30 minutes to allow drivers to become accustomed to payment and permit parking.

The revenue derived from the enforcement and compliance is dependent on efficiency, including the number of enforcement staff, the technology used to detect offending vehicles, and methods of issuing infringements. Different methods used in different States and elsewhere in Victoria are presented in Table 9-1.

Table 9-1 Enforcement Methods and Revenue Percentage

STATE	ENFORCEMENT METHOD	COMPLIANCE REVENUE	ENFORCEMENT REVENUE
NSW, VIC	Chalking Tyres	50%	50%
NT, VIC	Bay monitoring sensors	70%	30%
ACT, VIC	Mobile LPR cameras	90%	10%

The previous methods used to enforce on-street parking areas in MPS were to patrol on foot and chalk tyres in time restricted areas or rely on bay monitoring sensors to determine the arrival time of the vehicle to determine overstays. This method is very labour intensive and yields discovery of approximately 5% to 10% of offending vehicles. In February and March 2023, only 41 infringements were issued in the 2P area at Schnapper Beach.

The parking service provider software captures screen shots from the fixed cameras of all vehicles without a resident ePermit entering and exiting the parking areas who do not pay for their parking. It also records screen shots of all vehicles who have a resident ePermit or have paid but overstay the time restrictions or time paid for in the Pilot sites. Only possible offending vehicles are reported on the software. It captures 90% of offending vehicles.

MPS staff have been employed to check and verify the entry and exit screen shots of all possible offending vehicles in the parking service provider software. The check includes the time and date of entry and exit, the type of offence and a comparison of the vehicle registration and vehicle particulars. Only then are they approved and authorised for an infringement to be issued.

Intermittent patrols will still be necessary to enforce unauthorised parking such as:

- Not parking within line-marked bays
- Parking in aisles or ‘No Stopping’ and ‘No Standing’ zones
- Illegal parking in accessible parking bays and camping

Findings and Key Learnings:

MPS initiated the Pilot with a focus on education. Infringement revenue was nil in December and most of January as officers issued cautions to those parking without payment or without ePermits. This approach was to encourage a change in behaviour rather than imposing a penalty.

Compliance with the new regulations by visitors has been high plus the number of ePermits issued increases each month[10]. There was a peak in infringements issued for the first six weeks after the fixed camera technology was installed, but since 1 April, infringements have reduced as more and more visitors and residents comply with the regulations.

LPRX mobile cameras will continue to be used to verify the fixed camera data. Based on MPS experience over a three week period in May 2024, LPRX captures approximately 40% of infringements that are highlighted by the parking service provider data.

Although the number of appeals against infringements has declined as more and more visitors comply with the regulations, additional resources are needed for monitoring infringement issue and dealing with appeals.

There have been minimal complaints regarding parking overspill causing concerns in surrounding areas of the Pilot at Flinders and Mornington. At Sunnyside, there has been some additional parking of vehicles approximately 200 metres away on Sunnyside Road to avoid paying for parking, but this section was always used as an overflow area. Some additional time restrictions should be considered in the surrounding areas to lend support to the paid parking locations.

9.7 NET INCOME

A fundamental KPI is revenue generation which as a minimum, should cover the costs of the Pilot and enable contribution to infrastructure improvement and maintenance.

9.7.1 ESTIMATED REVENUE

Details of Visitor Parking revenue received for the seven months to 30 June is shown in Section 7.2.1 at Tables 7-1 and Table 7-2.

For December to March, average visitor parking per month at all three locations was $105,889. From April to June, the monthly average declined to $50,796. As this lower demand is likely to persist and is expected to decline further in the winter months, a conservative estimate of average demand for each of the eight off-peak months is 45% of average demand in the peak months.

Without any changes in fees or the number of bays, Visitor Revenue from the 417 bays for the 12 months to November 2024, is estimated at **$804,758** per Table 9-2.

Table 9-2

PARKING REVENUE - VISITORS 12 MONTH ESTIMATE					
Location	**Bays**	**Dec-Mar**	**Apr-Nov**	**Rev/bay/pa**	**Estim Rev/pa**
Flinders	100	$175	$79	$1,328	$132,806
Mornington	247	$300	$135	$2,278	$562,607
Sunnyside	70	$206	$92	$1,562	$109,345
TOTAL					**$804,758**

Revenue from Infringements has been calculated (refer Section 7.2.2) on payments received, not the value issued which can take several weeks to reach MPS. Estimated Infringement Revenue to

[10] More than 1,000 per month in May and June.

be received for future off-peak months is conservatively estimated[11] for June to August at approximately 65% of the amount received for the month of May, then increasing for the period September to November.

Infringement Revenue of **$1,207,744** per Table 9-3 is estimated to be received for the 12 months December 2023 to November 2024. This figure includes December and part of January when no infringements were issued and incorporates the fee increasing by $3 to $99 from 1 July 2024.

Table 9-3

INFRINGEMENT REVENUE FORECAST							
Dec23-May24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Total
$762,244	$59,400	$59,400	$59,400	$89,100	$89,100	$89,100	**$1,207,744**

For the first year, expected revenue from parking and infringements is $2,012,502

9.7.2 ESTIMATED COSTS

Section 8 and Table 8-3 show the Resource, Infrastructure and Expense costs for the first year for each of the three Pilot sites. A total of **$ $1.223 million.**

9.7.3 NET INCOME

The Forecast financials for the year to 30 November 2024 for all three locations prepared in July 2023[12] are compared in Table 9-4 with Estimated Revenue and Costs per Sections 8.1 and 8.2.

Table 9-4

COMPARISON OF 2023 AND 2024 FINANCIALS		
Year 1	Forecast July 2023 $'000s	Estimate July 2024 $'000s
Revenue	1,436	2,012
Costs	880	1,223
Operating Surplus (Net Income)	556	789
Return on Investment (ROI)	0.63	0.65

Findings and Key Learnings:

Estimated Net Income for the Pilot is positive and will exceed the 2023 forecast. The ROI will be slightly above forecast, as costs have been higher.

The Net Income will enable significant contributions to infrastructure improvement at all three locations such as lighting, toilets and changerooms and picnic facilities and the wayfinding and signage recommendations in Section 9.3.

[11] By MPS Community Safety

[12] Parking Management Pilot Report prepared by APC at Section 10.2.

9.8 IMPROVED UTILISATION AND ACCESSIBILITY TO FORESHORE CAR PARKS

Visitor use of the foreshore car parks prior to the Pilot was unrestricted except for a 2P time restriction around the retail areas at Schnapper Point. Utilisation and Trip Origin surveys undertaken in January 2023 at Mornington (Schnapper Point)[13] showed parking utilisation was 46% by visitors and 54% by residents. For the four months December 2023 to March 2024 utilisation was 64% by visitors and 36% by residents.

The pre-Pilot 2023 surveys also showed a weekday duration of stay of 2.20 hours increasing to 3.30 hours on a weekend. The introduction of paid parking (refer Section 7.3.2) has reduced the duration of parking by visitors during the peak demand months. In January 2024, when 14,924 visitors parked at the three locations, their average length of stay was 1.67 hours at Mornington, 1.41 hours at Flinders and 1.71 hours at Sunnyside.

Findings and Key Learnings:

These stays of less than two hours allow the bays to turnover more than four times a day and this increases the availability of parking for more visitors, as well as residents and other permit holders. Utilisation and bay turnover has thus improved.

Comparing surveyed occupancy data[14] for weekends and weekdays in February and in April/May in 2023 and 2024 show that paid parking has not had a negative impact on parking volumes.

There have been few complaints regarding parking overspill in areas surrounding the Pilot locations.

Accessibility to the car parks has not yet been improved. Visitors are not encouraged or clearly guided to travel to the car parks. Drivers who feel confident of finding a parking space are more likely to visit a destination than one where they are unsure of public parking availability.

Net income from the Pilot should be used towards the installation of highly visible public parking wayfinding signage on major routes leading to the foreshore car parks, such as at the intersections of the Esplanade with Schnapper Point Drive and Flinders Drive.

As a second stage, variable message signs such as shown in Figure 9-1 below could be installed to provide real time information on the number of spaces available.

Figure 9-1 Example of variable message space indicator sign

The parking management system should be able to transmit live streamed occupancy data to the MPS website and the PayStay App. The website and App should also provide directional and best route advice to assist drivers in avoiding delays.

[13] Surveys included Schnapper Point, Rye Beach, Sorrento Beach and Safety Beach. Flinders Pier and Sunnyside Beach were not surveyed.

[14] Refer Section 7.2

9.9 RELIABLE TECHNOLOGY AND DATA REPORTS

To determine the suitability of the parking management technology platform, this KPI considers the technology, the phone App and the VID cameras in accordance with the following criteria:

- Installation by parking service provider in full compliance with the specifications
- Software system audit of individual transactions for accuracy
- Data retention and reporting outputs are functioning correctly
- Equipment malfunction and downtime
- Any non-compliance or product/system failures.

To determine the performance of the phone App, the following is considered:

- Level of complaints received regarding the difficulty of using the phone App
- Any instances of Wi-Fi outages

The VID cameras were required to carry out the following functions:

- Discern standard vehicles from vehicles with boat trailers
- Recognise resident ratepaying parkers
- Instigate the charging of relevant vehicles upon entry
- Confirm the fee payable for exiting vehicles
- Determine overstays upon exit.

Findings and Key Learnings:

The pilot project went out to open tender in 2023 with detailed specifications on the design and operation of the system. VID cameras were installed on poles at the entry and exit of the parking areas with real time communication with the parking and enforcement management system and powered by solar. Detailed reporting capability of the system was also specified. The successful tenderer generally complied with the specifications.

The management system is cloud based with all data securely stored for retrieval purposes.

Council installed the poles and solar panel infrastructure in accordance with the parking service provider's tender offer and design. The equipment was installed and commissioned in accordance with the parking service provider's offer and timeframe and it has been working successfully since.

The system at Flinders Beach had a short period of downtime due to vandalism which was quickly identified and promptly rectified by the parking service provider.

All possible offences are highlighted by the system to MPS staff who verify the accuracy and the type of offence before an infringement is approved for issue.

The parking service provider offered and provided licence plate recognition cameras that were not able to identify vehicles with boat trailers or holders of accessible printed permits. The accuracy of offence detection by the fixed cameras is operating at approximately 90%.

The fixed camera data is provided in raw format. MPS should specify the type of reports they require from the system to the parking service provider to have them meet the specifications.

Lack of mobile phone coverage (Wi-Fi) in certain areas is dependent on the smart phone users Telco provider.

To overcome some issues of drivers without a smart phone, a parking Tap & Pay machine is being installed in the retail area of Schnapper Point to allow payment with a credit/debit card.

9.10 COMPREHENSIVE AND TIMELY MANAGEMENT INFORMATION

It is important that a detailed management report is prepared regularly to determine the performance of each location. The report should as a minimum, include information under each of the following headings.

Statistic and Financial Analysis

- Volumes of visitors, resident and other permits per weekday and weekend day
- Patterns of occupancy by hour and peak time demand
- Minimum levels of vacancy at each location
- Cumulative take up of ePermits
- Duration of stay for each category
- Average ticket value for visitors
- Volume of infringements issued and paid with a breakdown of type of the major infringement categories – non-payment, no permit, overstaying time limit
- Analysis of visitor payments by smart phone app, QR code and Tap & Pay
- Extent of visitation external to MPS
- Comparison of actual versus budgeted costs and revenue
- Cumulative cost/benefit analysis
- Reconciliation of payments banked to statistics of payments by visitors

Stakeholder Engagement

- Summary of engagement, feedback and responses

Technology

- Downtime
- Maintenance

Infrastructure Improvements

- Implemented
- Planned

Future considerations

- New technology

Findings and Key Learnings:

Part of the required information for this Evaluation Report has been provided in the VPPP Interim Assessment Report for the period December 2023 to May 2024.

A comprehensive management report should be prepared each month. This will provide a regular snapshot of results and comparative trends since commencement, which will allow better decision-making for future visitor paid parking.

The raw data available from the parking service provider is to be simplified and provided in easy to read and use format on a daily and monthly basis.

Additional data is required from VicRoads, such as the extent of visitors external to the MPS LGA.

Action or otherwise on the key learnings as set out in this KPI Section 9 of the Evaluation should be reported on.

9.11 ENVIRONMENTAL IMPACT

Measuring the environmental impacts of the VPPP has been determined by reviewing the following:

- Consumables - The system has eliminated the need for consumables such as tickets, receipt rolls, paper permits and parking infringement notices being placed on windscreens. This in turn reduces litter at the car parks
- Access - Drivers have unimpeded access and egress with no boom- gates
- The on-line ePermit system enables MPS to heavily reduce the amount of paper and resources that are normally used in the application process
- Civil and electrical works - the installation of poles to house multiple cameras has minimal environmental impact. Ongoing access to power is not required
- Technology - the fixed cameras are solar powered and transmit data wirelessly
- Payment - the non-availability of a cash payment option eliminates the need for secure containers, cash collection and counting. It also eliminates the need for maintenance and reduces the opportunity for vandalism of payment machines
- Environmental damage resulting from the installation of the equipment and signage has been neutral
- Human intervention is minimal compared to other options which require frequent vehicle patrols
- Vandalism - there have been some graffiti issues and vandalism when new cameras and signs were installed, but these incidents have reduced.

Findings and Key Learnings:

The environmental impact of the Pilot has been minimal. Positive improvements have been made at Flinders and Mornington with regard to landscaping and path improvements.

MPS should as soon as practical, provide additional maintenance at the locations e.g. lighting, toilets and changerooms, picnic facilities etc to show stakeholders that the net income from pay parking is being re-invested to improve amenity in the community.

9.12 LEGAL STATUTORY AND REGULATORY OBLIGATIONS

MPS is to ensure all legal, statutory, and regulatory requirements are met:

- During installation
- For the charging and payment of parking fees
- For on-line permit applications
- Regarding the issue of infringements and operating procedures.
- In designing the required signage.

The parking service provider only collects information for the purpose of confirming residency, issuing, and administering the permit. The parking service provider collects, stores, and handles all information in a manner that complies with the Privacy Act. The company stores all information in a secure Australian database with an Information Security Management System that complies with ISO27001 and is regularly audited and reviewed.

Findings and Key Learnings:

Drivers are claiming the signage is inadequate and there has been confusion with the wording 'ticket' and ‘no ticket machines’. Larger signs at entry are necessary. Consider how to better educate people on statutory signs.

The security of data on ePermit applications held on the parking service provider’s database should be independently checked annually. This will become even more important if a fee is implemented for ePermits, in which case the parking service provider will then hold credit card information.

There are issues regarding vehicles with a paper accessible permit not being picked up by the cameras. LPRX works well and reduces these issues, but the rate of monitoring is slower and more expensive than with fixed cameras. Fixed cameras should be used in conjunction with LPRX or Areo ranger for any infringements.

MPS is the only Bayside Council that does not currently have a Parking Management Policy. Should Council approve an expansion of Visitor Paid Parking then a Foreshore Parking Permit Policy should be created. It should sit under a wider Parking Management Policy under Traffic Transport. The policy should formalise current practices and outline all permit parameters.

A Parking Policy should be developed even if visitor paid parking is not continued.

10 EVALUATION OF RESULTS

10.1 IMPACTS

Based on the KPI evaluation results in Section 9, Table10-1 summarises the impacts of the Pilot.

Table 10-1 Impact of KPI's

CRITERIA	POSITIVE	NEUTRAL	IMPROVEMENT REQUIRED
1. Successful implementation of a paid parking platform for visitors	√		
2. Successful implementation of an ePermit system for residents		√	
3. Assessment of feedback from the community including visitors, residents and businesses			√
4. Community and driver compliance with regulations	√		
5. Net income (Revenue less the costs of the Pilot)	√		
6. Improved utilisation and accessibility to the foreshore car parks	√		
7. Reliable technology and data reports	√		
8. Comprehensive and timely management information		√	
9. Environmental impact	√		
10. Legal, statutory and regulatory obligations		√	

Six of the KPI's show a positive impact while three are assessed as Neutral. Significant community feedback was gathered both before and during the pilot, which has been invaluable in identifying opportunities for improvement and enhancing the user experience.

As expected with the implementation of parking management where there was previously unrestricted parking, very little positive community feedback has been received. This could alter after infrastructure improvements are provided at the locations.

10.2 STAKEHOLDER ENGAGEMENT

In considering whether visitor paid parking should be expanded, a stronger focus and more time should be dedicated to stakeholder engagement in the proposed locations. The success or otherwise of the stakeholder engagement and communications plan needs to be measured by determining:

- That stakeholders possessed prior knowledge of details of the implementation
- Both positive and negative feedback from visitors and stakeholders after commencement
- Recorded responses from the media including press, radio, television, and social media
- The take up of ePermits.

11 LESSONS LEARNED AND MOVING FORWARD

This section highlights areas where the Implementation Plan could be improved or processes changed. The lessons learned from the Pilot are to be used to shape future implementation of visitor paid parking in other precincts.

11.1 KEY LEARNINGS

The following table summarises all of the key learnings in this evaluation and prioritises them into categories which are Necessary within 12 months, and Desirable. Reference is to the relevant section/s in this report.

	KEY LEARNINGS	SECTION REF
	NECESSARY	
1	Instal Tap & Pay machines to provide those without smart phones a viable payment option.	5.4 & 9.3
2	Review and simplify the ePermit application procedure.	5.4 & 9.4
3	Review and simplify QR code process, the download and the sign-on process and instructions for the PayStay App.	9.3
4	Visitor paid parking requires additional resources particularly if paid parking is to be extended: - a dedicated officer to promptly deal with visitor and ePermit enquiries, - for Customer Services teams, and - for monitoring infringement issue and dealing with appeals.	9.6 and 9.7
5	The fixed camera data is provided in raw format. MPS should specify to the relevant service provider the type and format of easy to understand reports required from the system.	9.8 and 9.10
6	Implement a detailed and comprehensive Monthly Management Report.	9.10
7	Explore whether, accessible users who do not have an ePermit could enter their physical permit number into the relevant service provider's system on site.	9.4
	DESIRABLE	
1	Provide as soon as practical, additional maintenance at the locations e.g. lighting, toilets and changerooms, picnic facilities etc to show stakeholders that the net income from pay parking is being re-invested to improve amenity in the community.	9.11
2	Simplify designated zones, time restrictions and fee structure. Amend the maximum fee to 4 x the hourly fee, namely $24.80.	5.4 & 9.3
3	Consider that fees need not necessarily be the same at all car parks. Where occupancy is generally high, such as at Mornington, fees during peak months could be higher than at other locations where demand is less.	7.2.1 & 9.3
4	Consider charging a fee for each ePermit application and for renewals. This fee should be set to recover all direct and indirect costs associated with administering the ePermits and contribute to the cost of maintenance of the technology and the car parks.	9.4
5	Improve and monitor W-Fi reception throughout all locations.	5.4 & 9.3
6	Improve the ticket and payment signage and instructions for visitors including the use of other languages.	5.4 & 9.3
7	Integrate other smart phone Apps.	9.3

	KEY LEARNINGS	SECTION REF
	DESIRABLE	
8	The parking management system should be able to transmit live streamed occupancy data to the MPS website and the PayStay App. The website and app should also provide directional and best route advice to assist drivers.	9.3
9	MPS should increase awareness of visitor paid parking in the community such as including details with rates notices and in local newspapers. Different media should be used together with easy-to-access links to the visitor parking program should be provided for local businesses, eating and accommodation venues to add to their websites.	9.5
10	Additional parking fee, zone and payment information and signage to visitors from outside the MPS should be provided prior to their arrival at the locations.	9.5
11	Should visitor paid parking be expanded, a broader communication and engagement plan should be undertaken.	5.1
12	The security of data on ePermit applications held on the parking service provider's database should be independently checked annually.	9.12
13	MPS to develop a Parking Policy even if visitor paid parking is not continued.	9.12

11.2 MOVING FORWARD

Parking is part of an overburdened common property resource and thus there is a need to manage it, including eventually rationing it typically with fees, just like any other overburdened common property resource like a public swimming pool.

Regardless of the emotion often surrounding the introduction of paid parking, there is little doubt that it represents an efficient and effective means to manage parking demand and encourage the turnover of bays.

This evaluation confirms that with some small enhancements, the Pilot has to date achieved its primary aims to:

- Ensure fairer access and increased vehicle turnover
- Generate income for maintaining foreshore infrastructure
- Create a more equitable system to share costs between residents and visitors
- Educate the community on the benefits of parking management measures in the foreshore areas

It is also important to recognise that parking demand in car parks alters over time in response to changes in the parking generators. Businesses and the popularity of destinations change, as do the parking habits they create. It should not be assumed that patterns of demand are constant or that small annual fee increases can be sustained. Sometimes time restrictions need to be increased or fees may need to be reduced.

Regular and effective review of parking regulations in all locations will deliver several benefits to MPS and the community. It will increase parking turnover to help promote local activity and make more effective use of all of parking available.

CONTACT US

Laurie Smith

Principal Technology Leader

E: Laurie.smith@apcons.com.au

Larry Schneider

Principal Consultant

E: larry.schneider@iinet.net.au

apc.com.au

Mornington Peninsula Shire Visitor Paid Parking

Strategic Recommendations Report

Draft Final Report

Prepared for: Mornington Peninsula Shire Council

Date: 5 August 2024

Ref: 300305578

Stantec Australia Pty Ltd
www.stantec.com

Stantec

Revision Schedule

Rev No	Date	Authors			
		Prepared by	Checked by	Reviewed by	Approved by
A-Draft	5/08/2024	Hans Gao, Mitch Henderson	Danielle Cruickshank	Chris Coath	Chris Coath

Chris Coath

For and on behalf of

Stantec Australia Pty Ltd

L28, 600 Bourke Street, Melbourne VIC 3000

Acknowledgment of Country

In the spirit of reconciliation, Stantec acknowledges the Traditional Custodians of country throughout Australia and their connections to land, sea and community. We pay our respect to their Elders past and present, and extend that respect to all Aboriginal and Torres Strait Islander peoples.

Limitations

© Stantec Australia Pty Ltd 2023. Copyright in the whole and every part of this document belongs to Stantec Australia and may not be used, sold, transferred, copied or reproduced in whole or in part in any manner or form or in or on any media to any person other than by agreement with Stantec Australia. This document is produced by Stantec Australia solely for the benefit and use by Mornington Peninsula Shire Council in accordance with the terms of the engagement. Stantec Australia does not and shall not assume any responsibility or liability whatsoever to any third party arising out of any use or reliance by any third party on the content of this document.

300305578

CONTENTS

STRATEGIC RECOMMENDATIONS REPORT

Mornington Peninsula Shire Visitor Paid Parking

1. Introduction 1
1.1 Overview of Pilot 1
1.2 Need for Visitor Paid Parking 1
1.3 Report Purpose 2
2. Learnings from Pilot Program 3
2.1 APC Report Overview 3
2.2 Key Learnings 3
3. Financial Modelling 4
3.1 Overview 4
3.2 Base Financial Model 5
3.3 Scenario Testing 8
3.4 Limitation of the Model 10
3.5 Recommendations from Financial Modelling 10
4. Recommendations 11
4.1 Future of Visitor Paid Parking 11
4.2 Approach to Preparing Recommendations 11
4.3 User Experience 12
4.4 Communications and Engagement 13
4.5 Compliance and Enforcement 14
4.6 Technology 15
4.7 Permit System Considerations 16
4.8 Pricing Considerations 17
4.9 Framework for Broader Implementation 18
5. Summary 20
5.1 Summary of Recommendations 20
5.2 Supporting Local Businesses 23
5.3 Supporting Local Community Clubs 23
5.4 Supporting Residents 23
5.5 Supporting Visitors 23
5.6 Supporting Council 23

Appendices

Appendix A. Financial Modelling Assumptions and Results

1. Introduction

1.1 Overview of Pilot

Mornington Peninsula Shire Council (Council) implemented a Visitor Paid Parking Pilot (Pilot) commencing on 1 December 2023 and subject to review after nine months of operation.

The Pilot was rolled out at three Mornington Peninsula foreshore car parks and introduced the following changes:

- Visitors were required to pay for car parking
- Residents, as well as eligible local business staff and volunteer/club members, were able to park for free at all three locations after obtaining an ePermit at no cost
- Timed parking restrictions (for both visitors and residents) at Schnapper Point in Mornington were still to apply. This included the introduction of new 4P time restrictions on Schnapper Point Drive and the unsealed car park on the north-east corner of the Esplanade and Schnapper Point Drive,

The three locations where the Pilot was rolled out are shown at Figure 1.1, Figure 1.2 and Figure 1.3.

Figure 1.1: Pilot Location 1 – Sunnyside Beach Foreshore Car Park, Mount Eliza

Figure 1.2: Pilot Location 2 – Schnapper Point Foreshore Car Park, Mornington

Figure 1.3: Pilot Location 2 – Flinders Pier Foreshore Car Park, Flinders

1.2 Need for Visitor Paid Parking

The Mornington Peninsula welcomes more than 6 to 8 million visitors annually, the majority of which travel in private vehicles and park in the vicinity of foreshore areas and surrounding residential areas, creating pressure on car parking and related infrastructure. Parking at most Mornington Peninsula foreshore locations is currently free of charge and therefore the cost to visitors is highly subsidised by ratepayers.

There is significant cost involved in maintaining foreshore-related Council infrastructure, including car parks, pathways, public toilets, playgrounds, barbeques and furniture, as well as providing other services including grass mowing, tree management and beach cleaning.

Given the above, visitor paid parking is an opportunity for residents and visitors to the Peninsula to continue to share its beaches while delivering a more equitable cost distribution between residents and visitors for maintaining these areas.

1.3 Report Purpose

At the time of preparing this report, the Pilot has operated for approximately eight months, including the summer period where visitation to these carparks is at its peak.

To assist in evaluating the Pilot, Council engaged Australian Parking Consultants (APC) to review the operations of the Pilot including identifying learnings from the Pilot and considering how the Pilot has performed against its original objectives. This review has formed the report titled Mornington Peninsula Shire Council Evaluation of the Visitor Paid Parking Pilot, dated 2 August 2024 (prepared by Australian Parking Consultants).

This recommendations report has then been prepared to inform Council decision making on the Visitor Paid Parking Program and understand the potential for broader implementation of the Program. It includes:

- Consideration of learnings from the Pilot
- Financial modelling forecasting of broader Program implementation
- Recommendations for a future broader implementation of visitor paid parking
- Consideration of how businesses, residents, visitors and Council can be supported if a future broader visitor paid parking program is implemented.

2. Learnings from Pilot Program

2.1 APC Report Overview

A report evaluating the Pilot was prepared by Australian Parking Consultants (APC) dated 2 August 2024. This report summarised the Pilot and included discussion on:

- How the Pilot was implemented.
- The stakeholder engagement undertaken and feedback received.
- Financial results for the Pilot period.
- Pilot outcomes compared to its original objectives.
- Lessons learned from the Pilot.

2.2 Key Learnings

The APC report found several key learnings from the Pilot, which are summarised as follows:

- Although the payment platform was implemented successfully, some users found the payment process to be difficult to navigate and that signage placed at Pilot locations did not clearly communicate what was required from them.
- Although the ePermit platform was implemented successfully, some users found the application process to be overly complex, which discouraged them from engaging with the Pilot.
- Some visitors holding valid accessible parking permits found it difficult to understand how the Pilot applied to them specifically. In addition, as it was difficult for the enforcement system to identify valid accessible parking permits, infringements were issued to compliant visitors holding these permits.
- As part of the Pilot, it would have been beneficial to provide additional engagement and communications with visitors and the local community to increase awareness of the Pilot, its benefits and what is required from them.
- A significant amount of Council resources were required to enforce the visitor paid parking restrictions, respond to community queries and feedback and respond to infringement appeals.
- Only minor levels of parking spillover to the surrounding streets and townships were observed as part of the Pilot. For a broader implementation of visitor paid parking, impacts should be actively monitored, and mitigations considered if warranted, acknowledging that parking behaviour may change over time as drivers get used to paid parking.
- It is understood that some businesses have reported that the Pilot disrupted their business as they rely upon the use of the foreshore parking. As such, for a broader implementation of visitor paid parking it will be critical to work with businesses to minimise impacts to business operations.
- A significant amount of net income was obtained from the Pilot. This income could be allocated / offset the significant foreshore maintenance costs of $8m per year.
- Time restrictions implemented alongside visitor paid parking restrictions should be carefully monitored to encourage turnover and equitable use of parking resources.
- To provide more value to users of the car parks included within the Pilot, it would have been beneficial (subject to levels of accuracy) to use the live data collected by the visitor paid parking program to provide useful real time information to users and inform their decision making.
- The detailed data collected as part of the Pilot was a valuable resource to monitor the ongoing success of the Pilot and inform decision making.
- While noting the above, relative to the number of paid parking transactions (62,000 as at the end of July), the number of concerns raised (via phone call, letter, email etc) about paid parking such as the payment system, ePermit system and parking fee level was quite low.

Full details on learnings from the Pilot are available in the APC report.

The recommendations provided in the following sections of this report have sought to consider and respond to the learnings from the Pilot.

3. Financial Modelling

3.1 Overview

Stantec has undertaken financial modelling to gain a high-level understanding of the revenue and cost implications of a broader implementation of foreshore visitor paid parking across the Mornington Peninsula.

A bespoke financial model has been developed which considers parking revenue along two dimensions:

- Parking operations
- Enforcement operations

Each of these dimensions generates its own revenue stream and can be measured independently in terms of operational performance.

There are several variables that influence the parking and enforcement dimensions of a parking system in terms of financial and operational performance. Some variables are unique to one of the dimensions, while others are common to both. These variables are identified in the following.

Space Characteristics

- Regulated Hours (Per Day)
- Regulated Days (Per Week)
- Regulated Weeks (Per Year)
- Parking Restriction (e.g., 1P, 2P, etc.)

Driver Characteristics

- Occupancy
- Driver Fee Compliance
- Duration of Stay
- Driver Time Compliance
- Resident Exemption Adjustment
- Proportion Daily Rate Payers

Enforcement Characteristics

- Infringement Issuing Rate
- Infringement Payment Rate

Fee Structure

- Parking Tariff Rate (Per Hour)
- Parking Tariff Rate (Daily Cap)
- Infringement Value
- Resident Permit Fee

Technology Characteristics

- Meter Uptime

Costs relating to Council staff resourcing, service provider costs, infrastructure set up costs and recurring and maintenance costs are included in the model.

The values for variables contained within the parking system model are established through either policy settings, as may be determined by the parking administrator from time to time, or through operational characteristics that reflect various motorist and staff behaviours, as well as technology performance.

Within the range of underlying variables, some are more amenable to modification than others.

Variables driven by public policy, such as the Parking Tariff or Regulated Hours, can be influenced directly by parking administrators within the ambit of their responsibilities. Others, such as Occupancy or Compliance, are less able to be directly influenced by parking administrators.

Understanding the relative sensitivities of these variables to the financial and operational performance of a paid parking system, therefore, provides a blueprint for prioritising and approaching planning or change management initiatives that are both feasible and likely to deliver the best results.

3.2 Base Financial Model

A base financial model has been developed to reflect what could be considered a 'probable outcome' of the future expansion of visitor paid parking and is described in the following.

3.2.1 Spatial Extents

The base financial model assumes an application across all foreshore areas on the Port Phillip Bay side of the peninsula. This includes off-street parking areas managed by Council, on-street parking serving the foreshore (along the foreshore side of the road) and on-street parking areas on the opposite side of the road that do not have a commercial frontage.

The total number of car parking spaces within each location has been informed by an estimated mapping process undertaken by Council and provided to Stantec for the purposes of this assessment, as summarised in Table 3.1.

Table 3.1: Spatial Extent of Parking

Location	Off-Street Parking (within foreshore)	On-Street parking (adjacent to foreshore)	On-Street Parking (opposite foreshore)
Mt Eliza	185	60	60
Mornington	442	281	95
Mt Martha	202	100	9
Safety Beach	269	155	160
Dromana	230	174	45
McCrae	251	132	50
Rosebud	358	118	10
Capel Sound	78	75	30
Tootgarook	10	90	0
Rye	395	185	15
Blairgowrie	133	60	0
Sorrento	365	89	10
Portsea	82	0	35
Total	**3000**	**1519**	**519**

For the purposes of base model, it has been assumed that paid parking would be implemented across southern peninsula areas (Rosebud to Portsea) in Year 1 and northern peninsula areas (Mount Eliza to McCrae) in Year 2.

3.2.2 Temporal Extents

The base model assumes the regulation of car parks all year from 8:00am to 8:00pm daily.

3.2.3 Operating Characteristics

Input values and assumptions relating to each of the operating characteristics along with cost elements are defined in Appendix A.

3.2.4 Payment Structure

A payment structure, the same as the Pilot, has been adopted for modelling purposes as follows:

- $6.20 per hour.
- Daily cap of $19.50.

The base model makes allowance for residents to purchase a residential permit, which provides exception from paying for a car parking space. A household may purchase up to five permits, each valid for a 2-year duration at the following rates. It is noted for the purposes of the model, it is assumed that permits are purchased uniformly each year.

- 1st Permit: Free
- 2nd Permit: Free
- 3rd Permit: $20.00
- 4th Permit: $30.00
- 5th Permit: $40.00

3.2.5 Model Outcomes

The financial modelling is summarised with the tables and figures below identifying estimations of:

- Yearly revenue (parking fee and parking infringement)
- Yearly costs
- Net parking revenue
- Net cumulative revenue over the first five years of operation.
- Expected payback period

Further financial modelling details are shown in Appendix A.

The model indicates an initial set-up cost occurring prior to the generation of any parking revenue. This is reflective of the resourcing and infrastructure costs required to develop and implement the system. The model accounts for a basic interest cost associated with a 'borrowing' to fund these initial project phases prior to revenue being generated. In year 1, revenue generation begins with the activation of some of the parking areas and further revenue generation occurs in year 2 with the activation of the remainder of the area. Net revenue stabilises in years 4 and 5 with the set-up costs having been established and provides a reasonable estimation of the level of net revenue that could be anticipated in future years.

The base model identifies a net cumulative revenue after year 5 in the order of $11,700,000 with an expectation of growth in the order of $5,400,000 per year thereafter.

While recognising the initial set-up costs, it is estimated that the system would be paid back (through revenue generation) mid-way through the third year of operation (assuming that revenue to that point is invested in paying back the system). A longer payback period could be expected should Council choose to invest a portion of the revenue generated during years 1 and 2 into the upgrading of foreshore facilities. On balance, such an approach may be reasonable to demonstrate some of the benefits of the system back to the community, however, would be dependent on Council's repayment preferences.

Infringement revenue could also be reduced in years 1 and 2 if Council decides to take a slightly softer approach to enforcement during the initial roll out of the program (i.e. a greater issuing of warning notices rather than infringement notices). This would however be dependent upon Council's enforcement preferences and as such has not been reflected in the modelling at this time.

Table 3.2: Revenue Summary – Base Case

	YEAR 0	YEAR 1	YEAR 2	YEAR 3	YEAR 4	YEAR 5
Net Total Fee Revenue (Excl. GST)	$0	$2,300,000	$5,200,000	$5,200,000	$5,200,000	$5,200,000
Net Total Infringement Revenue	$0	$1,100,000	$2,300,000	$2,300,000	$2,300,000	$2,300,000
Permit Revenue	$0	$100,000	$200,000	$200,000	$300,000	$300,000
Net Total Revenue (Excl. GST)	**$0**	**$3,500,000**	**$7,700,000**	**$7,700,000**	**$7,800,000**	**$7,800,000**

Table 3.3: Cost Summary – Base Case

	YEAR 0	YEAR 1	YEAR 2	YEAR 3	YEAR 4	YEAR 5
Staffing Requirement	$2,400,000	$3,300,000	$3,600,000	$1,900,000	$2,000,000	$2,000,000
Reoccurring Operating Costs	$800,000	$500,000	$500,000	$600,000	$400,000	$400,000
Infrastructure	$0	$1,400,000	$1,700,000	$100,000	$0	$0
Interest Incurred from Borrowing	$300,000	$500,000	$400,000	$0	$0	$0
Total Cost	**$3,500,000**	**$5,700,000**	**$6,200,000**	**$2,600,000**	**$2,400,000**	**$2,400,000**

Table 3.4: Cumulative Total Summary – Base Case

	YEAR 0	YEAR 1	YEAR 2	YEAR 3	YEAR 4	YEAR 5
Cumulative Total Revenue (Excl. GST)	$0	$3,500,000	$11,200,000	$18,900,000	$26,700,000	$34,500,000
Cumulative Cost	$3,500,000	$9,200,000	$15,400,000	$18,000,000	$20,400,000	$22,800,000
Cumulative Net Profit (Excl. GST)	-$3,500,000	-$5,700,000	-$4,200,000	$900,000	$6,300,000	$11,700,000
Yearly Profit (Excl. GST)	-$3,500,000	-$2,200,000	$1,500,000	$5,100,000	$5,400,000	$5,400,000

Projecting forward and assuming a consistent yearly profit of $5,400,000 (as per the year 5 revenue), a 10-year net cumulative profit could be expected in the order of $38,700,000, as show in Figure 3.2.

$38,700,000
10-year net cumulative profit (excl. GST)

Figure 3.1 shows the cumulative revenue and costs of the model. This identifies a larger portion of the revenue being contributed by parking fees followed by infringement revenue and permit revenue. Costs are shown to exceed revenue in years 0 and 1 before being paid back during year 2.

Figure 3.1: Base Case – 5-year Cumulative Revenue and Costs

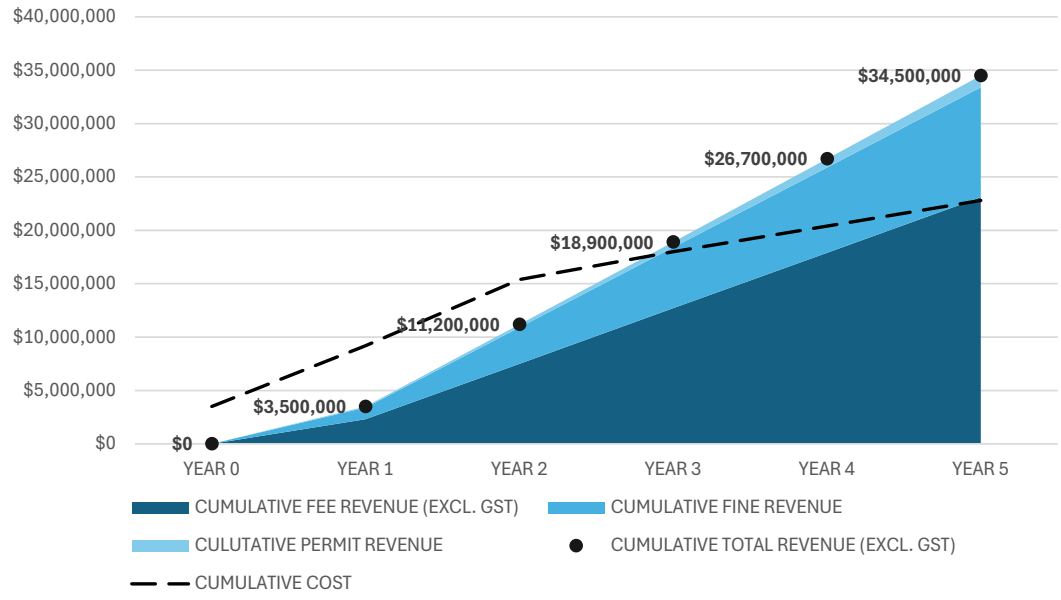
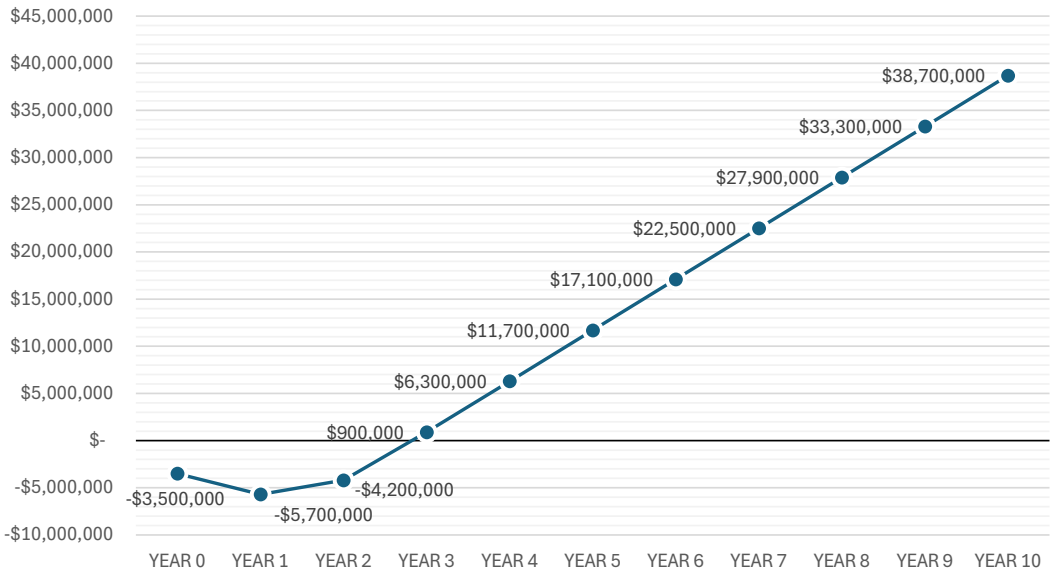


Figure 3.2: Base Case – Year-End Financial Position



3.3 Scenario Testing

Scenario testing has been undertaken to understand the sensitivity of a number of variables within the parking financial model. These are set out and discussed in the following subsections.

3.3.1 Scenario 1: Parking Fee Variations

Scenario 1 considers the impacts to the base model of variations to the parking fee rates as follows:

- Parking Fee of $5.20 per hour
- Parking Fee of $4.20 per hour
- Parking Fee of $3.10 per hour applying during off-peak periods (assumed to be April to October inclusive). A full rate of $6.20 per hour applies during peak and shoulder periods

Table 3.2 presents the financial impacts of these options compared against the base model.

Table 3.5: Scenario 1 Sensitivity Testing

Scenario	Year 5 Net Profit	Cumulative Net Profit Years 0 – 5	Projected 10 Year Net Profit (% diff to base)	Payback Timeline
Base Scenario ($6.20)	$5,400,000	$11,700,000	$38,700,000	34 months
Hourly Parking Fee $5.20	$4,500,000	$7,300,000	$29,800,000 (-23%)	43 months
Hourly Parking Fee $4.20	$3,800,000	$3,700,000	$22,700,000 (-41%)	50 months
Hourly Parking Fee $3.10 during off-peak period	$4,800,000	$9,100,000	$33,600,000 (-13%)	39 months

Variations (i.e. reductions) in parking fees will naturally result in reductions to the net revenue achieved by the system. The sensitivity tests detailed above show more significant reductions in revenue when the fee across the whole year is reduced, when compared with a reduction in only the off-peak period.

Having regard to the results of the tested scenarios, it would be beneficial to consider how the fee structure could be varied during the off-peak period only to balance the community and visitor response to paid parking being in place during periods when parking demands are lower.

3.3.2 Scenario 2: Time Period Variations

Scenario 2 considers the impacts to the base model of variations to the period of time during which paid parking would apply as follows:

- Paid parking applies only during months of October to April inclusive
- Paid parking applies only during months of November to April inclusive
- Paid parking applies all year round however only during the hours of 8:00am – 5:00pm

Table 3.2 presents the financial impacts of these options compared against the base model.

Table 3.6: Scenario 2 Sensitivity Testing

Scenario	Year 5 Net Profit	Cumulative Net Profit Years 0 – 5	Projected 10 Year Net Profit (% diff to base)	Payback Timeline
Base Scenario (all year, 8:00am – 8:00pm)	$5,400,000	$11,700,000	$38,700,000	34 months
Applies only October to April	$4,300,000	$6,200,000	$27,700,000 (-28%)	49 months
Applies only November to April	$4,100,000	$5,200,000	$25,700,000 (-34%)	49 months
Applies all year between the hours of 8:00am – 5:00pm	$4,600,000	$7,800,000	$30,800,000 (-20%)	43 months

Variations to the time during which paid parking applies is identified to result in reductions to net profit in the order of 20 - 35%.

The least impactful scenario is the reduction in hours across the day to which parking fees would apply.

Scenarios whereby paid parking is effectively turned on and off at certain times of the year will still attract the same or similar operating and set-up costs but will only attract revenue for part of the year. Such scenarios also create risk of confusion to drivers as to when fees do and do not apply and could necessitate additional communications and engagement each year when fees are reactivated.

3.3.3 Scenario 3: Spatial Extent Variations

Scenario 3 considers the impacts to the base model of variations to the spatial extent as follows:

- Applies to Port Phillip Bay and Western Port Bay foreshore areas
- Applies to Port Phillip Bay off-street foreshore car parks and on-street foreshore side of road only
- Applies to Port Phillip Bay off-street foreshore car parks only

Table 3.2 presents the financial impacts of these options compared against the base model.

Table 3.7: Scenario 3 Sensitivity Testing

Scenario	Year 5 Net Profit	Cumulative Net Profit Years 0 – 5	Projected 10 Year Net Profit (% diff to base)	Payback Timeline
Base Scenario (Port Phillip Bay, off-street and on-street)	$5,400,000	$11,700,000	$38,700,000	34 months
Port Phillip Bay and Western Port Bay	$6,100,000	$13,400,000	$43,900,000 (+13%)	38 months
Port Phillip Bay foreshore off-street and on-street (foreshore side only)	$4,800,000	$9,600,000	$33,600,000 (-13%)	39 months
Port Phillip Bay foreshore off-street only	$3,300,000	$2,900,000	$19,400,000 (-50%)	50 months

Varying the spatial extent of paid parking is shown to result in a larger range of outcomes. The inclusion of Western Port Bay during year 3 of operation could be expected to increase net profit by in the order of 13% over 10 years.

Only applying paid parking to off-street foreshore car parks and on-street areas adjacent to the foreshore could result in a reduction to net profit by in the order of 13%. Whilst this is a reduction in net profit, this approach could simplify the approach to implementing paid parking along the opposite side of foreshore roads where added complexities exist in managing parking due to the mix of frontage land use types.

Only applying paid parking within off-street foreshore car parks would have a significant impact to net profit. It also could create parking management difficulties, with drivers potentially seeking to avoid paid off-street parking areas and choosing to park within immediately adjacent on-street areas that don't attract a fee.

Having regard to the tested scenarios, further consideration should be given to the merits of expanding the program to include Western Port Bay areas and to reducing the extent of application to being off-street foreshore car parks and on-street parking on the foreshore side of the road only.

3.4 Limitation of the Model

While not built into the modelling, a number of other factors exist which should at least be recognised in the context of this study and considered as part of further stages.

It is acknowledged that while each would individually impact the modelling undertaken, these factors are likely to balance out and counteract each other, therefore not significantly impacting the modelling undertaken to date.

Price escalation: Price escalation can occur when labour costs or costs of materials rise. A number of cost items associated with paid parking would be subject to price escalation. For example, costs of staff to maintain or enforce paid parking or costs of paid parking infrastructure (machines, cameras, etc).

Increases in parking fees over time: The financial model assumed no change to the hourly and daily paid parking rates over the modelled period. However, it is possible that these rates would increase over time.

Interest relating to the payback of parking infrastructure: The financial model assumes that an interest rate of 10% would apply to the initial upfront costs required to establish the system, prior to it generating revenue to pay these costs back.

Price elasticity relating to displacement of parking due to introducing price: The financial model assumes that demands for paid parking areas will not change with the introduction of paid parking. However, it is a reasonable assumption that some people will choose not to park in locations where paid parking is introduced.

Growth in visitation: It is reasonable to expect that growth in visitation to the Shire would occur over coming years which could result in a higher demand for parking across all locations.

Infringement follow-up: Costs associated with infringement follow-up, including sourcing of driver address information, have not been specifically accounted for within the model. This is instead reflected by the adoption of conservative assumptions (on the low side) relating to the infringement payment rates.

3.5 Recommendations from Financial Modelling

The base financial modelling clearly identifies the opportunities of revenue generation over time with a 10-year net cumulative profit expected in the order of $38,700,000, based on the visitor foreshore paid parking program being applied to the Port Phillip Bay side of the peninsula.

The sensitivity scenarios also present an opportunity for further consideration to be given to the exact future roll out of a paid parking program and the merits of, in particular:

- Reductions to the parking fee charged during off-peak periods of the year.
- Expansion to include the Western Port Bay side of the peninsula.
- Reduction in the spatial extent of the program to include only off-street foreshore car parks and on-street parking along the foreshore side of the road.

These considerations may assist to further balance the revenue generation objectives with community / user expectations and should be further explored as part of the future strategic planning stages of the program should Council deem it appropriate to proceed.

4. Recommendations

4.1 Future of Visitor Paid Parking

Having regard to the financial modelling detailed above, it is clear that a broader implementation of paid parking would have a financial benefit to the Shire. The modelling indicates that under all variations and scenarios tested, a long term positive financial result is expected.

As such, the final implementation model will require the benefits that are gained from the financial return to be balanced against the real or perceived disbenefits that the community may feel could arise from implementing paid parking.

Community feedback received during the Pilot, as detailed within the evaluation report, has identified a number of concerns. However, a majority of these can be overcome through operational modifications and enhancements and would not justify the concept of visitor foreshore paid parking to be abandoned.

On balance, it would appear that visitor foreshore paid parking could be pursued across the municipality to support Council in generating additional revenue to create a more equitable cost distribution between residents and visitors for maintaining these areas. Initially it would be recommended that focus be given to implementing visitor foreshore paid parking across all Port Phillip Bay foreshore areas. Further consideration could be given to Western Port Bay areas following the Port Phillip Bay side implementation.

To guide the implementation of the visitor foreshore paid parking, some additional recommendations have been prepared to enhance the operation of a comprehensive program, to address the learnings from the Pilot and to further consider the merits of some of the tested sensitivity scenarios, as earlier noted.

In the context of these further recommendations being made, it could also be appropriate to conclude the Pilot to allow these matters to be comprehensively addressed and a plan for a broader rollout of visitor foreshore paid parking be prepared without the influence of the existing operations.

Notwithstanding, should it be Council's determination that the Pilot is continued, the following recommendations should be applied as appropriate to the Pilot areas as well as a broader roll out.

4.2 Approach to Preparing Recommendations

Recommendations have been prepared under the following themes:

- User experience
- Communications and engagement
- Enforcement
- Technology
- Permit system considerations
- Pricing considerations
- Framework for broader implementation

The recommendations have been informed by the learnings from the Pilot, the financial modelling, as well as generally accepted parking management principles:

- Adopt a user pays model to apportion the cost of providing and maintaining parking to those who use the parking resources, particularly those who do not contribute to Council's consolidated revenue stream through Council rates
- Encourage tourism by investing revenue into improving the paid parking areas. This benefits the whole community
- Ensure parking is available for those who wish to visit by encouraging turnover to occur
- Encourage those that are within close proximity to the area to walk or cycle, rather than drive

On the above basis, our recommendations for each theme, including the rationale and importance of each recommendation, are provided in the following sections.

4.3 User Experience

A positive user experience is critical to allowing residents and visitors to easily understand the Program and what is required from them. Recommendations relevant to this theme are shown at Table 4.1.

Table 4.1: Recommendations – User Experience

Recommendation	Rationale	Importance
Review resourcing requirements and impact to officer workloads resulting from any broader implementation of the visitor paid parking program.	• To ensure that Council has the resources required to offer an improved user experience by responding to user queries and feedback in a timely manner.	High
Using revenue from the Program, provide improved maintenance of amenities and delivery of services (e.g. improved lighting, toilets and changerooms, picnic facilities) at Program locations.	• To tangibly demonstrate to the community that revenue gained from the Program is being actively reinvested in the community. • Delivering ongoing improvements to amenity and services at Program locations encourages further use of these locations and therefore more revenue.	High
Work with the future service provider to ensure that the payment process is as simple as possible for users.	• Providing an easy payment process encourages users to pay for parking and reduce the number of infringements. • Supports visitors that are one-time or infrequent users.	High
Review signage and payment instructions to ensure that they clearly communicate the Program and what is required from car park users. For example, consider the appropriateness of signage referring to a 'ticket' system.	• To ensure statutory compliance with standards so that any enforcement measures are legally enforceable. • More clearly communicating to users what is required is expected to increase user compliance. • Removing association of ticketed parking to allocation of paper ticket.	High
Monitor mobile cellular reception throughout all Program locations.	• To ensure users are able to pay for parking without using their own mobile data. • To ensure that users without mobile data are able to pay for parking.	Medium
Consider creating resources in significant non-English languages spoken by the community and international tourists.	• For these users, improving their understanding of the Program is expected to increase compliance. • Engagement with the broader community that does not speak English as their first language.	Medium
For each car park, consider ways of using the live occupancy data obtained from the Program to provide useful real time information to users.	• Demonstrating to the community that data collected as part of the Program is being used to improve their experience. • Facilitating more efficient use of available car parking resources • Providing useful real time information to users allows them to make informed decisions.	Low
Consider ways of providing useful information on each car park such as how close it is to the beach, its nearby facilities such as playgrounds and any amenities such as toilets, BBQs and rubbish bins.	• Providing useful information to users allows them to make informed decisions.	Low

4.4 Communications and Engagement

Promoting the Program to the community is beneficial to build awareness and communicate its benefits. Recommendations relevant to this theme are shown at Table 4.2.

Table 4.2: Recommendations – Communications and Engagement

Recommendation	Rationale	Importance
For the next phase of the Program, develop a detailed communications plan to increase awareness within the community and communicate its benefits. For example, this communications plan could propose providing details on the Program via: • sending out specific correspondence to all properties within the Mornington Peninsula • rates notices and in local newspapers • providing tourism groups with material they can provide to tourists that informs them of the Program • easy to access website pages on the Council website explaining the Program • providing local dining, shopping and accommodation (among others) businesses with material they can provide to visitors that informs them of the Program.	• Creating awareness in the community about the Program and its benefits in a variety of ways.	High

4.5 Compliance and Enforcement

Compliance and enforcement activities need to occur alongside the implementation of visitor paid parking to ensure that users are paying for parking as intended. Recommendations relevant to this theme are shown at Table 4.3.

Table 4.3: Recommendations – Compliance and Enforcement

Recommendation	Rationale	Importance
Review enforcement methodology to ensure that it is fair, equitable and cost effective for Council to implement.	• Maximising efficiency of enforcement activities. • Ensuring infringements are fair and equitable. • Regular enforcement will encourage visitors to pay for parking and therefore decrease the number of infringements.	High

4.6 Technology

Technology (and technology operators) relied upon to implement the Program should be reliable and fit for purpose, while being able to produce detailed data reports that can allow Council to monitor the ongoing success of the Program and inform decision making.

Recommendations relevant to this theme are shown at Table 4.4.

Table 4.4: Recommendations – Technology

Recommendation	Rationale	Importance
Ensure that parking service providers (including ePermit provider) comply with relevant data security standards on an ongoing basis. This may require regular auditing where required.	• Ensuring that data collected as part of the Program is secure.	High
Where appropriate, install alternate payment options including Tap & Pay machines to provide those without smart phones a viable payment option. It is recommended that criteria be developed to determine appropriate business rules for where payment machines should be located. In addition, consider providing prepayment options for visitors, such as day or weekend pass options.	• Providing more options for visitors to pay for parking, which is expected to decrease the likelihood of infringements. • Providing further visual cues that there is an expectation for users to pay for parking, noting that signage alone is more easily overlooked.	Medium
Work with the camera data operator to ensure that the data provided is useful and easy to interpret.	• Facilitating the ease at which Council can monitor the success of the Program, using metrics such as car parking occupancy, infringement rates, average duration of stay etc.	Medium
Work with the camera data operator to ensure that a comprehensive management report tailored to Council's needs is provided monthly.	• Providing ongoing monitoring of the Program. • This detailed report will provide transparency on the ongoing success of the Program to Council executives, Councillors and other key stakeholders.	Medium

4.7 Permit System Considerations

The APC report indicated that as of 30 June 2024, approximately 22,000 permits were issued as part of the Pilot, with the majority of these (approx. 20,000) issued to residents. The APC report also estimates that approx. 95,000 dwellings are eligible for ePermits. As such, in the case that the Program is rolled out more broadly, based on the current system, the number of issued permits could be as high as approx. 500,000 (assuming five permits per household).

Noting the above, recommendations relevant to this theme are shown at Table 4.5.

Table 4.5: Recommendations – Permit System Considerations

Recommendation	Rationale	Importance
Review and simplify the ePermit application process to ensure eligible parties are able to easily and quickly obtain a permit.	• Eligible users are discouraged from engaging with the Program if the process of obtaining a permit is too complex or time consuming.	High
For each household, provide two permits for free with minimal supporting information required. For any additional permits (to a maximum of five per household), consider charging a nominal fee.	• Providing two permits for free with a reduction in the required evidence will encourage eligible users to engage with the Program. • Charging a nominal fee for any additional permits will: – Assist in recouping costs associated with administering the permits – Encourage users to consider how many permits they actually need and discourage users from applying for permits they don't intend to use. – Reduce any misuse of the resident permit process.	High
Review ePermit eligibility criteria to ensure access, fairness and prevent fraud. For example: • Consider allowing the details of the car assigned to each Permit to only be changed once a year. • Consider reviewing eligibility criteria for clubs, volunteers and businesses.	• Ensuring that permits issued are only used by eligible members of the community. • Ensuring that the forecast revenue can be obtained, noting that permit eligibility criterion that is too generous will reduce revenue.	High
Ensure that infringements for nonpayment are not issued to users with a valid accessible parking permit.	• Ensuring that only valid infringements are issued by Council. • Providing certainty to visitors with accessible parking permits on what is expected from them.	High

4.8 Pricing Considerations

4.8.1 What are others doing?

The pricing set for visitor paid parking will influence whether people choose to park at foreshore locations. Specifically, if other nearby Councils also charge for parking, then visitors are unlikely to avoid the Mornington Peninsula to avoid paying for parking. Surrounding price structures will therefore influence how much Council should charge for parking.

Our review indicates that surrounding and similar Councils to Mornington Peninsula Shire Council have already implemented paid parking along foreshore areas. Table 4.6 has been prepared to show the current fees in these car parks and demonstrates that foreshore locations in nearby areas are considered premium places and as such, people are willing to pay to park there.

Table 4.6: Paid Parking Programs Implemented by Other Councils in Victoria

Council	Location of Paid Parking	Cost of Paid Parking	Comments
Frankston	Foreshore	• $3.20 per hour and $12.80 for four hours (maximum duration)	• As at November 2023 • Fee applies between 9am-6pm • Residents with parking permits can park for free in certain areas [1]
Bayside	Foreshore	• $6.70 per hour, $15.50 for 4 hours and $20.00 all day	• Residents with parking permits can park for free in certain areas [2]
Kingston	Foreshore	• $5.00 per hour and $17.00 all day	• Residents with parking permits can park in certain areas [3] • Tickets applicable from 6am-8pm or 9:30pm
Port Phillip	Foreshore	• Between $3.90 - $6.50 per hour and $14.00 - $17.50 all day	• Residents with parking permits can park in certain areas [4] • Price varies by specific location • Some locations vary by season (hourly rates are reduced by 50-60% in the colder months, daily rates 30-35% less)

[1] https://www.frankston.vic.gov.au/Our_Community/Parking_and_Transport/Foreshore_Parking_Permits
[2] https://www.bayside.vic.gov.au/beach-parking-permits
[3] https://www.kingston.vic.gov.au/About-Us/Permits/Parking
[4] https://www.portphillip.vic.gov.au/council-services/parking-in-port-phillip/parking-permits

4.8.2 Recommendations

The pricing structure set for the Program will be a strong influence as to the extent to which visitors will accept and engage with the Program. Recommendations to review the Program's pricing are shown at Table 4.7.

Table 4.7: Recommendations – Pricing Considerations

Recommendation	Rationale	Importance
Review the Program's pricing structure, with consideration for: • If discounts (or free parking) should be provided for off-peak months or days of the week • If the current pricing structure (hourly rate and daily cap) should be modified. In reviewing the pricing structure, reference should be made to similar programs implemented by other Councils.	• Providing a pricing structure similar to foreshore car parks paid parking programs implemented by other Councils is expected to improve user engagement with the Program.	High

4.9 Framework for Broader Implementation

For a broader implementation of the Program, policy and implementation documents should be prepared to provide a structured framework and offer transparency to stakeholders. Recommendations relevant to this theme are shown at Table 4.8.

Table 4.8: Recommendations – Framework for Broader Implementation

Recommendation	Rationale	Importance
Develop a Port Phillip Bay foreshore visitor paid parking management policy framework document that will control the broader implementation of the Program. This framework should include details on: • How typical implementation scenarios will be considered, with consideration for the type and location of nearby land uses. Example scenarios include: – Location is adjacent to an activity centre or other commercial uses that provide their own car parking. – Location is adjacent to commercial uses that heavily rely on use of the foreshore car park for business from visitors. – Location is adjacent to recreational areas. – Location is adjacent to a foreshore camping area. – Location is adjacent to residential uses. • How impacts to adjacent commercial and residential areas will be managed. The framework will recognise that each specific location will need to be considered on a case-by-case basis.	• Providing a transparent and consistent framework (for all stakeholders) for a future implementation of the Program. • Providing a framework for managing impacts from the Program, noting that a common concern with the implementation of paid parking is that to avoid paying the fee, visitors will park further away in areas that do not require payment, and walk further to their destination. This most commonly occurs in residential streets where no parking restrictions are present.	High
Prepare a prioritisation plan that controls the rollout of a broader visitor paid parking program. This plan will include consideration for simultaneous implementation of multiple locations where appropriate.	• Communicating to all stakeholders the specific rationale for prioritising the implementation of visitor paid parking at each location	High
Prepare implementation plans for each location where visitor paid parking is proposed. Each plan should include specific details to allow Program implementation, such as: • The number of cameras and payment machines proposed and where these will be placed.	• To allow delivery of the Program at each location. • To ensure key stakeholders are engaged in the implementation process and plans are localised.	High

• Specific mitigation measures to manage impacts to adjacent land uses, such as introducing time or resident permit restrictions on nearby residential streets. • Stakeholder engagement planning to ensure tailored and inclusive outcomes. The implementation plans would have regard for and be consistent with the developed policy framework.		
Undertake car parking surveys (occupancy and duration of stay) at locations where visitor paid parking is proposed to be implemented.	• Facilitating evaluation of the Program by collecting data in the 'before Program' scenario which can be compared to the 'during Program' scenario. • To inform the extent that each location should be prioritised for Program implementation.	High

5. Summary

5.1 Summary of Recommendations

Table 5.1 provides a summary of recommendations presented earlier within this report.

Table 5.1: Summary of Recommendations

Recommendation No.	Theme	Recommendation	Importance
UE1	User experience	Review resourcing requirements and impact to officer workloads resulting from any broader implementation of the visitor paid parking program.	High
UE2		Using revenue from the Program, provide improved maintenance of amenities and delivery of services (e.g. improved lighting, toilets and changerooms, picnic facilities) at Program locations.	High
UE3		Work with the future service provider to ensure that the payment process is as simple as possible for users.	High
UE4		Review signage and payment instructions to ensure that they clearly communicate the Program and what is required from car park users. For example, consider the appropriateness of signage referring to a 'ticket' system.	High
UE5		Monitor mobile cellular reception throughout all Program locations.	Medium
UE6		Consider creating resources in significant non-English languages spoken by the community and international tourists.	Medium
UE7		For each car park, consider ways of using the live occupancy data obtained from the Program to provide useful real time information to users.	Low
UE8		Consider ways of providing useful information on each car park such as how close it is to the beach, its nearby facilities such as playgrounds and any amenities such as toilets, BBQs and rubbish bins.	Low
C&E1	Communications and engagement	For the next phase of the Program, develop a detailed communications plan to increase awareness within the community and communicate its benefits. For example, this communications plan could propose providing details on the Program via: • sending out specific correspondence to all properties within the Mornington Peninsula • rates notices and in local newspapers • providing tourism groups with material they can provide to tourists that informs them of the Program • easy to access website pages on the Council website explaining the Program	High

		• providing local dining, shopping and accommodation (among others) businesses with material they can provide to visitors that informs them of the Program.	
E1	Enforcement	Review enforcement methodology to ensure that it is fair, equitable and cost effective for Council to implement.	High
T1	Technology	Ensure that parking service providers (including ePermit provider) comply with relevant data security standards on an ongoing basis. This may require regular auditing where required.	High
T2		Where appropriate, install alternate payment options including Tap & Pay machines to provide those without smart phones a viable payment option. It is recommended that criteria be developed to determine appropriate business rules for where payment machines should be located. In addition, consider providing prepayment options for visitors, such as day or weekend pass options.	Medium
T3		Work with the camera data operator to ensure that the data provided is useful and easy to interpret.	Medium
T4		Work with the camera data operator to ensure that a comprehensive management report tailored to Council's needs is provided monthly.	Medium
Pe1	Permit System Considerations	Review and simplify the ePermit application process to ensure eligible parties are able to easily and quickly obtain a permit.	High
Pe2		For each household, provide two permits for free with minimal supporting information required. For any additional permits (to a maximum of five per household), consider charging a nominal fee.	High
Pe3		Review ePermit eligibility criteria to ensure access, fairness and prevent fraud. For example: • Consider allowing the details of the car assigned to each Permit to only be changed once a year. • Consider reviewing eligibility criteria for clubs, volunteers and businesses.	High
Pe4		Ensure that infringements for nonpayment are not issued to users with a valid accessible parking permit.	High
Pr1	Pricing Considerations	Review the Program's pricing structure, with consideration for: • If discounts (or free parking) should be provided for off-peak months or days of the week • If the current pricing structure (hourly rate and daily cap) should be modified. In reviewing the pricing structure, reference should be made to similar programs implemented by other Councils.	High

F1	Framework for broader implementation	Develop a Port Phillip Bay foreshore visitor paid parking management policy framework document that will control the broader implementation of the Program. This framework should include details on: • How typical implementation scenarios will be considered, with consideration for the type and location of nearby land uses. Example scenarios include: – Location is adjacent to an activity centre or other commercial uses that provide their own car parking. – Location is adjacent to commercial uses that heavily rely on use of the foreshore car park for business from visitors. – Location is adjacent to recreational areas. – Location is adjacent to a foreshore camping area. – Location is adjacent to residential uses. • How impacts to adjacent commercial and residential areas will be managed. The framework will recognise that each specific location will need to be considered on a case-by-case basis.	High
F2		Prepare a prioritisation plan that controls the rollout of a broader visitor paid parking program. This plan will include consideration for simultaneous implementation of multiple locations where appropriate.	High
F3		Prepare implementation plans for each location where visitor paid parking is proposed. Each plan should include specific details to allow Program implementation, such as: • The number of cameras and payment machines proposed and where these will be placed. • Specific mitigation measures to manage impacts to adjacent land uses, such as introducing time or resident permit restrictions on nearby residential streets. • Stakeholder engagement planning to ensure tailored and inclusive outcomes. The implementation plans would have regard for and be consistent with the developed policy framework.	High
F4		Undertake car parking surveys (occupancy and duration of stay) at locations where visitor paid parking is proposed to be implemented.	High

5.2 Supporting Local Businesses

The recommendations presented within this report have sought to support local businesses, in particular by:

- Improving awareness of the Program and its benefits
- Simplifying the permit application process and streamlining eligibility
- Developing specific policies that manage impacts to businesses and support their operations
- Preparing a policy framework that provides certainty and transparency on where and how a future visitor paid parking program would be implemented.

5.3 Supporting Local Community Clubs

The recommendations presented within this report have sought to support local community clubs, in particular by:

- Improving awareness of the Program and its benefits
- Simplifying the permit application process and streamlining eligibility
- Developing specific policies that manage impacts to community clubs and support their operations
- Preparing a policy framework that provides certainty and transparency on where and how a future visitor paid parking program would be implemented.

5.4 Supporting Residents

The recommendations presented within this report have sought to support residents, in particular by:

- Providing additional resources to address queries or feedback received
- Providing improved amenities and services at Program locations
- Simplifying the permit application process and streamlining eligibility
- Further engaging with residents and communicating the benefits of the Program
- Preparing a policy framework that provides certainty and transparency on where and how a future visitor paid parking program would be implemented
- Developing strategies to manage spillover parking into residential areas
- Providing useful real time information to assist user decision making.

5.5 Supporting Visitors

The recommendations presented within this report have sought to support visitors to the Mornington Peninsula, in particular by:

- Providing additional resources to address queries or feedback received
- Providing an improved payment experience and providing a revised pricing structure that has consideration for similar paid parking programs implemented by other Councils in Victoria
- Improving awareness of the Program, its benefits and what is expected from visitors
- Providing useful real time information to assist user decision making
- Providing improved amenities and services at Program locations
- Providing certainty on what is required from visitors with valid accessible parking permits
- Preparing a policy framework that provides certainty and transparency on where and how a future visitor paid parking program would be implemented.

5.6 Supporting Council

The recommendations presented within this report have sought to support Council, in particular by:

- Providing ongoing detailed data to monitor the success of the Program and inform Council decision making
- Ensuring that enforcement activities are practical and cost effective
- Ensuring that data collected as part of the Program is secure
- Preparing a framework that controls a broader implementation of visitor paid parking, informed by data.

Appendix A. Financial Modelling Assumptions and Results

A.1 Revenue Inputs

A summary of the model revenue inputs is presented in Table A.1.

Table A.1: Model Inputs

Variable	Definition	Base Model Input
Model period	The number of years modelled.	5 years
Regulated Days	The number of days per year for which parking restrictions are applicable	365 days a year
Regulated Weeks	The number of weeks per year for which parking restrictions are applicable	52 weeks a year
Regulated Hours	The number of hours in a day for which parking restrictions are applicable	12 hours per day
Parking Restriction	The parking restriction applicable	• 1hr • 2hr • 3hr • 4hr • Unrestricted
Hourly Parking Tariff	The rate charged for use of the parking space per hour	$6.20 per hour
Daily Parking Tariff	The rate charged for use of the parking space per day	$19.50 per day
Parking Typology	The car parking typologies where visitor paid parking is applicable.	Four typologies have been assumed: • Off-Street (within foreshore, higher off-peak demand) • Off-Street (within foreshore, lower off-peak demand) • On-Street (foreshore side) • On-Street (opposite side)
Locations included within Program	The locations included within Program, including the number of car parking spaces for each typology at each location.	Port Phillip Bay foreshore locations only, including: • Mt Eliza • Mornington • Mt Martha • Safety Beach • Dromana • McCrae • Rosebud • Capel Sound • Tootgarook • Rye • Blairgowrie • Sorrento • Portsea
Average Occupancy	The average number of parking spaces that are occupied by motorists across the enforcement period	Average occupancy has been based on occupancy surveys and other data sources (including estimates) throughout the Mornington Peninsula area over the past 5-years.
Driver Fee Compliance	The level at which motorists comply with the fee payment requirements of the parking system	90% compliance
Driver Time Compliance	The level at which motorists comply with the time restriction requirements of the parking system	Time compliance is based on parking duration of stay surveys undertaken throughout the Mornington Peninsula area over the past 5-years: • 70% compliance for 1hr restricted bays • 90% compliance for 2hr or 3hr restricted bays • 98% compliance for 4hr restricted bays • 100% compliance for unrestricted bays

Resident Exemption	The proportion of motorists which are paying visitors (i.e., motorists who do not have a residential parking permit)	40-50%, based on data from the Pilot program
Meter availability	The proportion of regulated hours during which the parking meters are operational	95% system uptime
Infringement value	The face value of an infringement	$99 (failure to pay)
Infringement issuing rate	The proportion of infringements issued relative to all infringement issuing opportunities	10-20% issuing rate adopted based on typical experience and data from the Pilot program
Infringement payment rate	The proportion of infringements issued that are paid	60% payment rate based on the APC evaluation report

A.2 Cost Inputs

A.2.1 Staff

Staff of various levels have been assumed to be required throughout the duration of the project based on discussions with Council.

Table A.2: Staff Inputs – Base

Staff	Equivalent Full Time Staffing Numbers					
	Year 0	Year 1	Year 2	Year 3	Year 4	Year 5
Total EFT	**17**	**30.75**	**37.35**	**27.25**	**28.25**	**28.25**

A.2.2 Ongoing Operating Costs

The following ongoing operating costs have been assumed, including initial costs related to program implementation which then stabilises from Year 3 onwards.

Table A.3: Ongoing Operating Cost Inputs – Base Case

Item	Rate	Measure	Quantity					
			Year 0	Year 1	Year 2	Year 3	Year 4	Year 5
Surveys	$75,000	Per Survey	4	3	3	1	1	1
Maintenance	$100,000	Flat Rate	1	1	1	1	1	1
Service Provider Contract	$200,000	Flat Rate	1	1	1	1	1	1
Service Provider Contract Increase	$200,000	Flat Rate						
Tap & Pay Machine Maintenance	$255	Per Unit	0	21	50	50	50	50
e-system	$200,000	Flat Rate	1			1		

A.2.3 Infrastructure

Table A.4: Infrastructure Requirements – Base Case

Item	Rate	Measure	Year 0	Year 1	Year 2	Year 3	Year 4	Year 5
Tap & Pay	$10,000	Per machine (each machine assumed to service 100 parking spaces)	0	21	29	0	0	0
Fixed LPR Camera	$4,000	Per unit (each unit assumed to service 75 parking spaces)	0	29	39	0	0	0

Camera Pole Supply and Installation	$12,500	Per unit (assuming 1 pole per 2 cameras)	0	14	19	0	0	0
Camera Pole Associated Equipment	$15,000	Per unit	0	14	19	0	0	0
Signage, Line Marking and Ancillary	$200	Per space	0	2138	2900	0	0	0
Mobile LPR Cameras	$15,000	Per unit	0	4	2	2	0	0
LPR Vehicle	$40,000	Per unit	0	4	2	2	0	0

A.3 Financial Modelling Results

A.3.1 Base Case

Table A.5: Base Model Revenue and Cost Summary

		YEAR 0	YEAR 1	YEAR 2	YEAR 3	YEAR 4	YEAR 5
Revenue	*Fee Revenue*						
	NET JANUARY PEAK FEE REVENUE	$ -	$ 600,000	$1,400,000	$1,400,000	$1,400,000	$ 1,400,000
	NET SUMMER-SHOULDER PEAK FEE REVENUE	$ -	$ 900,000	$2,200,000	$2,200,000	$2,200,000	$ 2,200,000
	NET SHOULDER PEAK FEE REVENUE	$ -	$ 500,000	$1,100,000	$1,100,000	$1,100,000	$ 1,100,000
	NET OFF PEAK FEE REVENUE	$ -	$ 500,000	$1,100,000	$1,100,000	$1,100,000	$ 1,100,000
	NET TOTAL FEE REVENUE (INCL. GST)	**$ -**	**$2,500,000**	**$5,800,000**	**$5,800,000**	**$5,800,000**	**$ 5,800,000**
	NET TOTAL FEE REVENUE (EXCL. GST)	**$ -**	**$2,300,000**	**$5,200,000**	**$5,200,000**	**$5,200,000**	**$ 5,200,000**
	Fine Revenue						
	NET JANUARY PEAK FINE REVENUE	$ -	$ 200,000	$ 500,000	$ 500,000	$ 500,000	$ 500,000
	NET SUMMER-SHOULDER PEAK FINE REVENUE	$ -	$ 300,000	$ 700,000	$ 700,000	$ 700,000	$ 700,000
	NET SHOULDER PEAK FINE REVENUE	$ -	$ 300,000	$ 600,000	$ 600,000	$ 600,000	$ 600,000
	NET OFF PEAK FINE REVENUE	$ -	$ 300,000	$ 500,000	$ 500,000	$ 500,000	$ 500,000
	NET TOTAL FINE REVENUE	**$ -**	**$1,100,000**	**$2,300,000**	**$2,300,000**	**$2,300,000**	**$ 2,300,000**
	Combined Revenue (Fee + Fine)						
	NET JANUARY PEAK REVENUE	$ -	$ 800,000	$1,900,000	$1,900,000	$1,900,000	$ 1,900,000
	NET SUMMER-SHOULDER PEAK REVENUE	$ -	$1,200,000	$2,900,000	$2,900,000	$2,900,000	$ 2,900,000
	NET SHOULDER PEAK REVENUE	$ -	$ 800,000	$1,700,000	$1,700,000	$1,700,000	$ 1,700,000
	NET OFF PEAK REVENUE	$ -	$ 800,000	$1,600,000	$1,600,000	$1,600,000	$ 1,600,000
	Permit Revenue						
	PERMIT REVENUE	$ -	$ 100,000	$ 200,000	$ 200,000	$ 300,000	$ 300,000
	NET TOTAL REVENUE (INCL. GST)	**$ -**	**$3,700,000**	**$8,300,000**	**$8,300,000**	**$8,400,000**	**$ 8,400,000**
	NET TOTAL REVENUE (EXCL. GST)	**$ -**	**$3,500,000**	**$7,700,000**	**$7,700,000**	**$7,800,000**	**$ 7,800,000**
Cost	STAFFING	$2,400,000	$3,300,000	$3,600,000	$1,900,000	$2,000,000	$ 2,000,000
	REOCCURING OPERATING COSTS	$ 800,000	$ 500,000	$ 500,000	$ 600,000	$ 400,000	$ 400,000
	INFRASTRUCTURE	$ -	$1,400,000	$1,700,000	$ 100,000	$ -	$ -
	TOTAL COST	**$3,200,000**	**$5,200,000**	**$5,800,000**	**$2,600,000**	**$2,400,000**	**$ 2,400,000**
Loans	**LOAN REQUIRED**	**-$3,200,000**	**-$5,200,000**	**-$3,800,000**	**$ -**	**$ -**	**$ -**
	LOAN INTEREST	**-$ 300,000**	**-$ 500,000**	**-$ 400,000**	**$ -**	**$ -**	**$ -**
Cumulative Totals	**CUMULATIVE FEE REVENUE (INCL. GST)**	$0	$2,500,000	$8,300,000	$14,100,000	$19,900,000	$25,700,000
	CUMULATIVE FEE REVENUE (EXCL. GST)	$0	$2,300,000	$7,500,000	$12,700,000	$17,900,000	$23,100,000
	CUMULATIVE FINE REVENUE	$0	$1,100,000	$3,400,000	$5,700,000	$8,000,000	$10,300,000
	CULUTATIVE PERMIT REVENUE	$0	$100,000	$300,000	$500,000	$800,000	$1,100,000
	CUMULATIVE TOTAL REVENUE (INCL. GST)	$0	$3,700,000	$12,000,000	$20,300,000	$28,700,000	$37,100,000
	CUMULATIVE TOTAL REVENUE (EXCL. GST)	$0	$3,500,000	$11,200,000	$18,900,000	$26,700,000	$34,500,000
	CUMULATIVE COST	$3,500,000	$9,200,000	$15,400,000	$18,000,000	$20,400,000	$22,800,000
	CUMULATIVE NET PROFIT (INCL. GST)	**-$3,500,000**	**-$5,500,000**	**-$3,400,000**	**$2,300,000**	**$8,300,000**	**$14,300,000**
	CUMULATIVE NET PROFIT (EXCL. GST)	**-$3,500,000**	**-$5,700,000**	**-$4,200,000**	**$ 900,000**	**$6,300,000**	**$11,700,000**
Year on Year	**YEARLY PROFIT/POSITION (INCL. GST)**	**-$3,500,000**	**-$2,000,000**	**$2,100,000**	**$5,700,000**	**$6,000,000**	**$ 6,000,000**
	YEARLY PROFIT/POSITION (EXCL. GST)	**-$3,500,000**	**-$2,200,000**	**$1,500,000**	**$5,100,000**	**$5,400,000**	**$ 5,400,000**

Figure .1: 5-year Cumulative Revenue and Costs – Base Case

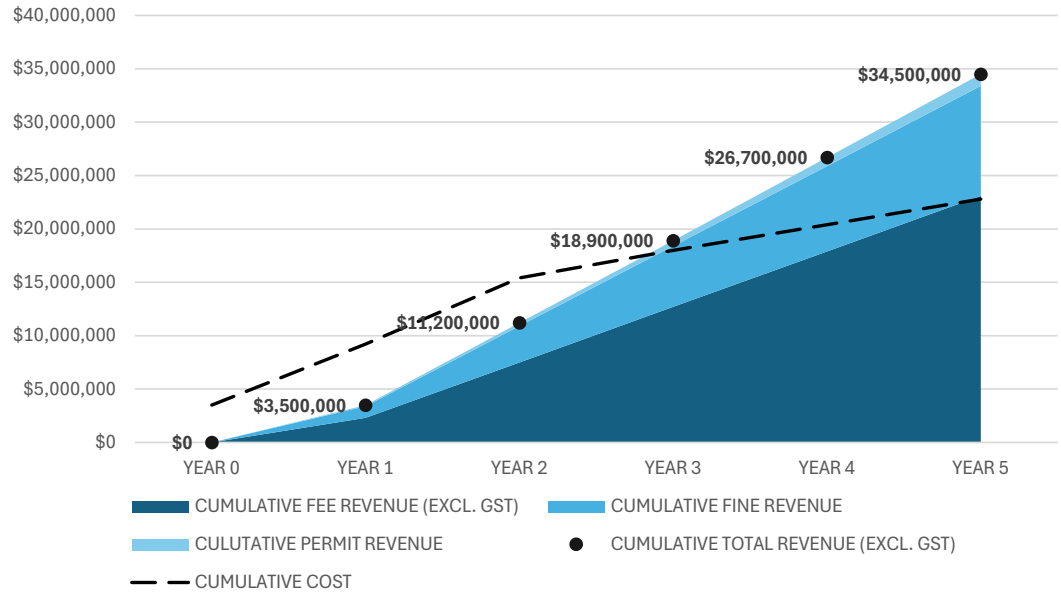
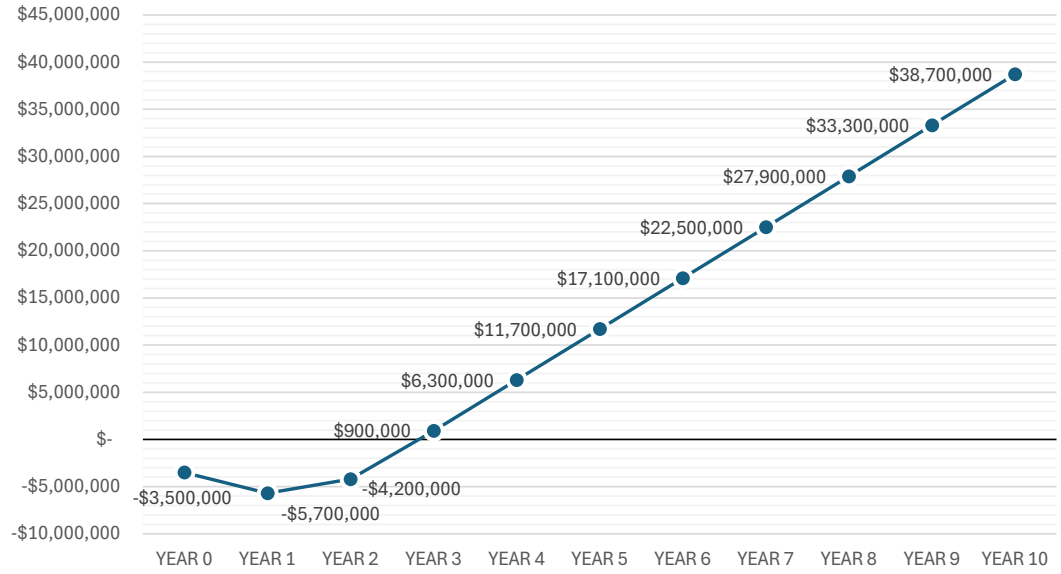


Figure A.2: Year-End Financial Position – Base Case



A.3.2 Reduced Parking Fee ($5.20)

Table A.6: Revenue and Cost Summary – Reduced Parking Fee ($5.20)

		YEAR 0	YEAR 1	YEAR 2	YEAR 3	YEAR 4	YEAR 5
Revenue	*Fee Revenue*						
	NET JANUARY PEAK FEE REVENUE	$ -	$ 500,000	$ 1,200,000	$ 1,200,000	$ 1,200,000	$ 1,200,000
	NET SUMMER-SHOULDER PEAK FEE REVENUE	$ -	$ 800,000	$ 1,800,000	$ 1,800,000	$ 1,800,000	$ 1,800,000
	NET SHOULDER PEAK FEE REVENUE	$ -	$ 400,000	$ 900,000	$ 900,000	$ 900,000	$ 900,000
	NET OFF PEAK FEE REVENUE	$ -	$ 400,000	$ 900,000	$ 900,000	$ 900,000	$ 900,000
	NET TOTAL FEE REVENUE (INCL. GST)	**$ -**	**$2,100,000**	**$ 4,800,000**	**$ 4,800,000**	**$ 4,800,000**	**$ 4,800,000**
	NET TOTAL FEE REVENUE (EXCL. GST)	**$ -**	**$1,900,000**	**$ 4,300,000**	**$ 4,300,000**	**$ 4,300,000**	**$ 4,300,000**
	Fine Revenue						
	NET JANUARY PEAK FINE REVENUE	$ -	$ 200,000	$ 500,000	$ 500,000	$ 500,000	$ 500,000
	NET SUMMER-SHOULDER PEAK FINE REVENUE	$ -	$ 300,000	$ 700,000	$ 700,000	$ 700,000	$ 700,000
	NET SHOULDER PEAK FINE REVENUE	$ -	$ 300,000	$ 600,000	$ 600,000	$ 600,000	$ 600,000
	NET OFF PEAK FINE REVENUE	$ -	$ 300,000	$ 500,000	$ 500,000	$ 500,000	$ 500,000
	NET TOTAL FINE REVENUE	**$ -**	**$1,100,000**	**$ 2,300,000**	**$ 2,300,000**	**$ 2,300,000**	**$ 2,300,000**
	Combined Revenue (Fee + Fine)						
	NET JANUARY PEAK REVENUE	$ -	$ 700,000	$ 1,700,000	$ 1,700,000	$ 1,700,000	$ 1,700,000
	NET SUMMER-SHOULDER PEAK REVENUE	$ -	$1,100,000	$ 2,500,000	$ 2,500,000	$ 2,500,000	$ 2,500,000
	NET SHOULDER PEAK REVENUE	$ -	$ 700,000	$ 1,500,000	$ 1,500,000	$ 1,500,000	$ 1,500,000
	NET OFF PEAK REVENUE	$ -	$ 700,000	$ 1,400,000	$ 1,400,000	$ 1,400,000	$ 1,400,000
	Permit Revenue						
	PERMIT REVENUE	$ -	$ 100,000	$ 200,000	$ 200,000	$ 300,000	$ 300,000
	NET TOTAL REVENUE (INCL. GST)	**$ -**	**$3,300,000**	**$ 7,300,000**	**$ 7,300,000**	**$ 7,400,000**	**$ 7,400,000**
	NET TOTAL REVENUE (EXCL. GST)	**$ -**	**$3,100,000**	**$ 6,800,000**	**$ 6,800,000**	**$ 6,900,000**	**$ 6,900,000**
Cost	STAFFING	$2,400,000	$3,300,000	$ 3,600,000	$ 1,900,000	$ 2,000,000	$ 2,000,000
	REOCCURING OPERATING COSTS	$ 800,000	$ 500,000	$ 500,000	$ 600,000	$ 400,000	$ 400,000
	INFRASTRUCTURE	$ -	$1,400,000	$ 1,700,000	$ 100,000	$ -	$ -
	TOTAL COST	**$3,200,000**	**$5,200,000**	**$ 5,800,000**	**$ 2,600,000**	**$ 2,400,000**	**$ 2,400,000**
Loans	**LOAN REQUIRED**	**-$3,200,000**	**-$5,600,000**	**-$ 5,200,000**	**-$ 1,500,000**	**$ -**	**$ -**
	LOAN INTEREST	**-$ 300,000**	**-$ 600,000**	**-$ 500,000**	**-$ 200,000**	**$ -**	**$ -**
Cumulative Totals	**CUMULATIVE FEE REVENUE (INCL. GST)**	$ -	$2,100,000	$ 6,900,000	$11,700,000	$16,500,000	$21,300,000
	CUMULATIVE FEE REVENUE (EXCL. GST)	$ -	$1,900,000	$ 6,200,000	$10,500,000	$14,800,000	$19,100,000
	CUMULATIVE FINE REVENUE	$ -	$1,100,000	$ 3,400,000	$ 5,700,000	$ 8,000,000	$10,300,000
	CULUTATIVE PERMIT REVENUE	$ -	$ 100,000	$ 300,000	$ 500,000	$ 800,000	$ 1,100,000
	CUMULATIVE TOTAL REVENUE (INCL. GST)	$ -	$3,300,000	$10,600,000	$17,900,000	$25,300,000	$32,700,000
	CUMULATIVE TOTAL REVENUE (EXCL. GST)	$ -	$3,100,000	$ 9,900,000	$16,700,000	$23,600,000	$30,500,000
	CUMULATIVE COST	$3,500,000	$9,300,000	$15,600,000	$18,400,000	$20,800,000	$23,200,000
	CUMULATIVE NET PROFIT (INCL. GST)	**-$3,500,000**	**-$6,000,000**	**-$ 5,000,000**	**-$ 500,000**	**$ 4,500,000**	**$ 9,500,000**
	CUMULATIVE NET PROFIT (EXCL. GST)	**-$3,500,000**	**-$6,200,000**	**-$ 5,700,000**	**-$ 1,700,000**	**$ 2,800,000**	**$ 7,300,000**
Year on Year	**YEARLY PROFIT/POSITION (INCL. GST)**	**-$3,500,000**	**-$2,500,000**	**$ 1,000,000**	**$ 4,500,000**	**$ 5,000,000**	**$ 5,000,000**
	YEARLY PROFIT/POSITION (EXCL. GST)	**-$3,500,000**	**-$2,700,000**	**$ 500,000**	**$ 4,000,000**	**$ 4,500,000**	**$ 4,500,000**

Figure A.3: 5-year Cumulative Revenue and Costs – Reduced Parking Fee ($5.20)

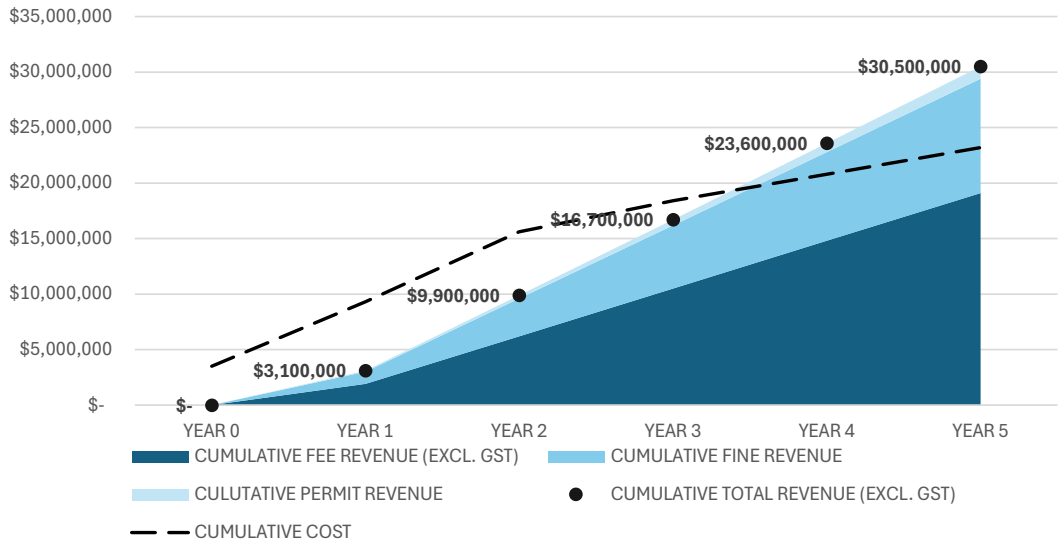
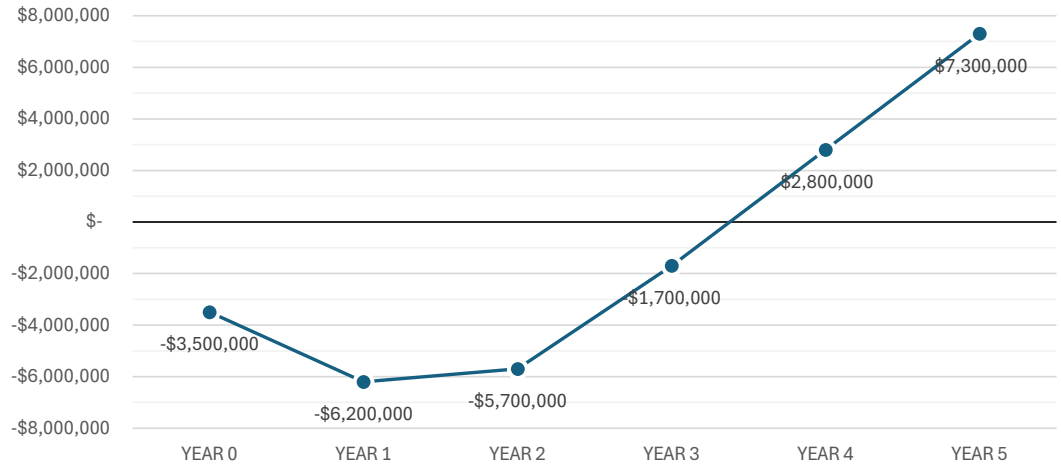


Figure A.4: Year-End Financial Position – Reduced Parking Fee ($5.20)



A.3.3 Reduced Parking Fee ($4.20)

Table A.7: Revenue and Cost Summary – Reduced Parking Fee ($4.20)

		YEAR 0	YEAR 1	YEAR 2	YEAR 3	YEAR 4	YEAR 5
Revenue	*Fee Revenue*						
	NET JANUARY PEAK FEE REVENUE	$ -	$ 400,000	$ 1,000,000	$ 1,000,000	$ 1,000,000	$ 1,000,000
	NET SUMMER-SHOULDER PEAK FEE REVENUE	$ -	$ 600,000	$ 1,500,000	$ 1,500,000	$ 1,500,000	$ 1,500,000
	NET SHOULDER PEAK FEE REVENUE	$ -	$ 300,000	$ 800,000	$ 800,000	$ 800,000	$ 800,000
	NET OFF PEAK FEE REVENUE	$ -	$ 300,000	$ 700,000	$ 700,000	$ 700,000	$ 700,000
	NET TOTAL FEE REVENUE (INCL. GST)	**$ -**	**$1,600,000**	**$ 4,000,000**	**$ 4,000,000**	**$ 4,000,000**	**$ 4,000,000**
	NET TOTAL FEE REVENUE (EXCL. GST)	**$ -**	**$1,400,000**	**$ 3,600,000**	**$ 3,600,000**	**$ 3,600,000**	**$ 3,600,000**
	Fine Revenue						
	NET JANUARY PEAK FINE REVENUE	$ -	$ 200,000	$ 500,000	$ 500,000	$ 500,000	$ 500,000
	NET SUMMER-SHOULDER PEAK FINE REVENUE	$ -	$ 300,000	$ 700,000	$ 700,000	$ 700,000	$ 700,000
	NET SHOULDER PEAK FINE REVENUE	$ -	$ 300,000	$ 600,000	$ 600,000	$ 600,000	$ 600,000
	NET OFF PEAK FINE REVENUE	$ -	$ 300,000	$ 500,000	$ 500,000	$ 500,000	$ 500,000
	NET TOTAL FINE REVENUE	**$ -**	**$1,100,000**	**$ 2,300,000**	**$ 2,300,000**	**$ 2,300,000**	**$ 2,300,000**
	Combined Revenue (Fee + Fine)						
	NET JANUARY PEAK REVENUE	$ -	$ 600,000	$ 1,500,000	$ 1,500,000	$ 1,500,000	$ 1,500,000
	NET SUMMER-SHOULDER PEAK REVENUE	$ -	$ 900,000	$ 2,200,000	$ 2,200,000	$ 2,200,000	$ 2,200,000
	NET SHOULDER PEAK REVENUE	$ -	$ 600,000	$ 1,400,000	$ 1,400,000	$ 1,400,000	$ 1,400,000
	NET OFF PEAK REVENUE	$ -	$ 600,000	$ 1,200,000	$ 1,200,000	$ 1,200,000	$ 1,200,000
	Permit Revenue						
	PERMIT REVENUE	$ -	$ 100,000	$ 200,000	$ 200,000	$ 300,000	$ 300,000
	NET TOTAL REVENUE (INCL. GST)	**$ -**	**$2,800,000**	**$ 6,500,000**	**$ 6,500,000**	**$ 6,600,000**	**$ 6,600,000**
	NET TOTAL REVENUE (EXCL. GST)	**$ -**	**$2,600,000**	**$ 6,100,000**	**$ 6,100,000**	**$ 6,200,000**	**$ 6,200,000**
Cost	STAFFING	$2,400,000	$3,300,000	$ 3,600,000	$ 1,900,000	$ 2,000,000	$ 2,000,000
	REOCCURING OPERATING COSTS	$ 800,000	$ 500,000	$ 500,000	$ 600,000	$ 400,000	$ 400,000
	INFRASTRUCTURE	$ -	$1,400,000	$ 1,700,000	$ 100,000	$ -	$ -
	TOTAL COST	**$3,200,000**	**$5,200,000**	**$ 5,800,000**	**$ 2,600,000**	**$ 2,400,000**	**$ 2,400,000**
Loans	**LOAN REQUIRED**	**-$3,200,000**	**-$6,100,000**	**-$ 6,400,000**	**-$ 3,500,000**	**-$ 100,000**	**$ -**
	LOAN INTEREST	**-$ 300,000**	**-$ 600,000**	**-$ 600,000**	**-$ 400,000**	**$ -**	**$ -**
Cumulative Totals	**CUMULATIVE FEE REVENUE (INCL. GST)**	$ -	$1,600,000	$ 5,600,000	$ 9,600,000	$13,600,000	$17,600,000
	CUMULATIVE FEE REVENUE (EXCL. GST)	$ -	$1,400,000	$ 5,000,000	$ 8,600,000	$12,200,000	$15,800,000
	CUMULATIVE FINE REVENUE	$ -	$1,100,000	$ 3,400,000	$ 5,700,000	$ 8,000,000	$10,300,000
	CULUTATIVE PERMIT REVENUE	$ -	$ 100,000	$ 300,000	$ 500,000	$ 800,000	$ 1,100,000
	CUMULATIVE TOTAL REVENUE (INCL. GST)	$ -	$2,800,000	$ 9,300,000	$15,800,000	$22,400,000	$29,000,000
	CUMULATIVE TOTAL REVENUE (EXCL. GST)	$ -	$2,600,000	$ 8,700,000	$14,800,000	$21,000,000	$27,200,000
	CUMULATIVE COST	$3,500,000	$9,300,000	$15,700,000	$18,700,000	$21,100,000	$23,500,000
	CUMULATIVE NET PROFIT (INCL. GST)	**-$3,500,000**	**-$6,500,000**	**-$ 6,400,000**	**-$ 2,900,000**	**$ 1,300,000**	**$ 5,500,000**
	CUMULATIVE NET PROFIT (EXCL. GST)	**-$3,500,000**	**-$6,700,000**	**-$ 7,000,000**	**-$ 3,900,000**	**-$ 100,000**	**$ 3,700,000**
Year on Year	**YEARLY PROFIT/POSITION (INCL. GST)**	**-$3,500,000**	**-$3,000,000**	**$ 100,000**	**$ 3,500,000**	**$ 4,200,000**	**$ 4,200,000**
	YEARLY PROFIT/POSITION (EXCL. GST)	**-$3,500,000**	**-$3,200,000**	**-$ 300,000**	**$ 3,100,000**	**$ 3,800,000**	**$ 3,800,000**

Figure A.5: 5-year Cumulative Revenue and Costs – Reduced Parking Fee ($4.20)

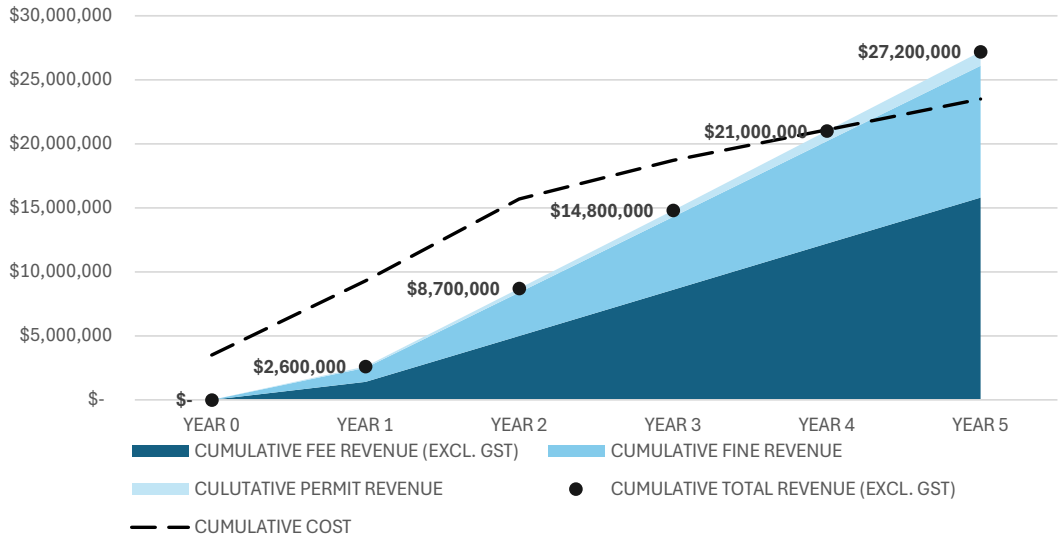
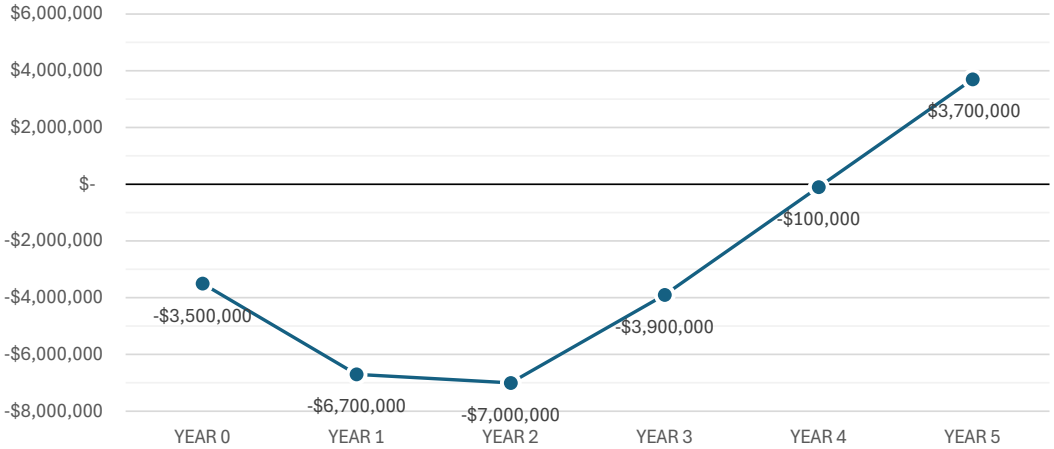


Figure A.6: Year-End Financial Position – Reduced Parking Fee ($4.20)



A.3.4 Reduced Parking Fee ($3.10, Off Peak Only)

Table A.8: Revenue and Cost Summary - Reduced Parking Fee ($3.10, Off Peak Only)

		YEAR 0	YEAR 1	YEAR 2	YEAR 3	YEAR 4	YEAR 5
Revenue	*Fee Revenue*						
	NET JANUARY PEAK FEE REVENUE	$ -	$ 600,000	$ 1,400,000	$ 1,400,000	$ 1,400,000	$ 1,400,000
	NET SUMMER-SHOULDER PEAK FEE REVENUE	$ -	$ 900,000	$ 2,200,000	$ 2,200,000	$ 2,200,000	$ 2,200,000
	NET SHOULDER PEAK FEE REVENUE	$ -	$ 500,000	$ 1,100,000	$ 1,100,000	$ 1,100,000	$ 1,100,000
	NET OFF PEAK FEE REVENUE	$ -	$ 200,000	$ 500,000	$ 500,000	$ 500,000	$ 500,000
	NET TOTAL FEE REVENUE (INCL. GST)	**$ -**	**$2,200,000**	**$ 5,200,000**	**$ 5,200,000**	**$ 5,200,000**	**$ 5,200,000**
	NET TOTAL FEE REVENUE (EXCL. GST)	**$ -**	**$2,000,000**	**$ 4,700,000**	**$ 4,700,000**	**$ 4,700,000**	**$ 4,700,000**
	Fine Revenue						
	NET JANUARY PEAK FINE REVENUE	$ -	$ 200,000	$ 500,000	$ 500,000	$ 500,000	$ 500,000
	NET SUMMER-SHOULDER PEAK FINE REVENUE	$ -	$ 300,000	$ 700,000	$ 700,000	$ 700,000	$ 700,000
	NET SHOULDER PEAK FINE REVENUE	$ -	$ 300,000	$ 600,000	$ 600,000	$ 600,000	$ 600,000
	NET OFF PEAK FINE REVENUE	$ -	$ 300,000	$ 500,000	$ 500,000	$ 500,000	$ 500,000
	NET TOTAL FINE REVENUE	**$ -**	**$1,100,000**	**$ 2,300,000**	**$ 2,300,000**	**$ 2,300,000**	**$ 2,300,000**
	Combined Revenue (Fee + Fine)						
	NET JANUARY PEAK REVENUE	$ -	$ 800,000	$ 1,900,000	$ 1,900,000	$ 1,900,000	$ 1,900,000
	NET SUMMER-SHOULDER PEAK REVENUE	$ -	$1,200,000	$ 2,900,000	$ 2,900,000	$ 2,900,000	$ 2,900,000
	NET SHOULDER PEAK REVENUE	$ -	$ 800,000	$ 1,700,000	$ 1,700,000	$ 1,700,000	$ 1,700,000
	NET OFF PEAK REVENUE	$ -	$ 500,000	$ 1,000,000	$ 1,000,000	$ 1,000,000	$ 1,000,000
	Permit Revenue						
	PERMIT REVENUE	$ -	$ 100,000	$ 200,000	$ 200,000	$ 300,000	$ 300,000
	NET TOTAL REVENUE (INCL. GST)	**$ -**	**$3,400,000**	**$ 7,700,000**	**$ 7,700,000**	**$ 7,800,000**	**$ 7,800,000**
	NET TOTAL REVENUE (EXCL. GST)	**$ -**	**$3,200,000**	**$ 7,200,000**	**$ 7,200,000**	**$ 7,300,000**	**$ 7,300,000**
Cost	STAFFING	$2,400,000	$3,300,000	$ 3,600,000	$ 1,900,000	$ 2,000,000	$ 2,000,000
	REOCCURING OPERATING COSTS	$ 800,000	$ 500,000	$ 500,000	$ 600,000	$ 400,000	$ 400,000
	INFRASTRUCTURE	$ -	$1,400,000	$ 1,700,000	$ 100,000	$ -	$ -
	TOTAL COST	**$3,200,000**	**$5,200,000**	**$ 5,800,000**	**$ 2,600,000**	**$ 2,400,000**	**$ 2,400,000**
Loans	**LOAN REQUIRED**	**-$3,200,000**	**-$5,500,000**	**-$ 4,700,000**	**-$ 600,000**	**$ -**	**$ -**
	LOAN INTEREST	**-$ 300,000**	**-$ 600,000**	**-$ 500,000**	**-$ 100,000**	**$ -**	**$ -**
Cumulative Totals	**CUMULATIVE FEE REVENUE (INCL. GST)**	$ -	$2,200,000	$ 7,400,000	$12,600,000	$17,800,000	$23,000,000
	CUMULATIVE FEE REVENUE (EXCL. GST)	$ -	$2,000,000	$ 6,700,000	$11,400,000	$16,100,000	$20,800,000
	CUMULATIVE FINE REVENUE	$ -	$1,100,000	$ 3,400,000	$ 5,700,000	$ 8,000,000	$10,300,000
	CULUTATIVE PERMIT REVENUE	$ -	$ 100,000	$ 300,000	$ 500,000	$ 800,000	$ 1,100,000
	CUMULATIVE TOTAL REVENUE (INCL. GST)	$ -	$3,400,000	$11,100,000	$18,800,000	$26,600,000	$34,400,000
	CUMULATIVE TOTAL REVENUE (EXCL. GST)	$ -	$3,200,000	$10,400,000	$17,600,000	$24,900,000	$32,200,000
	CUMULATIVE COST	$3,500,000	$9,300,000	$15,600,000	$18,300,000	$20,700,000	$23,100,000
	CUMULATIVE NET PROFIT (INCL. GST)	**-$3,500,000**	**-$5,900,000**	**-$ 4,500,000**	**$ 500,000**	**$ 5,900,000**	**$11,300,000**
	CUMULATIVE NET PROFIT (EXCL. GST)	**-$3,500,000**	**-$6,100,000**	**-$ 5,200,000**	**-$ 700,000**	**$ 4,200,000**	**$ 9,100,000**
Year on Year	**YEARLY PROFIT/POSITION (INCL. GST)**	**-$3,500,000**	**-$2,400,000**	**$ 1,400,000**	**$ 5,000,000**	**$ 5,400,000**	**$ 5,400,000**
	YEARLY PROFIT/POSITION (EXCL. GST)	**-$3,500,000**	**-$2,600,000**	**$ 900,000**	**$ 4,500,000**	**$ 4,900,000**	**$ 4,900,000**

Figure A.7: 5-year Cumulative Revenue and Costs – Reduced Parking Fee ($3.10, Off Peak Only)

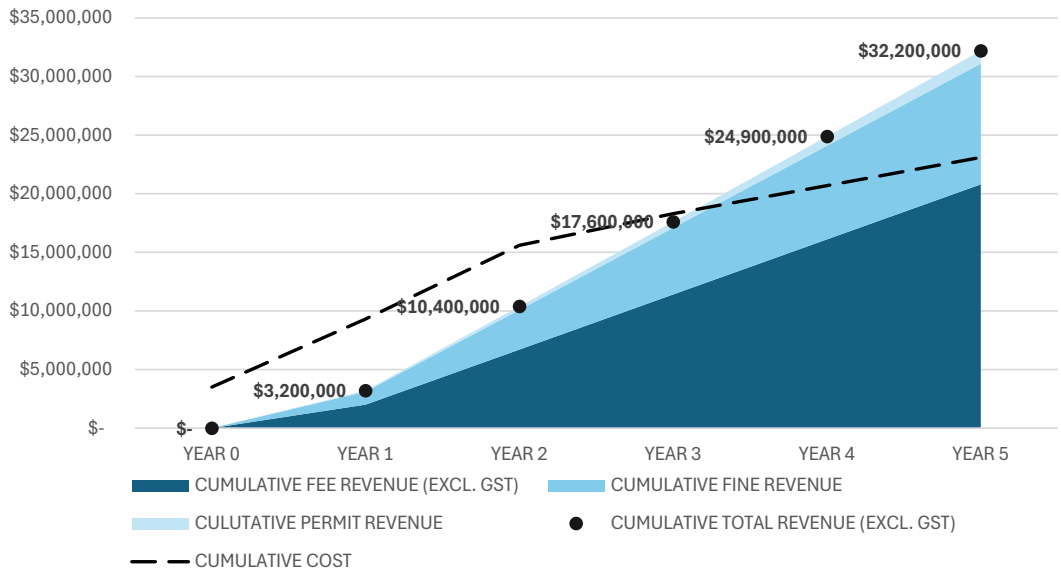
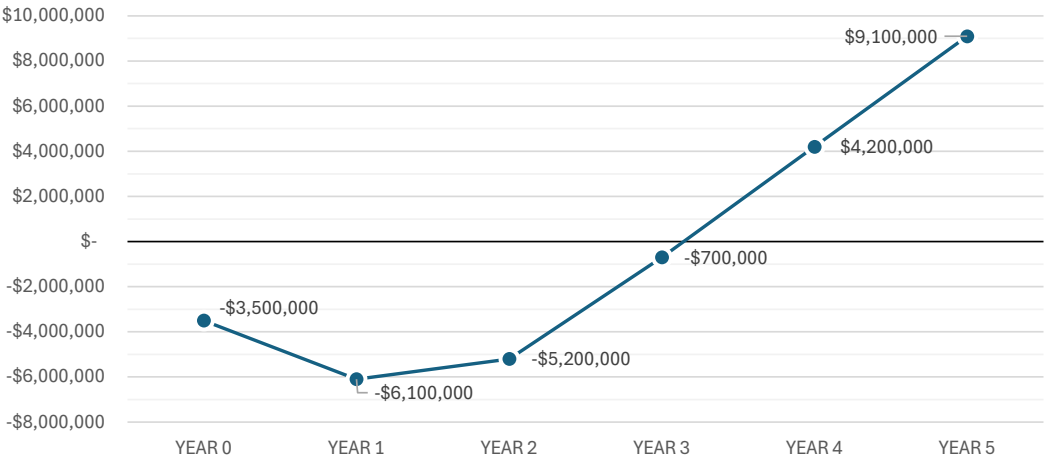


Figure A.8: Year-End Financial Position – Reduced Parking Fee ($3.10, Off Peak Only)



A.3.5 Regulated Parking October Through April

Table A.9: Revenue and Cost Summary - Regulated Parking October Through April

		YEAR 0	YEAR 1	YEAR 2	YEAR 3	YEAR 4	YEAR 5
Revenue	*Fee Revenue*						
	NET JANUARY PEAK FEE REVENUE	$ -	$ 600,000	$ 1,400,000	$ 1,400,000	$ 1,400,000	$ 1,400,000
	NET SUMMER-SHOULDER PEAK FEE REVENUE	$ -	$ 900,000	$ 2,200,000	$ 2,200,000	$ 2,200,000	$ 2,200,000
	NET SHOULDER PEAK FEE REVENUE	$ -	$ 500,000	$ 1,100,000	$ 1,100,000	$ 1,100,000	$ 1,100,000
	NET OFF PEAK FEE REVENUE	$ -	$ 100,000	$ 300,000	$ 300,000	$ 300,000	$ 300,000
	NET TOTAL FEE REVENUE (INCL. GST)	**$ -**	**$ 2,100,000**	**$ 5,000,000**	**$ 5,000,000**	**$ 5,000,000**	**$ 5,000,000**
	NET TOTAL FEE REVENUE (EXCL. GST)	**$ -**	**$ 1,900,000**	**$ 4,500,000**	**$ 4,500,000**	**$ 4,500,000**	**$ 4,500,000**
	Fine Revenue						
	NET JANUARY PEAK FINE REVENUE	$ -	$ 200,000	$ 500,000	$ 500,000	$ 500,000	$ 500,000
	NET SUMMER-SHOULDER PEAK FINE REVENUE	$ -	$ 300,000	$ 700,000	$ 700,000	$ 700,000	$ 700,000
	NET SHOULDER PEAK FINE REVENUE	$ -	$ 300,000	$ 600,000	$ 600,000	$ 600,000	$ 600,000
	NET OFF PEAK FINE REVENUE	$ -	$ 100,000	$ 100,000	$ 100,000	$ 100,000	$ 100,000
	NET TOTAL FINE REVENUE	**$ -**	**$ 900,000**	**$ 1,900,000**	**$ 1,900,000**	**$ 1,900,000**	**$ 1,900,000**
	Combined Revenue (Fee + Fine)						
	NET JANUARY PEAK REVENUE	$ -	$ 800,000	$ 1,900,000	$ 1,900,000	$ 1,900,000	$ 1,900,000
	NET SUMMER-SHOULDER PEAK REVENUE	$ -	$ 1,200,000	$ 2,900,000	$ 2,900,000	$ 2,900,000	$ 2,900,000
	NET SHOULDER PEAK REVENUE	$ -	$ 800,000	$ 1,700,000	$ 1,700,000	$ 1,700,000	$ 1,700,000
	NET OFF PEAK REVENUE	$ -	$ 200,000	$ 400,000	$ 400,000	$ 400,000	$ 400,000
	Permit Revenue						
	PERMIT REVENUE	$ -	$ 100,000	$ 200,000	$ 200,000	$ 300,000	$ 300,000
	NET TOTAL REVENUE (INCL. GST)	**$ -**	**$ 3,100,000**	**$ 7,100,000**	**$ 7,100,000**	**$ 7,200,000**	**$ 7,200,000**
	NET TOTAL REVENUE (EXCL. GST)	**$ -**	**$ 2,900,000**	**$ 6,600,000**	**$ 6,600,000**	**$ 6,700,000**	**$ 6,700,000**
Cost	STAFFING	$ 2,400,000	$ 3,300,000	$ 3,600,000	$ 1,900,000	$ 2,000,000	$ 2,000,000
	REOCCURING OPERATING COSTS	$ 800,000	$ 500,000	$ 500,000	$ 600,000	$ 400,000	$ 400,000
	INFRASTRUCTURE	$ -	$ 1,400,000	$ 1,700,000	$ 100,000	$ -	$ -
	TOTAL COST	**$ 3,200,000**	**$ 5,200,000**	**$ 5,800,000**	**$ 2,600,000**	**$ 2,400,000**	**$ 2,400,000**
Loans	**LOAN REQUIRED**	**-$ 3,200,000**	**-$ 5,800,000**	**-$ 5,600,000**	**-$ 2,200,000**	**$ -**	**$ -**
	LOAN INTEREST	**-$ 300,000**	**-$ 600,000**	**-$ 600,000**	**-$ 200,000**	**$ -**	**$ -**
Cumulative Totals	**CUMULATIVE FEE REVENUE (INCL. GST)**	$ -	$ 2,100,000	$ 7,100,000	$ 12,100,000	$ 17,100,000	$ 22,100,000
	CUMULATIVE FEE REVENUE (EXCL. GST)	$ -	$ 1,900,000	$ 6,400,000	$ 10,900,000	$ 15,400,000	$ 19,900,000
	CUMULATIVE FINE REVENUE	$ -	$ 900,000	$ 2,800,000	$ 4,700,000	$ 6,600,000	$ 8,500,000
	CULUTATIVE PERMIT REVENUE	$ -	$ 100,000	$ 300,000	$ 500,000	$ 800,000	$ 1,100,000
	CUMULATIVE TOTAL REVENUE (INCL. GST)	$ -	$ 3,100,000	$ 10,200,000	$ 17,300,000	$ 24,500,000	$ 31,700,000
	CUMULATIVE TOTAL REVENUE (EXCL. GST)	$ -	$ 2,900,000	$ 9,500,000	$ 16,100,000	$ 22,800,000	$ 29,500,000
	CUMULATIVE COST	$ 3,500,000	$ 9,300,000	$ 15,700,000	$ 18,500,000	$ 20,900,000	$ 23,300,000
	CUMULATIVE NET PROFIT (INCL. GST)	**-$ 3,500,000**	**-$ 6,200,000**	**-$ 5,500,000**	**-$ 1,200,000**	**$ 3,600,000**	**$ 8,400,000**
	CUMULATIVE NET PROFIT (EXCL. GST)	**-$ 3,500,000**	**-$ 6,400,000**	**-$ 6,200,000**	**-$ 2,400,000**	**$ 1,900,000**	**$ 6,200,000**
Year on Year	**YEARLY PROFIT/POSITION (INCL. GST)**	**-$ 3,500,000**	**-$ 2,700,000**	**$ 700,000**	**$ 4,300,000**	**$ 4,800,000**	**$ 4,800,000**
	YEARLY PROFIT/POSITION (EXCL. GST)	**-$ 3,500,000**	**-$ 2,900,000**	**$ 200,000**	**$ 3,800,000**	**$ 4,300,000**	**$ 4,300,000**

Figure A.9: 5-year Cumulative Revenue and Costs – Regulated Parking October Through April

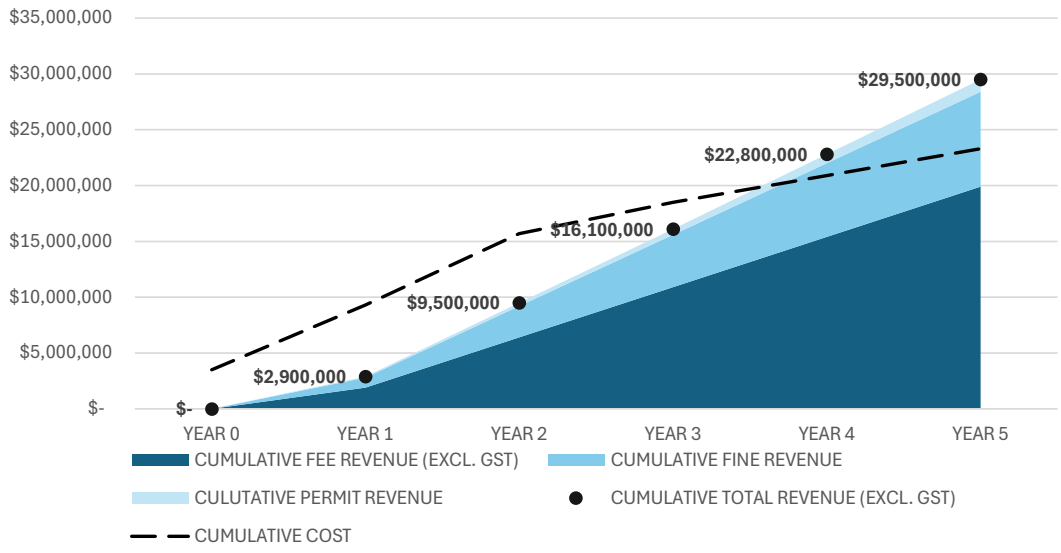
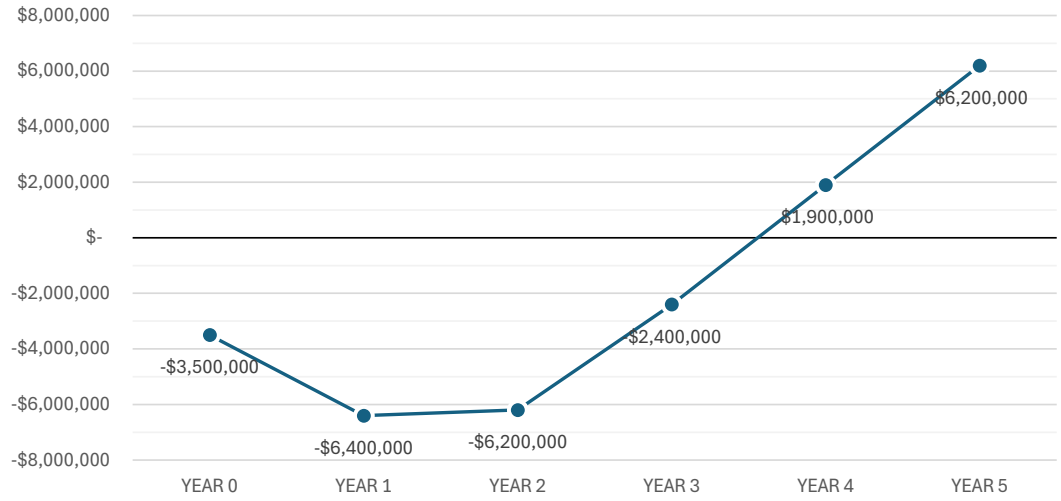


Figure A.10: Year-End Financial Position – Regulated Parking October Through April



A.3.6 Regulated Parking November Through April

Table A.10: Revenue and Cost Summary – Regulated Parking November Through April

		YEAR 0	YEAR 1	YEAR 2	YEAR 3	YEAR 4	YEAR 5
Revenue	*Fee Revenue*						
	NET JANUARY PEAK FEE REVENUE	$ -	$ 600,000	$ 1,400,000	$ 1,400,000	$ 1,400,000	$ 1,400,000
	NET SUMMER-SHOULDER PEAK FEE REVENUE	$ -	$ 900,000	$ 2,200,000	$ 2,200,000	$ 2,200,000	$ 2,200,000
	NET SHOULDER PEAK FEE REVENUE	$ -	$ 500,000	$ 1,100,000	$ 1,100,000	$ 1,100,000	$ 1,100,000
	NET OFF PEAK FEE REVENUE	$ -	$ 100,000	$ 100,000	$ 100,000	$ 100,000	$ 100,000
	NET TOTAL FEE REVENUE (INCL. GST)	**$ -**	**$2,100,000**	**$ 4,800,000**	**$ 4,800,000**	**$ 4,800,000**	**$ 4,800,000**
	NET TOTAL FEE REVENUE (EXCL. GST)	**$ -**	**$1,900,000**	**$ 4,300,000**	**$ 4,300,000**	**$ 4,300,000**	**$ 4,300,000**
	Fine Revenue						
	NET JANUARY PEAK FINE REVENUE	$ -	$ 200,000	$ 500,000	$ 500,000	$ 500,000	$ 500,000
	NET SUMMER-SHOULDER PEAK FINE REVENUE	$ -	$ 300,000	$ 700,000	$ 700,000	$ 700,000	$ 700,000
	NET SHOULDER PEAK FINE REVENUE	$ -	$ 300,000	$ 600,000	$ 600,000	$ 600,000	$ 600,000
	NET OFF PEAK FINE REVENUE	$ -	$ -	$ 100,000	$ 100,000	$ 100,000	$ 100,000
	NET TOTAL FINE REVENUE	**$ -**	**$ 800,000**	**$ 1,900,000**	**$ 1,900,000**	**$ 1,900,000**	**$ 1,900,000**
	Combined Revenue (Fee + Fine)						
	NET JANUARY PEAK REVENUE	$ -	$ 800,000	$ 1,900,000	$ 1,900,000	$ 1,900,000	$ 1,900,000
	NET SUMMER-SHOULDER PEAK REVENUE	$ -	$1,200,000	$ 2,900,000	$ 2,900,000	$ 2,900,000	$ 2,900,000
	NET SHOULDER PEAK REVENUE	$ -	$ 800,000	$ 1,700,000	$ 1,700,000	$ 1,700,000	$ 1,700,000
	NET OFF PEAK REVENUE	$ -	$ 100,000	$ 200,000	$ 200,000	$ 200,000	$ 200,000
	Permit Revenue						
	PERMIT REVENUE	$ -	$ 100,000	$ 200,000	$ 200,000	$ 300,000	$ 300,000
	NET TOTAL REVENUE (INCL. GST)	**$ -**	**$3,000,000**	**$ 6,900,000**	**$ 6,900,000**	**$ 7,000,000**	**$ 7,000,000**
	NET TOTAL REVENUE (EXCL. GST)	**$ -**	**$2,800,000**	**$ 6,400,000**	**$ 6,400,000**	**$ 6,500,000**	**$ 6,500,000**
Cost	STAFFING	$2,400,000	$3,300,000	$ 3,600,000	$ 1,900,000	$ 2,000,000	$ 2,000,000
	REOCCURING OPERATING COSTS	$ 800,000	$ 500,000	$ 500,000	$ 600,000	$ 400,000	$ 400,000
	INFRASTRUCTURE	$ -	$1,400,000	$ 1,700,000	$ 100,000	$ -	$ -
	TOTAL COST	**$3,200,000**	**$5,200,000**	**$ 5,800,000**	**$ 2,600,000**	**$ 2,400,000**	**$ 2,400,000**
Loans	**LOAN REQUIRED**	**-$3,200,000**	**-$5,900,000**	**-$ 5,900,000**	**-$ 2,700,000**	**$ -**	**$ -**
	LOAN INTEREST	**-$ 300,000**	**-$ 600,000**	**-$ 600,000**	**-$ 300,000**	**$ -**	**$ -**
Cumulative Totals	**CUMULATIVE FEE REVENUE (INCL. GST)**	$ -	$2,100,000	$ 6,900,000	$11,700,000	$16,500,000	$21,300,000
	CUMULATIVE FEE REVENUE (EXCL. GST)	$ -	$1,900,000	$ 6,200,000	$10,500,000	$14,800,000	$19,100,000
	CUMULATIVE FINE REVENUE	$ -	$ 800,000	$ 2,700,000	$ 4,600,000	$ 6,500,000	$ 8,400,000
	CULUTATIVE PERMIT REVENUE	$ -	$ 100,000	$ 300,000	$ 500,000	$ 800,000	$ 1,100,000
	CUMULATIVE TOTAL REVENUE (INCL. GST)	$ -	$3,000,000	$ 9,900,000	$16,800,000	$23,800,000	$30,800,000
	CUMULATIVE TOTAL REVENUE (EXCL. GST)	$ -	$2,800,000	$ 9,200,000	$15,600,000	$22,100,000	$28,600,000
	CUMULATIVE COST	$3,500,000	$9,300,000	$15,700,000	$18,600,000	$21,000,000	$23,400,000
	CUMULATIVE NET PROFIT (INCL. GST)	**-$3,500,000**	**-$6,300,000**	**-$ 5,800,000**	**-$ 1,800,000**	**$ 2,800,000**	**$ 7,400,000**
	CUMULATIVE NET PROFIT (EXCL. GST)	**-$3,500,000**	**-$6,500,000**	**-$ 6,500,000**	**-$ 3,000,000**	**$ 1,100,000**	**$ 5,200,000**
Year on Year	**YEARLY PROFIT/POSITION (INCL. GST)**	**-$3,500,000**	**-$2,800,000**	**$ 500,000**	**$ 4,000,000**	**$ 4,600,000**	**$ 4,600,000**
	YEARLY PROFIT/POSITION (EXCL. GST)	**-$3,500,000**	**-$3,000,000**	**$ -**	**$ 3,500,000**	**$ 4,100,000**	**$ 4,100,000**

Figure A.11: 5-year Cumulative Revenue and Costs – Regulated Parking November Through April

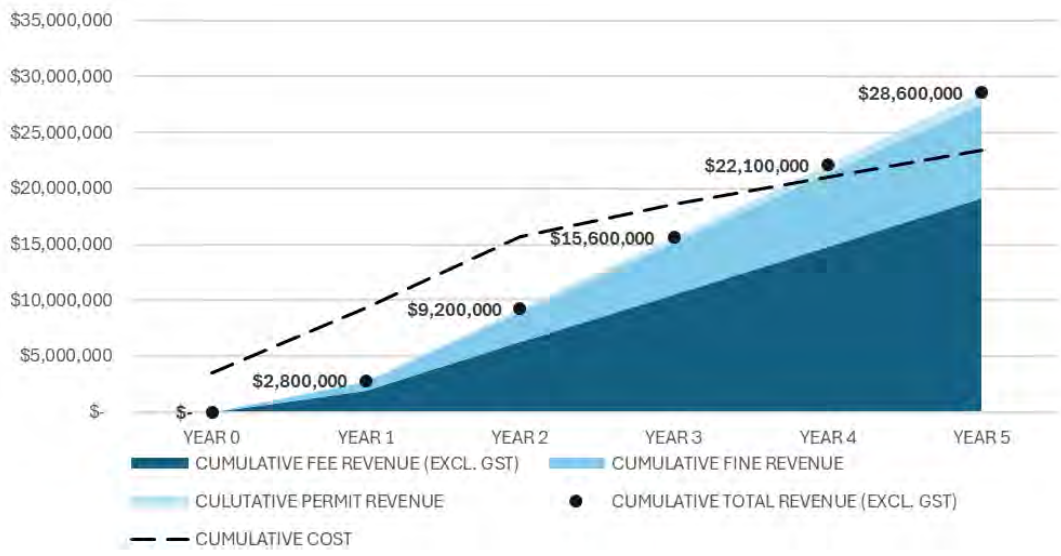


Figure A.12: Year-End Financial Position – Regulated Parking November Through April

A.3.7 Regulated Parking Port Phillip and Westernport

Table A.11: Revenue and Cost Summary – Regulated Parking Port Phillip and Westernport

		YEAR 0	YEAR 1	YEAR 2	YEAR 3	YEAR 4	YEAR 5
Revenue	*Fee Revenue*						
	NET JANUARY PEAK FEE REVENUE	$ -	$ 600,000	$ 1,400,000	$ 1,600,000	$ 1,600,000	$ 1,600,000
	NET SUMMER-SHOULDER PEAK FEE REVENUE	$ -	$ 900,000	$ 2,200,000	$ 2,500,000	$ 2,500,000	$ 2,500,000
	NET SHOULDER PEAK FEE REVENUE	$ -	$ 500,000	$ 1,100,000	$ 1,200,000	$ 1,200,000	$ 1,200,000
	NET OFF PEAK FEE REVENUE	$ -	$ 500,000	$ 1,100,000	$ 1,100,000	$ 1,100,000	$ 1,100,000
	NET TOTAL FEE REVENUE (INCL. GST)	**$ -**	**$2,500,000**	**$ 5,800,000**	**$ 6,400,000**	**$ 6,400,000**	**$ 6,400,000**
	NET TOTAL FEE REVENUE (EXCL. GST)	**$ -**	**$2,300,000**	**$ 5,200,000**	**$ 5,800,000**	**$ 5,800,000**	**$ 5,800,000**
	Fine Revenue						
	NET JANUARY PEAK FINE REVENUE	$ -	$ 200,000	$ 500,000	$ 500,000	$ 500,000	$ 500,000
	NET SUMMER-SHOULDER PEAK FINE REVENUE	$ -	$ 300,000	$ 700,000	$ 800,000	$ 800,000	$ 800,000
	NET SHOULDER PEAK FINE REVENUE	$ -	$ 300,000	$ 600,000	$ 600,000	$ 600,000	$ 600,000
	NET OFF PEAK FINE REVENUE	$ -	$ 300,000	$ 500,000	$ 500,000	$ 500,000	$ 500,000
	NET TOTAL FINE REVENUE	**$ -**	**$1,100,000**	**$ 2,300,000**	**$ 2,400,000**	**$ 2,400,000**	**$ 2,400,000**
	Combined Revenue (Fee + Fine)						
	NET JANUARY PEAK REVENUE	$ -	$ 800,000	$ 1,900,000	$ 2,100,000	$ 2,100,000	$ 2,100,000
	NET SUMMER-SHOULDER PEAK REVENUE	$ -	$1,200,000	$ 2,900,000	$ 3,300,000	$ 3,300,000	$ 3,300,000
	NET SHOULDER PEAK REVENUE	$ -	$ 800,000	$ 1,700,000	$ 1,800,000	$ 1,800,000	$ 1,800,000
	NET OFF PEAK REVENUE	$ -	$ 800,000	$ 1,600,000	$ 1,600,000	$ 1,600,000	$ 1,600,000
	Permit Revenue						
	PERMIT REVENUE	$ -	$ 100,000	$ 200,000	$ 200,000	$ 300,000	$ 300,000
	NET TOTAL REVENUE (INCL. GST)	**$ -**	**$3,700,000**	**$ 8,300,000**	**$ 9,000,000**	**$ 9,100,000**	**$ 9,100,000**
	NET TOTAL REVENUE (EXCL. GST)	**$ -**	**$3,500,000**	**$ 7,700,000**	**$ 8,400,000**	**$ 8,500,000**	**$ 8,500,000**
Cost	STAFFING	$2,400,000	$3,300,000	$ 3,600,000	$ 1,900,000	$ 2,000,000	$ 2,000,000
	REOCCURING OPERATING COSTS	$ 800,000	$ 500,000	$ 500,000	$ 600,000	$ 400,000	$ 400,000
	INFRASTRUCTURE	$ -	$1,400,000	$ 1,700,000	$ 500,000	$ -	$ -
	TOTAL COST	**$3,200,000**	**$5,200,000**	**$ 5,800,000**	**$ 3,000,000**	**$ 2,400,000**	**$ 2,400,000**
Loans	**LOAN REQUIRED**	**-$3,200,000**	**-$5,200,000**	**-$ 3,800,000**	**$ -**	**$ -**	**$ -**
	LOAN INTEREST	**-$ 300,000**	**-$ 500,000**	**-$ 400,000**	**$ -**	**$ -**	**$ -**
Cumulative Totals	**CUMULATIVE FEE REVENUE (INCL. GST)**	$ -	$2,500,000	$ 8,300,000	$14,700,000	$21,100,000	$27,500,000
	CUMULATIVE FEE REVENUE (EXCL. GST)	$ -	$2,300,000	$ 7,500,000	$13,300,000	$19,100,000	$24,900,000
	CUMULATIVE FINE REVENUE	$ -	$1,100,000	$ 3,400,000	$ 5,800,000	$ 8,200,000	$10,600,000
	CULUTATIVE PERMIT REVENUE	$ -	$ 100,000	$ 300,000	$ 500,000	$ 800,000	$ 1,100,000
	CUMULATIVE TOTAL REVENUE (INCL. GST)	$ -	$3,700,000	$12,000,000	$21,000,000	$30,100,000	$39,200,000
	CUMULATIVE TOTAL REVENUE (EXCL. GST)	$ -	$3,500,000	$11,200,000	$19,600,000	$28,100,000	$36,600,000
	CUMULATIVE COST	$3,500,000	$9,200,000	$15,400,000	$18,400,000	$20,800,000	$23,200,000
	CUMULATIVE NET PROFIT (INCL. GST)	**-$3,500,000**	**-$5,500,000**	**-$ 3,400,000**	**$ 2,600,000**	**$ 9,300,000**	**$16,000,000**
	CUMULATIVE NET PROFIT (EXCL. GST)	**-$3,500,000**	**-$5,700,000**	**-$ 4,200,000**	**$ 1,200,000**	**$ 7,300,000**	**$13,400,000**
Year on Year	**YEARLY PROFIT/POSITION (INCL. GST)**	**-$3,500,000**	**-$2,000,000**	**$ 2,100,000**	**$ 6,000,000**	**$ 6,700,000**	**$ 6,700,000**
	YEARLY PROFIT/POSITION (EXCL. GST)	**-$3,500,000**	**-$2,200,000**	**$ 1,500,000**	**$ 5,400,000**	**$ 6,100,000**	**$ 6,100,000**

Figure A.13: 5-year Cumulative Revenue and Costs – Regulated Parking Port Phillip and Westernport

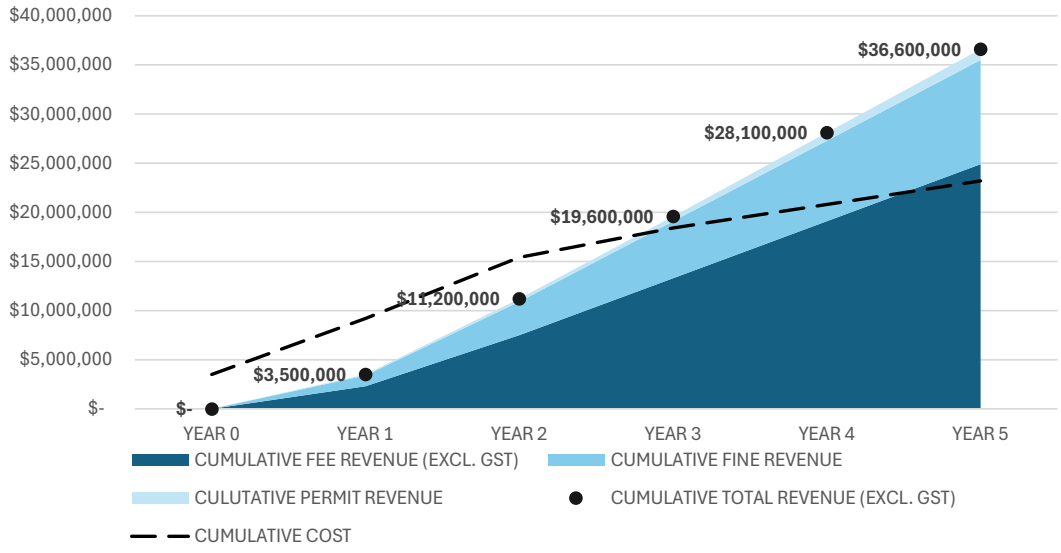
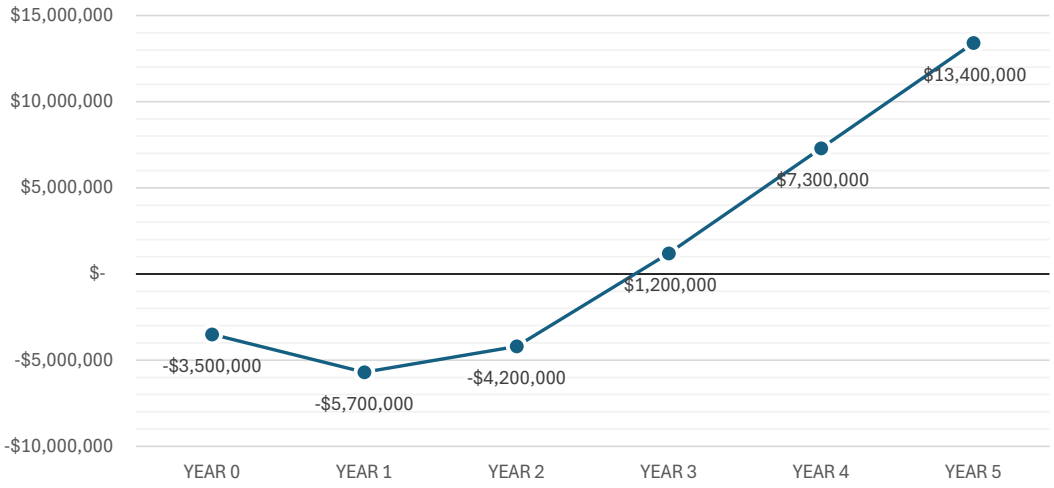


Figure A.14: Year-End Financial Position – Regulated Parking Port Phillip and Westernport



A.3.8 Regulated Parking On-street (within foreshore) and Off-Street (adjacent foreshore) only

Table A.12: Revenue and Cost Summary – Regulated Parking On-street (within foreshore) and Off-Street (adjacent foreshore) only

		YEAR 0	YEAR 1	YEAR 2	YEAR 3	YEAR 4	YEAR 5
Revenue	*Fee Revenue*						
	NET JANUARY PEAK FEE REVENUE	$ -	$ 600,000	$ 1,300,000	$ 1,300,000	$ 1,300,000	$ 1,300,000
	NET SUMMER-SHOULDER PEAK FEE REVENUE	$ -	$ 900,000	$ 2,000,000	$ 2,000,000	$ 2,000,000	$ 2,000,000
	NET SHOULDER PEAK FEE REVENUE	$ -	$ 500,000	$ 1,000,000	$ 1,000,000	$ 1,000,000	$ 1,000,000
	NET OFF PEAK FEE REVENUE	$ -	$ 500,000	$ 1,100,000	$ 1,100,000	$ 1,100,000	$ 1,100,000
	NET TOTAL FEE REVENUE (INCL. GST)	**$ -**	**$2,500,000**	**$ 5,400,000**	**$ 5,400,000**	**$ 5,400,000**	**$ 5,400,000**
	NET TOTAL FEE REVENUE (EXCL. GST)	**$ -**	**$2,300,000**	**$ 4,900,000**	**$ 4,900,000**	**$ 4,900,000**	**$ 4,900,000**
	Fine Revenue						
	NET JANUARY PEAK FINE REVENUE	$ -	$ 200,000	$ 400,000	$ 400,000	$ 400,000	$ 400,000
	NET SUMMER-SHOULDER PEAK FINE REVENUE	$ -	$ 300,000	$ 600,000	$ 600,000	$ 600,000	$ 600,000
	NET SHOULDER PEAK FINE REVENUE	$ -	$ 300,000	$ 500,000	$ 500,000	$ 500,000	$ 500,000
	NET OFF PEAK FINE REVENUE	$ -	$ 300,000	$ 500,000	$ 500,000	$ 500,000	$ 500,000
	NET TOTAL FINE REVENUE	**$ -**	**$1,100,000**	**$ 2,000,000**	**$ 2,000,000**	**$ 2,000,000**	**$ 2,000,000**
	Combined Revenue (Fee + Fine)						
	NET JANUARY PEAK REVENUE	$ -	$ 800,000	$ 1,700,000	$ 1,700,000	$ 1,700,000	$ 1,700,000
	NET SUMMER-SHOULDER PEAK REVENUE	$ -	$1,200,000	$ 2,600,000	$ 2,600,000	$ 2,600,000	$ 2,600,000
	NET SHOULDER PEAK REVENUE	$ -	$ 800,000	$ 1,500,000	$ 1,500,000	$ 1,500,000	$ 1,500,000
	NET OFF PEAK REVENUE	$ -	$ 800,000	$ 1,600,000	$ 1,600,000	$ 1,600,000	$ 1,600,000
	Permit Revenue						
	PERMIT REVENUE	$ -	$ 100,000	$ 200,000	$ 200,000	$ 300,000	$ 300,000
	NET TOTAL REVENUE (INCL. GST)	**$ -**	**$3,700,000**	**$ 7,600,000**	**$ 7,600,000**	**$ 7,700,000**	**$ 7,700,000**
	NET TOTAL REVENUE (EXCL. GST)	**$ -**	**$3,500,000**	**$ 7,100,000**	**$ 7,100,000**	**$ 7,200,000**	**$ 7,200,000**
Cost	STAFFING	$2,400,000	$3,300,000	$ 3,600,000	$ 1,900,000	$ 2,000,000	$ 2,000,000
	REOCCURING OPERATING COSTS	$ 800,000	$ 500,000	$ 500,000	$ 600,000	$ 400,000	$ 400,000
	INFRASTRUCTURE	$ -	$1,300,000	$ 1,500,000	$ 100,000	$ -	$ -
	TOTAL COST	**$3,200,000**	**$5,100,000**	**$ 5,600,000**	**$ 2,600,000**	**$ 2,400,000**	**$ 2,400,000**
Loans	**LOAN REQUIRED**	**-$3,200,000**	**-$5,100,000**	**-$ 4,100,000**	**$ -**	**$ -**	**$ -**
	LOAN INTEREST	**-$ 300,000**	**-$ 500,000**	**-$ 400,000**	**$ -**	**$ -**	**$ -**
Cumulative Totals	**CUMULATIVE FEE REVENUE (INCL. GST)**	$ -	$2,500,000	$ 7,900,000	$13,300,000	$18,700,000	$24,100,000
	CUMULATIVE FEE REVENUE (EXCL. GST)	$ -	$2,300,000	$ 7,200,000	$12,100,000	$17,000,000	$21,900,000
	CUMULATIVE FINE REVENUE	$ -	$1,100,000	$ 3,100,000	$ 5,100,000	$ 7,100,000	$ 9,100,000
	CULUTATIVE PERMIT REVENUE	$ -	$ 100,000	$ 300,000	$ 500,000	$ 800,000	$ 1,100,000
	CUMULATIVE TOTAL REVENUE (INCL. GST)	$ -	$3,700,000	$11,300,000	$18,900,000	$26,600,000	$34,300,000
	CUMULATIVE TOTAL REVENUE (EXCL. GST)	$ -	$3,500,000	$10,600,000	$17,700,000	$24,900,000	$32,100,000
	CUMULATIVE COST	$3,500,000	$9,100,000	$15,100,000	$17,700,000	$20,100,000	$22,500,000
	CUMULATIVE NET PROFIT (INCL. GST)	**-$3,500,000**	**-$5,400,000**	**-$ 3,800,000**	**$ 1,200,000**	**$ 6,500,000**	**$11,800,000**
	CUMULATIVE NET PROFIT (EXCL. GST)	**-$3,500,000**	**-$5,600,000**	**-$ 4,500,000**	**$ -**	**$ 4,800,000**	**$ 9,600,000**
Year on Year	**YEARLY PROFIT/POSITION (INCL. GST)**	**-$3,500,000**	**-$1,900,000**	**$ 1,600,000**	**$ 5,000,000**	**$ 5,300,000**	**$ 5,300,000**
	YEARLY PROFIT/POSITION (EXCL. GST)	**-$3,500,000**	**-$2,100,000**	**$ 1,100,000**	**$ 4,500,000**	**$ 4,800,000**	**$ 4,800,000**

Figure A.15: 5-year Cumulative Revenue and Costs – Regulated Parking On-street (within foreshore) and Off-Street (adjacent foreshore) only

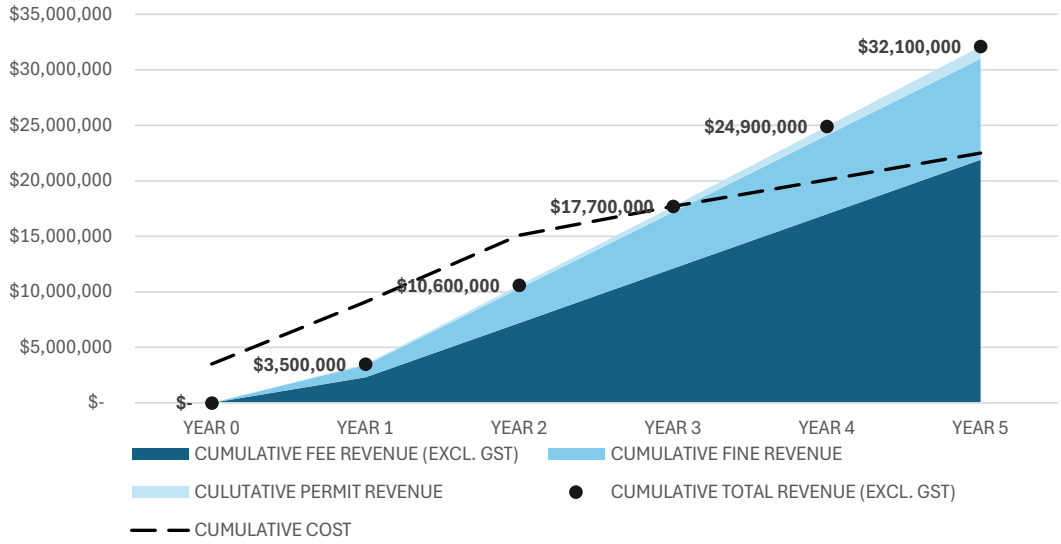
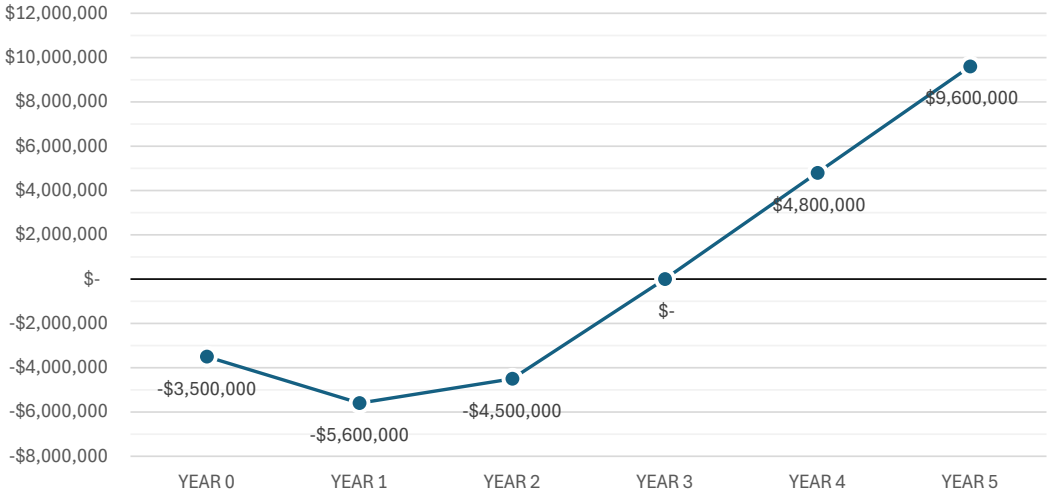


Figure A.16: Year-End Financial Position – Regulated Parking On-street (within foreshore) and Off-Street (adjacent foreshore) only



A.3.9 Regulated Parking Off Street (within foreshore) Only

Table A.13: Revenue and Cost Summary – Regulated Parking Off Street (within foreshore) Only

		YEAR 0	YEAR 1	YEAR 2	YEAR 3	YEAR 4	YEAR 5
Revenue	*Fee Revenue*						
	NET JANUARY PEAK FEE REVENUE	$ -	$ 400,000	$ 900,000	$ 900,000	$ 900,000	$ 900,000
	NET SUMMER-SHOULDER PEAK FEE REVENUE	$ -	$ 600,000	$ 1,300,000	$ 1,300,000	$ 1,300,000	$ 1,300,000
	NET SHOULDER PEAK FEE REVENUE	$ -	$ 400,000	$ 900,000	$ 900,000	$ 900,000	$ 900,000
	NET OFF PEAK FEE REVENUE	$ -	$ 500,000	$ 1,100,000	$ 1,100,000	$ 1,100,000	$ 1,100,000
	NET TOTAL FEE REVENUE (INCL. GST)	**$ -**	**$1,900,000**	**$ 4,200,000**	**$ 4,200,000**	**$ 4,200,000**	**$ 4,200,000**
	NET TOTAL FEE REVENUE (EXCL. GST)	**$ -**	**$1,700,000**	**$ 3,800,000**	**$ 3,800,000**	**$ 3,800,000**	**$ 3,800,000**
	Fine Revenue						
	NET JANUARY PEAK FINE REVENUE	$ -	$ 100,000	$ 300,000	$ 300,000	$ 300,000	$ 300,000
	NET SUMMER-SHOULDER PEAK FINE REVENUE	$ -	$ 200,000	$ 400,000	$ 400,000	$ 400,000	$ 400,000
	NET SHOULDER PEAK FINE REVENUE	$ -	$ 200,000	$ 400,000	$ 400,000	$ 400,000	$ 400,000
	NET OFF PEAK FINE REVENUE	$ -	$ 300,000	$ 500,000	$ 500,000	$ 500,000	$ 500,000
	NET TOTAL FINE REVENUE	**$ -**	**$ 800,000**	**$ 1,600,000**	**$ 1,600,000**	**$ 1,600,000**	**$ 1,600,000**
	Combined Revenue (Fee + Fine)						
	NET JANUARY PEAK REVENUE	$ -	$ 500,000	$ 1,200,000	$ 1,200,000	$ 1,200,000	$ 1,200,000
	NET SUMMER-SHOULDER PEAK REVENUE	$ -	$ 800,000	$ 1,700,000	$ 1,700,000	$ 1,700,000	$ 1,700,000
	NET SHOULDER PEAK REVENUE	$ -	$ 600,000	$ 1,300,000	$ 1,300,000	$ 1,300,000	$ 1,300,000
	NET OFF PEAK REVENUE	$ -	$ 800,000	$ 1,600,000	$ 1,600,000	$ 1,600,000	$ 1,600,000
	Permit Revenue						
	PERMIT REVENUE	$ -	$ 100,000	$ 200,000	$ 200,000	$ 300,000	$ 300,000
	NET TOTAL REVENUE (INCL. GST)	**$ -**	**$2,800,000**	**$ 6,000,000**	**$ 6,000,000**	**$ 6,100,000**	**$ 6,100,000**
	NET TOTAL REVENUE (EXCL. GST)	**$ -**	**$2,600,000**	**$ 5,600,000**	**$ 5,600,000**	**$ 5,700,000**	**$ 5,700,000**
Cost	STAFFING	$2,400,000	$3,300,000	$ 3,600,000	$ 1,900,000	$ 2,000,000	$ 2,000,000
	REOCCURING OPERATING COSTS	$ 800,000	$ 500,000	$ 500,000	$ 600,000	$ 400,000	$ 400,000
	INFRASTRUCTURE	$ -	$1,000,000	$ 1,000,000	$ 100,000	$ -	$ -
	TOTAL COST	**$3,200,000**	**$4,800,000**	**$ 5,100,000**	**$ 2,600,000**	**$ 2,400,000**	**$ 2,400,000**
Loans	**LOAN REQUIRED**	**-$3,200,000**	**-$5,700,000**	**-$ 5,800,000**	**-$ 3,400,000**	**-$ 400,000**	**$ -**
	LOAN INTEREST	**-$ 300,000**	**-$ 600,000**	**-$ 600,000**	**-$ 300,000**	**$ -**	**$ -**
Cumulative Totals	**CUMULATIVE FEE REVENUE (INCL. GST)**	$ -	$1,900,000	$ 6,100,000	$10,300,000	$14,500,000	$18,700,000
	CUMULATIVE FEE REVENUE (EXCL. GST)	$ -	$1,700,000	$ 5,500,000	$ 9,300,000	$13,100,000	$16,900,000
	CUMULATIVE FINE REVENUE	$ -	$ 800,000	$ 2,400,000	$ 4,000,000	$ 5,600,000	$ 7,200,000
	CULUTATIVE PERMIT REVENUE	$ -	$ 100,000	$ 300,000	$ 500,000	$ 800,000	$ 1,100,000
	CUMULATIVE TOTAL REVENUE (INCL. GST)	$ -	$2,800,000	$ 8,800,000	$14,800,000	$20,900,000	$27,000,000
	CUMULATIVE TOTAL REVENUE (EXCL. GST)	$ -	$2,600,000	$ 8,200,000	$13,800,000	$19,500,000	$25,200,000
	CUMULATIVE COST	$3,500,000	$8,900,000	$14,600,000	$17,500,000	$19,900,000	$22,300,000
	CUMULATIVE NET PROFIT (INCL. GST)	**-$3,500,000**	**-$6,100,000**	**-$ 5,800,000**	**-$ 2,700,000**	**$ 1,000,000**	**$ 4,700,000**
	CUMULATIVE NET PROFIT (EXCL. GST)	**-$3,500,000**	**-$6,300,000**	**-$ 6,400,000**	**-$ 3,700,000**	**-$ 400,000**	**$ 2,900,000**
Year on Year	**YEARLY PROFIT/POSITION (INCL. GST)**	**-$3,500,000**	**-$2,600,000**	**$ 300,000**	**$ 3,100,000**	**$ 3,700,000**	**$ 3,700,000**
	YEARLY PROFIT/POSITION (EXCL. GST)	**-$3,500,000**	**-$2,800,000**	**-$ 100,000**	**$ 2,700,000**	**$ 3,300,000**	**$ 3,300,000**

Figure A.17: 5-year Cumulative Revenue and Costs – Regulated Parking Off Street (within foreshore) Only

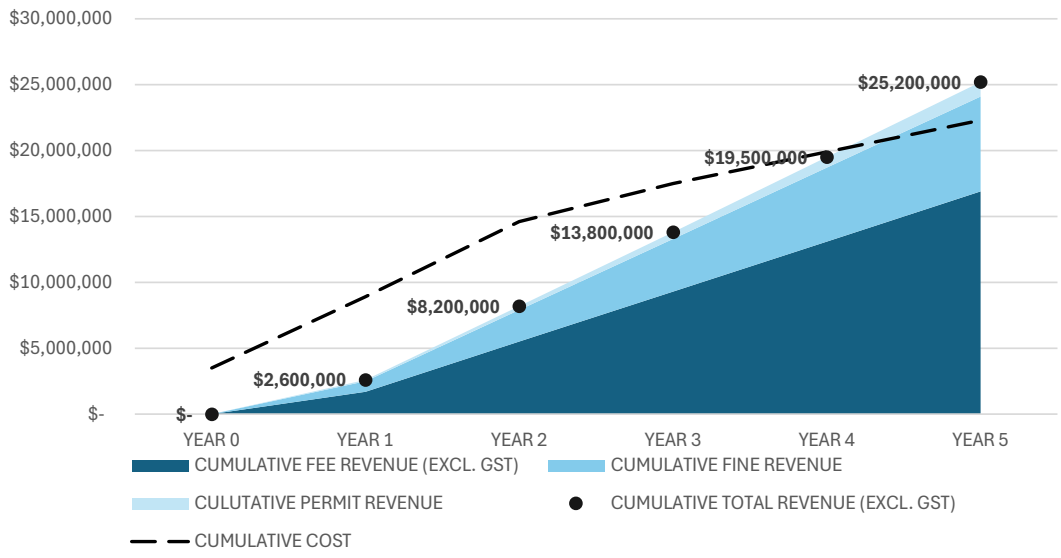
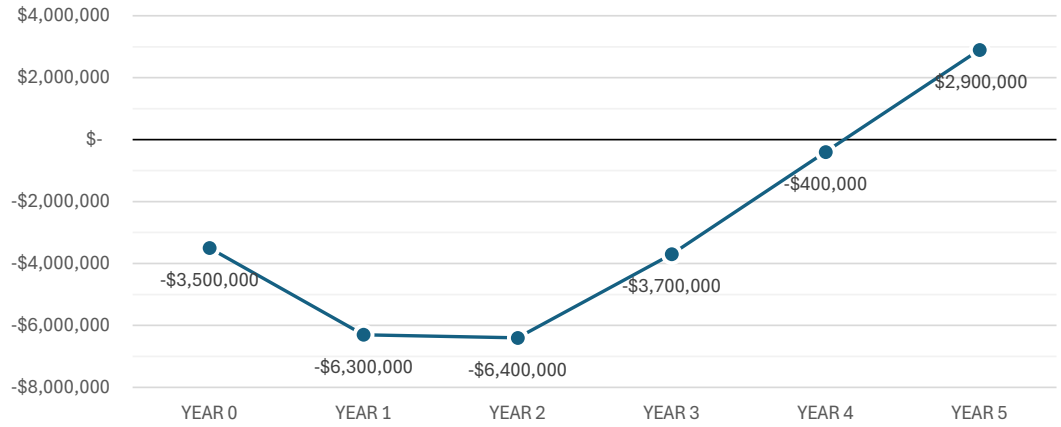


Figure A.18: Year-End Financial Position – Regulated Parking Off Street (within foreshore) Only



A.3.10 Regulated Parking Between 8am and 5pm

Table A.14: Revenue and Cost Summary – Regulated Parking Between 8am and 5pm

		YEAR 0	YEAR 1	YEAR 2	YEAR 3	YEAR 4	YEAR 5
Revenue	*Fee Revenue*						
	NET JANUARY PEAK FEE REVENUE	$ -	$ 500,000	$1,200,000	$1,200,000	$1,200,000	$ 1,200,000
	NET SUMMER-SHOULDER PEAK FEE REVENUE	$ -	$ 700,000	$1,800,000	$1,800,000	$1,800,000	$ 1,800,000
	NET SHOULDER PEAK FEE REVENUE	$ -	$ 400,000	$ 900,000	$ 900,000	$ 900,000	$ 900,000
	NET OFF PEAK FEE REVENUE	$ -	$ 600,000	$1,200,000	$1,200,000	$1,200,000	$ 1,200,000
	NET TOTAL FEE REVENUE (INCL. GST)	**$ -**	**$2,200,000**	**$5,100,000**	**$5,100,000**	**$5,100,000**	**$ 5,100,000**
	NET TOTAL FEE REVENUE (EXCL. GST)	**$ -**	**$2,000,000**	**$4,600,000**	**$4,600,000**	**$4,600,000**	**$ 4,600,000**
	Fine Revenue						
	NET JANUARY PEAK FINE REVENUE	$ -	$ 200,000	$ 400,000	$ 400,000	$ 400,000	$ 400,000
	NET SUMMER-SHOULDER PEAK FINE REVENUE	$ -	$ 300,000	$ 600,000	$ 600,000	$ 600,000	$ 600,000
	NET SHOULDER PEAK FINE REVENUE	$ -	$ 200,000	$ 500,000	$ 500,000	$ 500,000	$ 500,000
	NET OFF PEAK FINE REVENUE	$ -	$ 300,000	$ 600,000	$ 600,000	$ 600,000	$ 600,000
	NET TOTAL FINE REVENUE	**$ -**	**$1,000,000**	**$2,100,000**	**$2,100,000**	**$2,100,000**	**$ 2,100,000**
	Combined Revenue (Fee + Fine)						
	NET JANUARY PEAK REVENUE	$ -	$ 700,000	$1,600,000	$1,600,000	$1,600,000	$ 1,600,000
	NET SUMMER-SHOULDER PEAK REVENUE	$ -	$1,000,000	$2,400,000	$2,400,000	$2,400,000	$ 2,400,000
	NET SHOULDER PEAK REVENUE	$ -	$ 600,000	$1,400,000	$1,400,000	$1,400,000	$ 1,400,000
	NET OFF PEAK REVENUE	$ -	$ 900,000	$1,800,000	$1,800,000	$1,800,000	$ 1,800,000
	Permit Revenue						
	PERMIT REVENUE	$ -	$ 100,000	$ 200,000	$ 200,000	$ 300,000	$ 300,000
	NET TOTAL REVENUE (INCL. GST)	**$ -**	**$3,300,000**	**$7,400,000**	**$7,400,000**	**$7,500,000**	**$ 7,500,000**
	NET TOTAL REVENUE (EXCL. GST)	**$ -**	**$3,100,000**	**$6,900,000**	**$6,900,000**	**$7,000,000**	**$ 7,000,000**
Cost	STAFFING	$2,400,000	$3,300,000	$3,600,000	$1,900,000	$2,000,000	$ 2,000,000
	REOCCURING OPERATING COSTS	$ 800,000	$ 500,000	$ 500,000	$ 600,000	$ 400,000	$ 400,000
	INFRASTRUCTURE	$ -	$1,400,000	$1,700,000	$ 100,000	$ -	$ -
	TOTAL COST	**$3,200,000**	**$5,200,000**	**$5,800,000**	**$2,600,000**	**$2,400,000**	**$ 2,400,000**
Loans	**LOAN REQUIRED**	**-$3,200,000**	**-$5,600,000**	**-$5,100,000**	**-$1,300,000**	**$ -**	**$ -**
	LOAN INTEREST	**-$ 300,000**	**-$ 600,000**	**-$ 500,000**	**-$ 100,000**	**$ -**	**$ -**
Cumulative Totals	**CUMULATIVE FEE REVENUE (INCL. GST)**	$0	$2,200,000	$7,300,000	$12,400,000	$17,500,000	$22,600,000
	CUMULATIVE FEE REVENUE (EXCL. GST)	$0	$2,000,000	$6,600,000	$11,200,000	$15,800,000	$20,400,000
	CUMULATIVE FINE REVENUE	$0	$1,000,000	$3,100,000	$5,200,000	$7,300,000	$9,400,000
	CULUTATIVE PERMIT REVENUE	$0	$100,000	$300,000	$500,000	$800,000	$1,100,000
	CUMULATIVE TOTAL REVENUE (INCL. GST)	$0	$3,300,000	$10,700,000	$18,100,000	$25,600,000	$33,100,000
	CUMULATIVE TOTAL REVENUE (EXCL. GST)	$0	$3,100,000	$10,000,000	$16,900,000	$23,900,000	$30,900,000
	CUMULATIVE COST	$3,500,000	$9,300,000	$15,600,000	$18,300,000	$20,700,000	$23,100,000
	CUMULATIVE NET PROFIT (INCL. GST)	**-$3,500,000**	**-$6,000,000**	**-$4,900,000**	**-$ 200,000**	**$4,900,000**	**$10,000,000**
	CUMULATIVE NET PROFIT (EXCL. GST)	**-$3,500,000**	**-$6,200,000**	**-$5,600,000**	**-$1,400,000**	**$3,200,000**	**$ 7,800,000**
Year on Year	**YEARLY PROFIT/POSITION (INCL. GST)**	**-$3,500,000**	**-$2,500,000**	**$1,100,000**	**$4,700,000**	**$5,100,000**	**$ 5,100,000**
	YEARLY PROFIT/POSITION (EXCL. GST)	**-$3,500,000**	**-$2,700,000**	**$ 600,000**	**$4,200,000**	**$4,600,000**	**$ 4,600,000**

Figure A.19: 5-year Cumulative Revenue and Costs – Regulated Parking Between 8am and 5pm

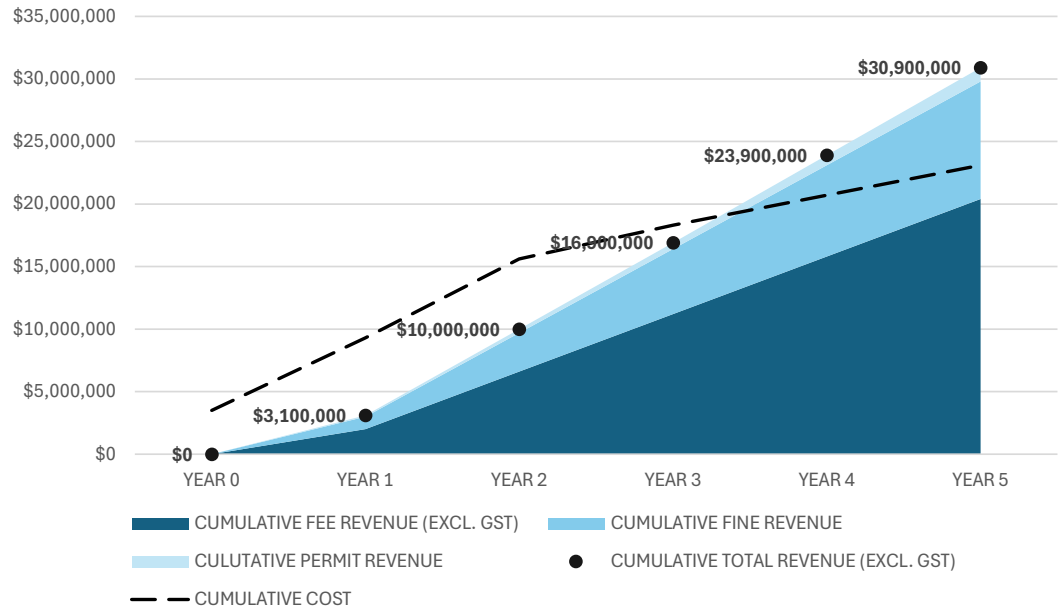
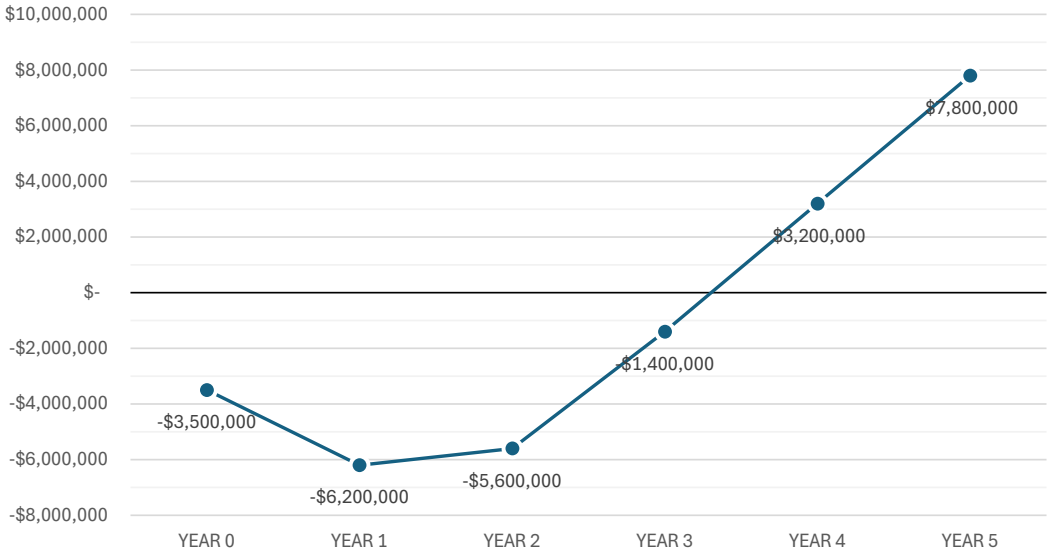
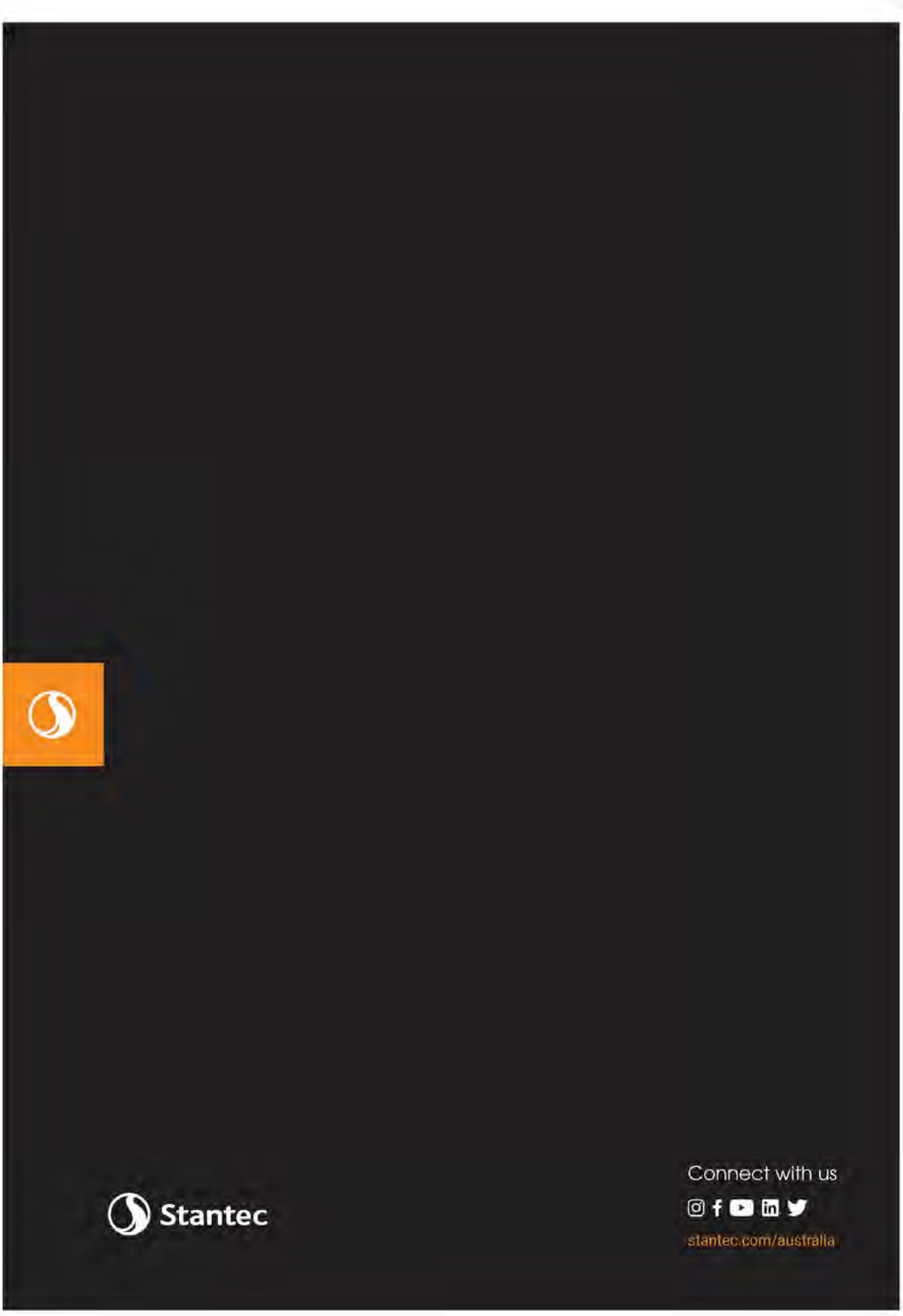


Figure A.20: Year-End Financial Position – Regulated Parking Between 8am and 5pm




Stantec
Connect with us
stantec.com/australia

Our Customer Strategy

2024 - 2028

Mornington Peninsula Shire acknowledges the Bunurong people, who have been the custodians of this land for many thousands of years; and pays respect to their elders past and present.

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.

Mayor's Message

Mornington Peninsula Shire provides more than 150 services to support our community. Our services span from birth to senior years, providing a more diverse range of services than any other sector.

Customer service is everyone's priority at Council. We fulfil various roles, each accompanied by specific obligations and responsibilities. Throughout it all, we aim to deliver the best possible experience to individual customers, while maintaining our responsibilities to the wider community.

This is a complex balancing act and sometimes we don't always get it right. We recognise this and have a strong desire to improve our relationship with our community, building trust and satisfaction with Council's service and performance. We also recognise the need to take a more agile, collaborative approach to working with our community.

We know from our research that community members sometimes find connecting with Council frustrating. We know you want to be able to connect with us easily, via your preferred channel and want clear information and advice on the next steps to resolve an issue. From this research, we've identified opportunities to realign our service delivery channels and reallocate resources to better meet your needs and priorities.

This Strategy sets out in detail how we will achieve this. It is our promise to you – our community – to make customer satisfaction our top priority.

Cr Simon Brooks
Mayor
Mornington Peninsula Shire

CEO's Message

Every customer interaction with us matters. When someone contacts the Shire or needs a service from us, we want that experience to be easy and effective, no matter what method of communication is used.

Coupled with that is a recognition that as a Shire we need to evolve and develop a different relationship with our community. It is clear the traditional relationship between a government and its community is no longer fit for purpose and will not serve us well into the future. We need to adopt a community-centred approach.

Our changing landscape is a key driver for this change. We are experiencing rapid, global, disruptive change that flows through with national, state, and local impacts on our environment, our community, and our Council.

Becoming community-centred will help us better achieve our customer, financial, and organisational goals. We have a strong desire to improve our relationship with the community and move towards a more mature, peer-to-peer relationship. Our aim is to ensure that you, our community, are at the heart of everything we do and that we collaborate with you to share knowledge and develop a shared approach to solving problems or leveraging opportunities.

This Customer Strategy is our blueprint for truly understanding and meeting your needs. We're committed to putting you at the heart of everything we do. This approach is about evolving and improving how we serve you, ensuring we meet your expectations now and in the future.

Through deep understanding what's important to our community, we aim to transform our service delivery from standard to exceptional, creating a meaningful and valuable experience and relationship with you.

John Baker
CEO
Mornington Peninsula Shire

Table of Contents

Acknowledgement of Country	2
Message from the Mayor	3
Message from the CEO	4
Table of Contents	5
What is Our Customer Strategy	6
How we developed Our Customer Strategy	6
Why we have developed Our Customer Strategy	7
Our Customer profile	8
Our customers	8
Visitors to the Mornington Peninsula	8
Mornington Peninsula statistics	9
Our services	10
What our customers are telling us	11
Why our customers contact us	11
How our customers contact us	12
Our vision for customer experience	15
Our values	15
Our customer promises	16
How we will measure and report on our implementation progress	16
Our Customer Strategy Objectives	17
Our Action Plan (2024-2028)	18
Service Centres	25

What is
Our Customer Strategy

Our Customer Strategy is our plan to better understand and meet our community's needs, always putting their interests first. It's about improving our services so they're more relevant and high-quality. This Strategy shows our promise to go beyond what our community expects, helping us earn their trust and keep them satisfied in the long run.

The Strategy is focused on making sure every interaction with the community is meaningful, aiming to provide services that truly make a difference and meet the varied needs of our community. This approach seeks to strengthen our community's connection and satisfaction with Council, making every interaction easier and more effective, and ensuring our services are cost-effective. This way, we build more trust and confidence in Council's work.

How we developed Our Customer Strategy

To develop the Strategy, we have considered past feedback, consulted with our community, Councillors, and staff, and reviewed our existing processes and systems.

Customer research for the Strategy included surveys of 4,032 community members in the past 18 months, 1,632 of those were made up of customers who had interacted with Council in the three months prior to being surveyed.

We also reviewed recent customer research and performance results for various key services across Council.

We then conducted workshops with Councillors and Council staff and interviewed all senior managers and all Customer Support frontline staff, to highlight community feedback and discuss areas of focus and opportunities for improvement.

The vision, customer promise, strategic outcomes and objectives reflect what customers said was important to them when dealing with Council.

Why we have developed Our Customer Strategy

Every customer interaction with our services or organisation influences their overall experience with Council. We recognise that customers have varied expectations and numerous factors affect their satisfaction.

Customer experience encompasses the entire journey with our organisation, from the initial contact to the conclusion, not just the moments spent with front-line staff or on the phone.

To address and enhance the diverse experiences of our community members with the Council, we have developed the Strategy, with the key drivers and outcomes included below:

Drivers: Why Change is Needed	Outcomes: What We Aim to Achieve
Our customers have experienced superior service elsewhere, setting higher expectations for us.	Our services match the responsiveness and efficiency of leading providers, boosting customer satisfaction.
Feedback from surveys indicates the need for ongoing service improvement and trust-building within our community.	Our customers can easily access services through their preferred methods, consistently meeting their needs and strengthening community trust in the Council.
The availability of new technologies, such as AI, can enhance the accessibility and efficiency of our services.	We deliver services more quickly and effectively, with straightforward processes, more self-service options, and less bureaucracy.
Facing significant financial challenges, we must optimise our resources to improve service experiences while minimising costs.	Continuous service enhancement, informed by customer feedback, enhances our understanding, decision-making, and prioritisation of services.
The diverse needs of our community, including the elderly and those with disabilities, demand more accessible and personalised services.	Our services cater to a wide range of customer needs, ensuring reliability, user-friendliness, inclusivity, and community-centred engagement while upholding Council's commitments to the community.

Our Customer profile

Our customers

Our customers are anyone who interacts with us or uses our services – this includes residents, ratepayers, local businesses, visitors, community groups, Shire staff, and government and non-government agencies with whom we interact.

Our customers come from a diverse range of backgrounds and interests, so their needs and expectations are also wide and varied. These needs and expectations can also change. Our services must accommodate this diversity.

Visitors to the Mornington Peninsula

8 million people visited the Mornington Peninsula in 2023, which included **6 million** day trips and **2 million** overnight stays. Our visitors come for leisure, business and to visit friends and relatives. In 2023 visitors spent close to **$1.8 billion** in our region.

Whilst our visitors aren't ratepayers, they contribute significantly to **our local economy** and they use many of Council's services. Our Visitor Information Centre, foreshore camping, parks and reserves and our coastlines are all key visitor assets which contribute to making the Peninsula the most visited regional destination in Victoria.

Mornington Peninsula statistics

52% of residents are female

27% are aged 65 years or over

36% of households are families with one or more children

26% of people in Mornington Peninsula live by themselves

87% of dwellings are single detached houses

18% of residents were born overseas

8M visitors annually

17,285 businesses

48 is the median age

170,000 residents

24% of residents live and work in the Shire

Our services

We provide more than 150 services to support community members throughout their lives, and local government provides more diverse services than any other sector. This diversity of services presents challenges and requires a complex range of capabilities, systems, and skills.

As a service-based organisation, customer experience and service provision are Council's core business.

140,179 calls taken.
40% of enquiries resolved at first contact.

39,550 correspondence received.
83% of enquiries resolved on time.

16,784 Webchats
86% of enquiries resolved at first contact

25,524 Customers visiting our Customer Service Centres

81,860 Service Requests received
57% of enquiries resolved on time

4.6M Web pages viewed

804km of beaches cleaned

2,545 planning applications completed

13,288 drainage pits cleaned

1,767 pets registered and 28,656 renewals

46,413 tonnes of kerbside waste diverted from landfill

180 businesses mentored

75 business associations/groups worked with

$1.48 million in grants awarded in support of the community

13,005km of streets swept

1,628km of unsealed roads graded

15,355 potholes filled

41,457 rounds of golf played

968,639 Aquatic Centre visitations

22,392 Young people attending Shire delivered youth programs and activities

1,281,113 community library loans

1,834 food safety inspections

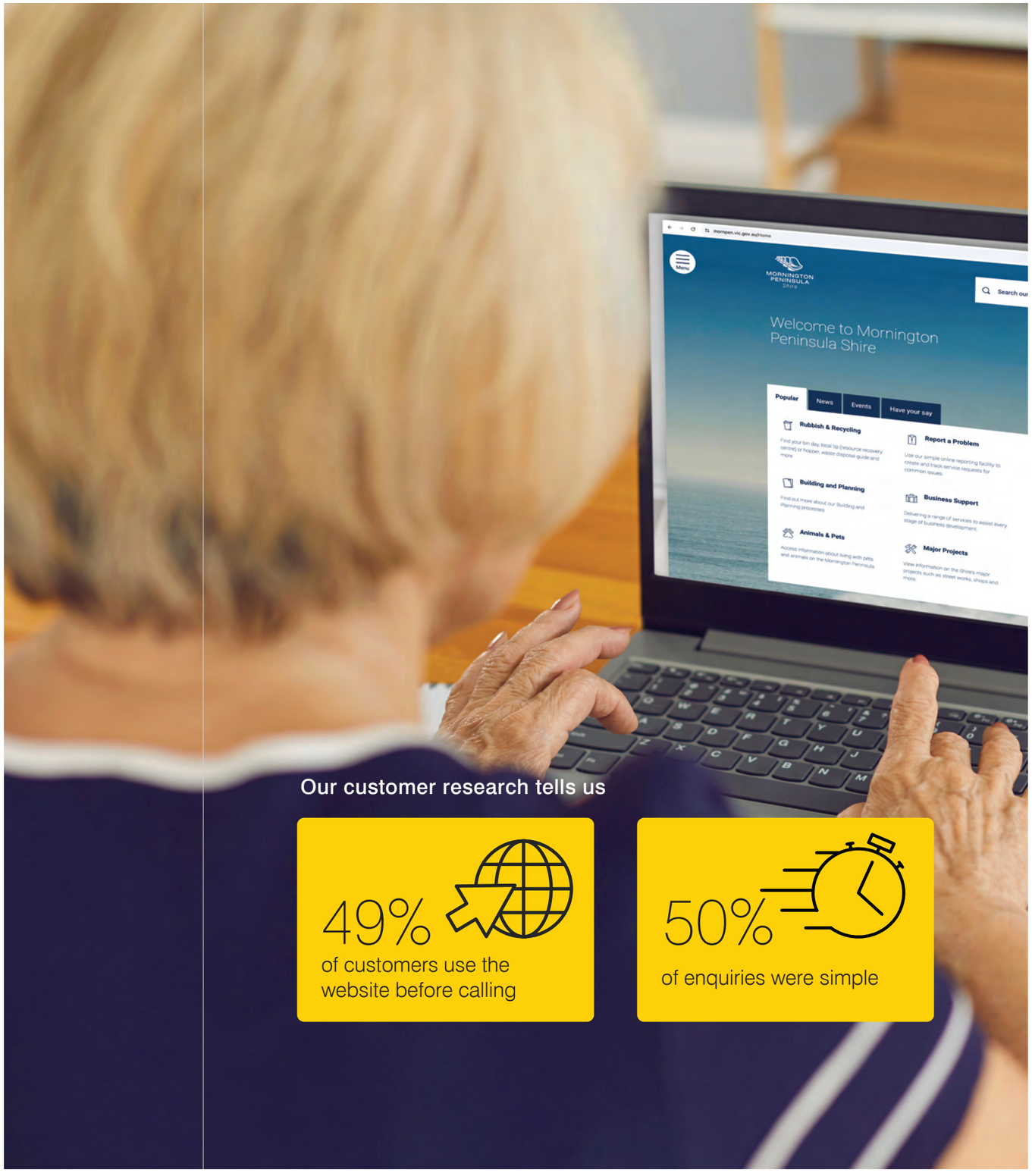
101 enrolments in Shire delivered mental health courses

What our customers are telling us

Why our customers contact us

- Find out information
- Seek permission
- Tell Council something
- Request repairs or maintenance
- Make a payment
- Utilise Council facilities
- Access community services

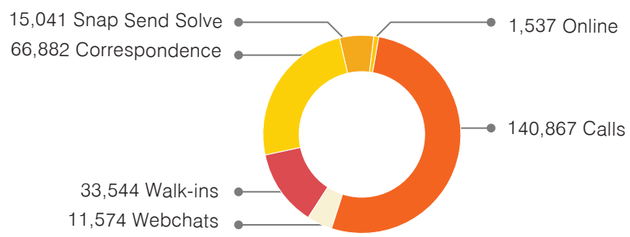
[3] Sources: Customer Experience Survey, 2024, Community Satisfaction Survey, 2024

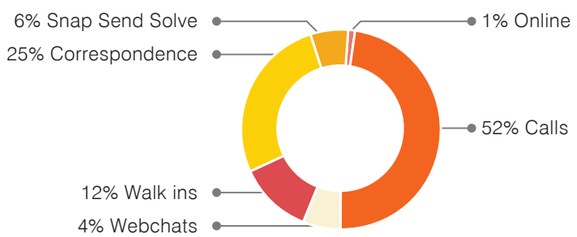


How our customers contact us

With an average of 4.4million website views recorded per year across 2022-23 and 2023-24, our customers are using our online channels for obtaining simple information, making payments, and requesting repairs or maintenance.

During 2023-24, our internal customer channel data showed that 48% of customers called us, 26% emailed or wrote to us, and 12% visited our customer service centres to obtain service.





How our customers experienced us

- 92%[5] of customers said they were able to use their preferred method for communicating with Council.
- Customers were more satisfied with phone channels than online or email for simple requests.
- Customers expect a single interaction to cover information and the next steps.
- Where requests cannot be resolved the first time, customers expect clear delivery time frames.
- Customers value staff who listen to and understand their needs and take accountability for resolving their requests.
- Our customers value staff going the extra mile, giving accurate information, dealing with their requests in a prompt manner, and when that is not possible, keeping them informed along the way.
- 50% of customers achieved first contact resolution.
- Approximately 75% of customers waited less than five minutes on the phone to speak to a customer service agent.

Our research indicates that there are opportunities to realign service delivery channels and reallocate resources to better meet customer needs and priorities.

- Customer experience was not consistent across different methods of contact. When customers did call Council, 50% of queries were for information or a simple request.
- In 2024, before calling Council, 52% of customers unsuccessfully tried to resolve their queries using our online services.
- Our customers had poorer levels of satisfaction when interacting with Council via email.
- Customers are most satisfied with their first point of contact. As the number of contacts increases to resolve an enquiry, satisfaction drops.
- Simplifying complicated requests and the complaints process, where possible, and improving the experience presents an opportunity to improve satisfaction.
- When customers did encounter issues they were predominately related to poor communication or a breakdown in process, especially for complicated processes such as planning applications.

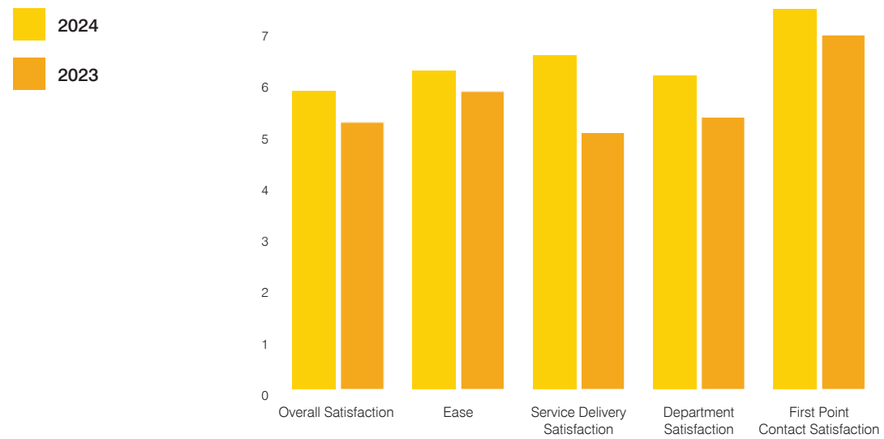
In mid-2023, Council introduced web chat, a chatbot for simple requests, and the option for customers who are waiting on hold to request a call-back.

These options have been taken up by our customers.

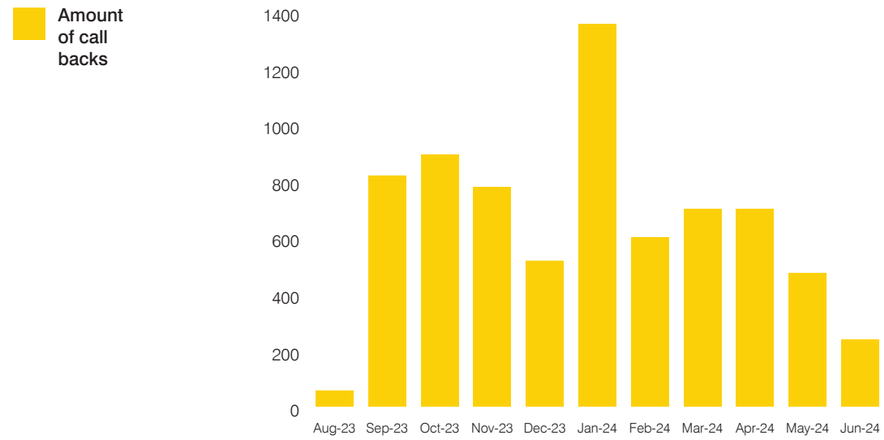
During business hours customers still prefer to chat with a customer service officer when they call.

[4] Source: Customer Experience Survey, 2023, 2024
[5] Source: Community Satisfaction Survey, 2024

Mornington Peninsula Shire Customer Satisfaction Trends [6]



Mornington Peninsula Shire Customer call back request trends 2023-24



[6] Source: Customer Experience Survey 2023, 2024

Our vision for customer experience

Our customers are highly satisfied and have a positive relationship with the Shire, defined by understanding, responsiveness, performance, and trust, regardless of when, how, or why they interact with us.

Our values

We ensure that what we stand for is reflected in how we serve our customers, influencing our behaviours and decisions at all levels. This means every service and interaction is anchored in our core values, making our commitment to Integrity, Courage, Openness, Respect, and Excellence clear. It's our way of making sure we consistently deliver on what we promise to our community, ensuring that our actions mirror our words.

Our customer service values

Integrity
We take ownership and responsibility for our decisions; keep our promises; and hold each other accountable to the highest standards of performance.

Courage
We give honest advice; make tough calls with conviction; stand by our decisions; admit if we get it wrong; and challenge ourselves to explore new ways of thinking.

Openness
We share knowledge and learning for the benefit of all; actively engage with our community; and are transparent in our decision making.

Respect
We treat everyone with dignity, fairness and empathy; look out for our safety and wellbeing; and nurture positive and inclusive relationships.

Excellence
We provide exceptional customer service; strive for innovative team outcomes for the betterment of our community; and step up to lead where we recognise an opportunity for improvement.

Our customer promises

Our customer promises and organisational values go hand in hand. Designed by staff in response to customer feedback analysed in 2023, our customer promises are our commitments to our customers and convey what they can expect when interacting with the Shire.

Our Customer Charter is our commitment to you and what you can expect when interacting with Mornington Peninsula Shire.

We make it easy

We aim to simplify the complex. Whether you're seeking information or a service, we have a range of easy ways for you to connect with us.

We serve consistently

We listen and are committed to understanding what you need. No matter who you speak to, or how you contact us, we strive to be helpful, reliable, and friendly.

We respond proactively

We respect your time and seek to get things right the first time. If it takes a bit longer, we'll keep you informed and make sure you know what to expect along the way.

How we will measure and report on our implementation progress

Our measures and associated monitoring program will track our progress toward implementing the **Customer Strategy in two streams:**

- We will monitor the implementation progress of our roadmap of actions against their schedule, budget, and deliverables.
- We will monitor our progress against the key metrics contained in the strategy so we can monitor and report on the customer experience outcomes, improvements, and benefits we have realised as a result of implementing our roadmap actions.

We will report implementation progress annually to a Council Meeting.

During year one of the Strategy, our baseline measures and data will be finalised and documented.

Adjustments to the Strategy may be recommended from time to time to ensure the objectives, targeted actions, and measures remain responsive to customer feedback and balance individual customer expectations with Council's obligations and responsibilities to the wider community.

Our Customer Strategy Objectives

To effectively serve our community, we have outlined four core objectives in the Strategy, designed as stepping-stones towards enhanced service delivery:

1. Understanding and meeting customer needs through enhanced listening and learning.
2. Developing our skills and responsiveness for higher customer satisfaction.
3. Strengthening relationships through continuously improving our customer experience (CX) performance.
4. Sustaining community trust by growing our customer-focused culture and CX maturity.

These are not merely operational – they signify a strategic evolution in our approach to service delivery, from individual interactions to a comprehensive, Council-wide dedication to customer experience excellence. These objectives underscore our collective commitment to not only meeting but exceeding community expectations, and fostering positive, trusted relationships with the community we serve.

Our Action Plan (2024-2028)

Our action plan showcases our efforts to achieve our customer objectives and enhance customer outcomes over the next four years.

Objective 1: Understand and meet customer needs through enhanced listening and learning.

We commit to deeply understanding our customers by enhancing our data analysis and listening processes. We focus on actively listening to and analysing feedback, trends, and data from our customers. This foundation enables us to accurately identify and prioritise customer needs, ensuring that our services align with community expectations.

How we will measure progress.

- Improved overall customer satisfaction
- Improved Community Satisfaction Survey scores
- Increased community engagement levels
- Increased sentiment analysis coverage and performance

ID	Theme	What action will be undertaken	Why the action is important	Who is responsible for the action		When will it be done			
				Lead	Support	FY25	FY26	FY27	FY28
1.1	Data and Insights	Implement an organisation-wide voice of customer listening program for key services and programs	To obtain timely customer feedback and use the data collected to improve our service and program delivery and foster positive community relations	Manager Customer Experience	All teams with key services and programs				
1.2	Data and Insights	Implement a consistent and timely approach to gathering and receiving customer feedback on service requests	To gain further insights on where customers see value and experience pain points at a service request-specific level to inform service improvement activities	Manager Customer Experience	All teams with service requests				
1.3	Data and Insights	Identify opportunities in business and service planning processes to capture customer feedback at the service level (both internal and external customers)	To embed a customer experience focus in our strategy and planning and use both internal and external customer feedback to inform service planning and review	Manager Customer and Transformation	All teams				
1.4	Data and Insights	Analyse service requests and complaints data (simple and complex)	To uncover friction points and areas of opportunity that address unmet customer needs	Customer Experience Coordinator	Team Leader Data Excellence				
1.5	Data and Insights	Develop and use customer personas in our consultation processes with the community	To help us understand our customers better and develop a more personalised customer experience through tailoring our content, messaging and services to better meet needs	Manager Customer Experience + Manager Advocacy, Communications and Engagement	All teams				
1.6	Data and Insights	Map the customer journey for high-volume customer enquiries with key units	To gain further insights on where customers see value, experience pain points, and decide what to focus on to improve the customer experience	Customer Experience Coordinator	All teams with high-volume enquiries				
1.7	Systems and Digital	Capture customer interactions in a centralised location	To enhance our single source of truth through using the name record to create a reliable and up-to-date information source.	Customer Experience Coordinator	All teams				
1.8	Policy and Process	Establish correspondence processes and triage protocols for managing complex requests	To provide clarity for customers who are frustrated from being bounced around the organisation when multiple teams are involved	Manager Customer Experience	All teams				
1.9	Policy and Process	Develop and implement enhanced guidance to inform community relations processes and practices	To increase proactive community interactions with our customers and community and improve awareness, transparency and results	Manager Customer Experience + Manager Advocacy, Communications and Engagement	All teams				
1.10	People and Skills	Senior leaders spend time listening to customer calls	To grow customer awareness through the leadership team and enhance the ability of leaders to introduce prevention and early intervention measures and reduce the likelihood of repeat issues arising and/or being inconsistently managed	Team Leader Customer Support	All senior leaders				

Objective 2: Develop our skills and responsiveness for higher customer satisfaction.

We build our team's capability to respond swiftly and effectively to customer enquiries, feedback, and complaints. This involves streamlining processes, reducing wait times, and ensuring that Council can quickly address and resolve issues. By improving our responsiveness, we aim to significantly increase customer satisfaction and demonstrate our dedication to our customers' needs.

How we will measure progress.

- Improved performance within Customer Charter SLAs
- Improved first contact resolution
- Improved service request resolution rate (top 10 requests)
- Improved complaint resolution timeframes

ID	Theme	What action will be undertaken	Why the action is important	Who is responsible for the action		When will it be done			
				Lead	Support	FY25	FY26	FY27	FY28
2.1	Systems and Digital	Continually update Shire information on the internal Customer Support knowledgebase	To enable CSOs to have clear information at their fingertips to respond efficiently to simple enquiries and quickly redirect complex matters	Team Leader Customer Support	All teams				
2.2	Policy and Process	Investigate opportunities to streamline and simplify complex permit processes and the feasibility of a concierge customer service model for key activities	To simplify the process of applying for multiple permits across the Shire and provide a single point of contact for complicated applications, permits or requests	Manager Economic Development	All teams				
2.3	Systems and Digital	Improve the information available on SharePoint (intranet) for staff and content on the Shire's website	To have key reference information in one location for answering customer enquiries and to ensure information is current and easy to find and that web authors use the right approach to enable customers to intuitively self-serve	Manager Advocacy, Communications and Engagement	All teams				
2.4	Systems and Digital	Explore opportunities to use advancements in technology such as generative AI, Machine learning and Natural Language Processing	To increase the customer's ability to self-serve at a time that is convenient for them and to improve the Shire's efficiency and effectiveness at managing customer interactions	Manager Customer and Transformation	Manager Information Technology Manager Customer Experience				
2.5	Systems and Digital	Enhance the integration of the Snap Send Solve app with the Shire's systems	To improve reporting of Shire amenity issues via a method that is easy to use for customers and reduce the manual processing steps involved	Manager Information Technology	Manager Customer Experience				
2.6	Data and Insights	Develop and apply internal service levels and communication protocols across teams	To enable better customer responsiveness by removing internal bottlenecks and ensuring all required information is recorded consistently for a seamless customer experience	Unit Managers	Manager Advocacy, Communications and Engagement Manager People and Culture				
2.7	Policy and Process	Review and refresh our customer correspondence, commencing with complex or statutory processes	To simplify our communication of complex processes and obligations and demystify statutory processes	Manager Advocacy, Communications and Engagement	All teams				
2.8	Policy and Process	Review devolution of staff decision-making	To make it easier for the customer by empowering staff to make decisions to resolve customer enquiries at the first point of contact	Manager Governance	Unit Managers				
2.9	People and Skills	Increase the coverage of teams logged in to phones to receive call transfers	To provide a timely entry point for customer calls and improve our first contact resolution rates for complex enquiries by SMEs	Unit Managers	Manager Information Technology				
2.10	People and Skills	Provide tailored training, coaching, and supervision to customer service staff	To provide Customer Support Officers with access to resources, knowledge bases, and live support when they need it most	Team Leader Customer Support	Team Leader Customer Support				

Objective 3: Strengthen relationships through continuously improving our CX performance.

We leverage our enhanced understanding and capabilities to improve our CX performance and community relationships. This encompasses all touch points and channels through which the community engages with us, seeking to make each interaction as efficient, pleasant, and helpful as possible. Enhancing customer experience performance is about exceeding expectations and fostering a supportive, collaborative, inclusive, and engaging community-centred environment enabled by technology.

How we will measure progress.

Improved overall customer satisfaction
Improved Community Satisfaction Survey scores
Increased community engagement levels
Increased sentiment analysis coverage and performance

ID	Theme	What action will be undertaken	Why the action is important	Who is responsible for the action		When will it be done			
				Lead	Support	FY25	FY26	FY27	FY28
3.1	Data and Insights	Implement and monitor the fulfilment of our customer promises and service standards in our customer charter	To measure how we are meeting the commitments we make to our customers and enable transparent reporting of our performance	Manager Customer Experience	Unit Managers	■	■	■	■
3.2	Data and Insights	Refine organisation-wide corporate performance and CX metrics and targets and update management reporting (dashboards)	To monitor progress on key plans and priorities and enhance management decision-making about business and customer performance	Manager Customer and Transformation	Unit Managers	■			
3.3	Data and Insights	Update and maintain Council's service catalogue and develop profiles for every service	To provide clarity on what services we provide and how they are defined, costed, and configured and aid internal collaboration	Team Leader Service Improvement	All Service Managers	■	■	■	■
3.4	Systems and Digital	Implement our new Customer Request Management System and design and configure a new online Customer Portal	To create and maintain a single view of customer interactions and develop more user-friendly self-service options to enable customers to check the status of requests and personal transactions	Manager Information Technology	Manager Customer Experience	■	■		
3.5	Systems and Digital	Set up automated email and SMS progress updates for customer requests	To move from an ad hoc to a systematic use of progress reports SMS as a communication method and embed it into business processes	Manager Information Technology	Manager Customer Experience	■			
3.6	Systems and Digital	Replace Council's telephone system and upgrade the customer contact centre (subject to budget allocation)	To ensure we have the right (cloud-based) technologies to help deliver a consistent and seamless customer experience across all teams	Manager Information Technology	Team Leader Data Excellence	■	■	■	■
3.7	Systems and Digital	Redesign Council's website and content to ensure simple and inclusive language is being used and is easily accessible across the Shire	To ensure Council's website is informative, intuitive, and easy to use, and customers can obtain simple information and undertake routine transactions online	Manager Advocacy, Communications and Engagement	Manager Customer and Transformation	■	■		
3.8	Policy and Process	Review our feedback and complaints procedure and processes	To ensure we are recording and dealing with complaints quickly, fairly, and consistently and we are learning from the complaints received to reduce and/or eliminate repeat occurrences	Manager Customer Experience	Manager Information Technology	■			
3.9	Policy and Process	Review our after-hours service	To ensure our after-hours call handing is optimised to reflect our changing customer expectations	Team Leader Customer Support	Manager Customer Experience	■			
3.10	People and Skills	Review and expand our CX recognition practices	To capture, share and celebrate progress and examples of best practice internally and externally	Manager Customer Experience	Unit Managers		■		

Objective 4: Sustain community trust by growing our customer-focused culture and CX maturity.

Our objective is to embed a strong customer experience ethos within Council's culture, operational practices, and prioritising customer experience in our day to day work. We focus on maturing Council's approach to customer experience over time, incorporating advanced practices, technologies, and methodologies to continuously improve. It's about building a sustainable framework where customer experience excellence becomes a core part of Council's identity and approach to service delivery, which sustains and deepens community trust.

How we will measure progress.

- Increased use of customer feedback in decision processes
- Improved visible CX leadership commitment
- Increased CX maturity over time
- Improved staff participation in CX training
- Enhanced employee engagement

ID	Theme	What action will be undertaken	Why the action is important	Who is responsible for the action		When will it be done			
				Lead	Support	FY25	FY26	FY27	FY28
4.1	Data and Insights	Undertake a service review of customer service across the organisation	To ensure council has the right delivery model in place to deliver an optimised customer experience	Manager Customer and Transformation	Manager Customer Experience Team Leader Service Improvement				
4.2	Data and Insights	Survey customers and benchmark our CX performance against other Councils	To learn from others and develop an understanding of customer perceptions and which elements of the customer experience drive high customer satisfaction and where we need to further improve	Manager Customer Experience	Team Leader Customer Support				
4.3	Data and Insights	Periodically measure and understand our CX maturity	To monitor our progress over time to help assess ROI and target our investment efforts to continuously improve the way our customers experience us	Manager Customer and Transformation	Manager Customer Experience				
4.4	Systems and Digital	Implement call recording	To enable quality coaching and training purposes as well as the ability to review calls based on feedback	Manager Customer Experience	Team Leader Customer Support Manager People and Culture Manager Information Technology				
4.5	Policy and Process	Add CX responsibilities to all position descriptions	To ensure team structures and positions expressly contain core CX responsibilities and web authoring (where applicable)	Manager People and Culture	All people managers				
4.6	Policy and Process	Embed customer experience as a key driver into our future workplace model including Tier 3 pilot (subject to budget approval)	To ensure the customer is at the centre during our project planning for our future workplace and Tier 3 pilot	Manager Programs and Project Management Office	Manager Customer Experience				
4.7	Policy and Process	Review and enhance our strategic approach to the management of all customer channels, including technology options.	To enable customers to use the channel of their choice and ensure we deliver a quality and connected experience across channels	Manager Customer and Transformation	Manager Customer Experience Manager Advocacy, Communications and Engagement Manager Information Technology Team Leader Data Excellence				
4.8	Policy and Process	Embed CX vision and promises into our employment brand, and people practices	To build and nurture a community-centred culture for the long run	Manager People and Culture	Manager Customer Experience				
4.9	People and Skills	Invest in improved staff CX awareness training and skills development	To provide clarity and instruction on what we mean by CX, what it looks like (and doesn't), and improve their ability to implement an exceptional CX and keep our promise to our customers	Manager People and Culture	Manager Customer Experience				
4.10	People and Skills	Develop our service design capability	To build our capability and capacity to design services that meet customer needs	Manager Customer and Transformation	Team Leader Service Improvement				

Contact Mornington Peninsula Shire

1300 850 600 (24 hours)
TIS: 133 677 then ask for 1300 850 600
NRS: connect to NRS on www.relayservice.com.au
then ask for 1300 850 600
customerservice@mornpen.vic.gov.au
Private Bag 1000, Rosebud 3939

facebook.com/mornpenshire
MornPenShire
MornPenShire

Mornington Peninsula Shire Service Centres

Rosebud
90 Besgrove Street, 3939
Mornington
2 Queen Street, 3931
Hastings
21 Marine Parade, 3915
Somerville
1085 Frankston-Flinders Road, within Somerville Library, 3912

mornpen.vic.gov.au

Draft Our Customer Strategy 2024 – 2028
Feedback analysis

Feedback Analysis

Since the Draft Our Customer Strategy 2024-2028 was placed on public exhibition, analysis has been carried out on the feedback received.

To ensure all pieces of feedback were considered when updating the draft strategy, the following action was taken.

- Each piece of feedback from the public exhibition was mapped against the draft actions to ensure pain points, concerns, or suggestions were fully addressed in the strategy and associated action list.

This exercise resulted in all feedback having one or multiple actions addressing the pain point, concern, or suggestion.

Please note, that a full mapping table can be found at the end of this document.

How has the feedback been considered and what has changed in the Draft Strategy?

While the additional feedback predominantly supported the analysis, objectives and actions of the draft strategy, there were some changes made.

- Three actions have highlighted suggested amendments, 1.7, 3.7 and 4.7. These changes were to incorporate recommendations relating to advances in technology, more inclusive language, and improved customer interaction capture.
- The 'How our customers experience us' section has been updated to include insights from the 2024 surveys as well as opportunities for improvement. These are highlighted via tracked changes in the updated strategy document.
- All charts and graphs have been updated to reflect the full FY24.
- Customer research insights within the document have been updated to incorporate 2024 insights.
- The number of community members consulted has been updated to reflect the additional feedback.
- Tourism information has been updated to reflect the most recent data.

Public Exhibition

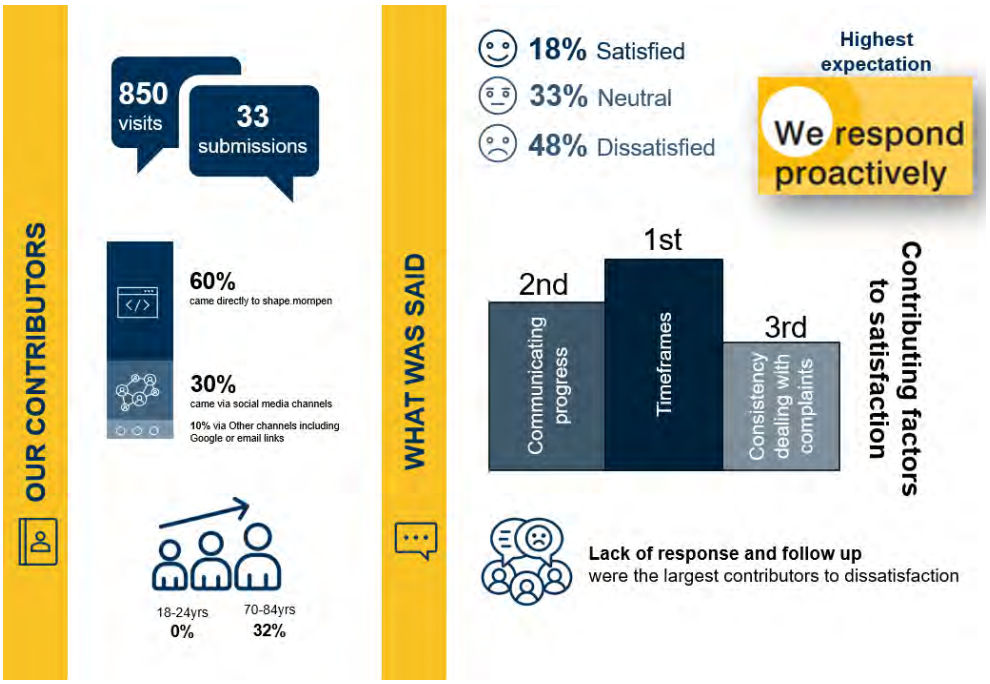
The Draft Our Customer Strategy 2024-2028 was placed on public exhibition, via the Shape platform from 24 May 2024 to 20 June 2024. 33 submissions were received from the community.

The public exhibition was promoted via:

- Media release on 24 May 2024
- Website news article on 24 May 2024
- CEO all staff email on 24 May 2024
- Intranet news item on 24 May
- Peninsula Buzz June 24 edition
- Advertorial in June 2024
- A paid social media campaign ran continuously from 27 May to 20 June 2024. In that time, it received
    - Impressions (all views) – 77,656
    - Reach (unique views) – 13,587
    - Link clicks to website – Unique click: 322. Total clicks: 1,992

Draft Our Customer Strategy 2024 – 2028
Feedback analysis

A visual representation of the submission is provided below while a more detailed overview is also included.



- There were 850 visits to the Shape page including 606 unique visits.
- The Draft Our Customer Strategy 2024-2028 document was downloaded 38 times.
- There were 29 anonymous contributors and 4 registered contributors.
- 65% of respondents were above 50 years old.
- 65% of visitors came via social media links from Facebook to the Shape platform.
- 48% of respondents stated a level of dissection with the Shire Service which they used.
- 63% of respondents provided verbatim commentary.
- 30% of respondents identified ‘Our service delivery timeframes as one of their top 3 factors contributing to their feedback.
- 28% of respondents identified ‘Communicating the progress of requests’ as one of their top 3 factors contributing to their feedback.
- 16% of respondents identified 'Consistency in how we deal with complaints' as one of their top 3 factors contributing to their feedback.
- 13% of respondents identified 'More efficient ways to complete transactions with us online' as one of their top 3 factors contributing to their feedback.

Draft Our Customer Strategy 2024 – 2028
Feedback analysis

- 12% of respondents identified 'More ways to share feedback with us' as one of their top 3 factors contributing to their feedback.
- 57% of respondents indicated that they would be more satisfied if Council delivered on our commitments within the strategy.
- Respondents indicated improvements in 'Proactive responses' (42%, 14 of 33), 'Serving consistently' (36%, 12 of 33) and 'Making it easy' (21%, 7 of 33) respectively would have the greatest impact on their satisfaction scores.
- Direct commentary supported the sentiment regarding a lack of timeframes and request updates being the most pressing concern for customers.

Draft Our Customer Strategy 2024 – 2028
Feedback analysis

MORNINGTON PENINSULA Shire

Public Exhibition Feedback

Keeping this vision in mind, how satisfied are you when you use Shire services?	Would you like to tell us more?	What are your top three?	Would you like to tell us more?	If we were to meet all of these promises, how satisfied do you think you would be with your experience in using Shire services?	Would you like to tell us more?	Which one of these promises will have the greatest improvement on your satisfaction?	Would you like to tell us why?	Do you have any other comments / feedback that will help shape the Customer Strategy?	What other comments / feedback do you have?	Action(s) that addresses the issue
Satisfied		Communicating the progress of requests		Satisfied		We serve consistently		No		3.1, 3.5
Satisfied	I don't always hear back when I submit a request for something to be completed. Even if it was a text to let me know that the request has been actioned / completed.	Our service delivery timeframes, Communicating the progress of requests	Instead of consistency in how we deal with complaints, I would like to see consistency in how the organisation responds to requests - no matter the way in which someone contacts me. IE. Responses / updates always provided. Ownership taken by officers when incorrect calls are transferred through - the amount of times I have been 'dumped' through to a person with no explanation isn't great.	Neutral	I'm a bit confused about the comment 'We make it easy' - specifically with the next line below. Does this mean you will remove some of the red tape that exists in local government?	We serve consistently	Too much handballing. People not taking responsibility.	No		3.1, 3.5
Neutral	It takes too long to speak to anyone, or to get a response from an online enquiry	Our service delivery timeframes, More efficient ways to complete transactions with us online, Consistency in how we deal with complaints	Takes too long or get different responses from different people	Satisfied	Would be better. Some Council officers are more efficient than others. Maybe regular staff training or refreshers	We respond proactively	I want to see the Council helping residents rather than just reading out what is written on their screen	No		2.7, 3.1, 3.5, 3.7, 4.9

Draft Our Customer Strategy 2024 – 2028
Feedback analysis

MORNINGTON PENINSULA Shire

Keeping this vision in mind, how satisfied are you when you use Shire services?	Would you like to tell us more?	What are your top three?	Would you like to tell us more?	If we were to meet all of these promises, how satisfied do you think you would be with your experience in using Shire services?	Would you like to tell us more?	Which one of these promises will have the greatest improvement on your satisfaction?	Would you like to tell us why?	Do you have any other comments / feedback that will help shape the Customer Strategy?	What other comments / feedback do you have?	Action(s) that addresses the issue
Unsatisfied	When. Doing a sub division found that Council do not use common sense and make life very difficult to get anything done.	Our service delivery timeframes, Communicating the progress of requests, More ways to share feedback with us		Unsatisfied		We respond proactively		No		1.6, 1.8, 2.7, 3.1, 3.4, 3.5
Very satisfied	Respond to service requests promptly	Our service delivery timeframes, Communicating the progress of requests, Consistency in how we deal with complaints	Respond to service requests quickly and communication of the outcome is good	Very satisfied		We respond proactively		No		3.1 3.5 3.8
Very unsatisfied	I have been turned away from paying animal registration and lodging documents twice from our council office because either 1. The person manning the desk 'was on her own', 'couldn't work the computer' or it wasn't during a set time that she did those activities. I have also had experiences where I have lodged compliance documents to council via email and they have been list by council and have been requested to be sent again in a very threatening manner.	Our service delivery timeframes, Communicating the progress of requests, More efficient ways to complete transactions with us online	Stop losing electronically send documentation.	Very unsatisfied	See, first response.	We make it easy	From being turned away each time I've needed help at our council service desk, any improvement to actual service to get things done would make it easier.	Yes	The tone used in your correspondence is very passive aggressive.	1.6, 2.7, 3.7
Neutral		Our service delivery timeframes, More efficient ways to complete transactions with us online, More ways to share feedback with us		Neutral	Get the wokeness out of council and start focusing on the majority not the minority. One flag, the Australian flag should what is flown outside council buildings.	We serve consistently		No		3.1, 3.4, 3.5 3.7

Draft Our Customer Strategy 2024 – 2028
Feedback analysis

MORNINGTON PENINSULA Shire

Keeping this vision in mind, how satisfied are you when you use Shire services?	Would you like to tell us more?	What are your top three?	Would you like to tell us more?	If we were to meet all of these promises, how satisfied do you think you would be with your experience in using Shire services?	Would you like to tell us more?	Which one of these promises will have the greatest improvement on your satisfaction?	Would you like to tell us why?	Do you have any other comments / feedback that will help shape the Customer Strategy?	What other comments / feedback do you have?	Action(s) that addresses the issue
Satisfied	Most interactions with council staff have been positive although my experience with lodging an online query recently has resulted in no reply to 2 separate emails. Wasn't a complex issue and last one sent about a month ago.	Our service delivery timeframes, Communicating the progress of requests, Consistency in how we deal with complaints		Very satisfied	Decisions made need to be consistent. I have not had experiences with this myself but have heard many people express their frustration over this issue. Different day, different staff member, same issue but totally different response/outcome.	We respond proactively	Something may be happening behind the scenes with an issue we have raised, but if we don't know this, it will just lead to frustration and loss of faith in the council.	No		1.4, 2.7, 3.1, 3.5.
Satisfied		Our service delivery timeframes, Communicating the progress of requests, More efficient ways to complete transactions with us online		Very satisfied		We make it easy		No		3.1, 3.5, 3.7
Very unsatisfied	Satisfied	Our service delivery timeframes, Communicating the progress of requests, More efficient ways to complete transactions with us online		Satisfied		We make it easy		No		3.1, 3.5, 3.7
Unsatisfied	Have very little trust that the council work for the majority of ratepayers. Recent Harry Potter debacle shows complete lack of transparency and distrust.	Our service delivery timeframes, Communicating the progress of requests, More ways to share feedback with us		Very unsatisfied	In tougher financial times, I would like to see my rates spent on core services which benefit the majority and less spent on the minority or 'luxeries/nice to have'.	We serve consistently		Yes	Govern & manage for the majority and not what might be socially popular at the time, or to appease the state/federal governments of the day.	1.2, 3.1, 3.5

Draft Our Customer Strategy 2024 – 2028
Feedback analysis

MORNINGTON PENINSULA Shire

Keeping this vision in mind, how satisfied are you when you use Shire services?	Would you like to tell us more?	What are your top three?	Would you like to tell us more?	If we were to meet all of these promises, how satisfied do you think you would be with your experience in using Shire services?	Would you like to tell us more?	Which one of these promises will have the greatest improvement on your satisfaction?	Would you like to tell us why?	Do you have any other comments / feedback that will help shape the Customer Strategy?	What other comments / feedback do you have?	Action(s) that addresses the issue
Neutral	Have had some excellent interactions and some absolutely very (in my opinion) sub-standard ones as well. Seemingly depends up on which dept you are dealing with.	Our service delivery timeframes, Communicating the progress of requests, Consistency in how we deal with complaints	Real Life Example: Make an application for a Secondary Amendment. Get automated acknowledgement of receipt .... then nothing. Week goes by, nothing. Two weeks go by, still nothing. After third week inquire as to status and get (in my opinion) slightly indignant response. Finaly get advice that additional drawing required (no problems with that) and specific details required on same. Provide same in 2 days and the wall of silence descends again. Week goes by, nothing. Few days later inquire as to status, no response. Second week goes by, inquire again and get advice the application has been reviewed (again?) and we need to supply another drawing. Provide same within 2 days and wall of silence descends again. Week goes by and nothing. Nearly 2 weeks later, ask	Neutral	Some services are very good and others are not.	We respond proactively	As per my previous real-life example, MPS does not respond and just leaves people in the dark.	Yes	Be willing to accept constructive criticism, be equally willing to review/ascertain the cause and then act to improve. Will be interesting to see if I get a call re my prior comments.	1.2, 1.6, 2.7, 3.1, 3.5

Draft Our Customer Strategy 2024 – 2028
Feedback analysis

MORNINGTON PENINSULA Shire

Keeping this vision in mind, how satisfied are you when you use Shire services?	Would you like to tell us more?	What are your top three?	Would you like to tell us more?	If we were to meet all of these promises, how satisfied do you think you would be with your experience in using Shire services?	Would you like to tell us more?	Which one of these promises will have the greatest improvement on your satisfaction?	Would you like to tell us why?	Do you have any other comments / feedback that will help shape the Customer Strategy?	What other comments / feedback do you have?	Action(s) that addresses the issue
			what's going on and bingo, it finally happens. Is this what MPS defines as a good/satisfactory level of customer service? Especially as the poor applicant is charged a Service (oxymoron?) Fee of $400 by MSP for this straightforward task. IMPORTANT NOTE: This is not a complaint re a member of staff but a complaint about an apparent very poor management system that allows this sort of scenario to happen and also very importantly, considers it acceptable. Surely in a customer service focused organisation there should be a check and balance system in place to catch any applications that are no being processed in a reasonable time for whatever reason. If anybody really interested in finding out what's							

Draft Our Customer Strategy 2024 – 2028
Feedback analysis

MORNINGTON PENINSULA Shire

Keeping this vision in mind, how satisfied are you when you use Shire services?	Would you like to tell us more?	What are your top three?	Would you like to tell us more?	If we were to meet all of these promises, how satisfied do you think you would be with your experience in using Shire services?	Would you like to tell us more?	Which one of these promises will have the greatest improvement on your satisfaction?	Would you like to tell us why?	Do you have any other comments / feedback that will help shape the Customer Strategy?	What other comments / feedback do you have?	Action(s) that addresses the issue
			really going on and providing a better service to rate payers, vs seeming ever more woke fluff and bubble, feel free to give me a call (Noel) on 0421158889. I am a rate payer residing in Briars Ward.							
Very unsatisfied	Yes include the Ratepayers more in your decisions. Stop all this in camera BD	Our service delivery timeframes, Communicating the progress of requests, More ways to share feedback with us	Pro-active in communications	Satisfied	We just want inclusion in Council decisions	We serve consistently	Because you haven't do far. All secret behind close doors. You will all be gone come Ovyobet	No		1.9, 3.1, 3.5
Unsatisfied	The dealings with the Briars eroded trust. Plus, the poor cardboard Christmas decorations and lack of any sort of Australia Day activities were sorely missed. There were street signs for traffic for ANZAC Day that are still sitting there on Wellington Road, months later. Poor commitment to our community.	Our service delivery timeframes, More efficient ways to complete transactions with us online, More ways to share feedback with us	I think there is little communication back to the community that they are being heard. There are commonly known complaints about certain things (everyone complaining to each other) but silence from the council and zero action.	Unsatisfied	Please have more community events and celebrate special days more; ie Christmas (the decorations last year were cardboard and cheap - not very festive at all) and no fireworks or anything for Australia Day. The community want to get together and share special days. More community fireworks and fun fairs - for any celebration day - please!	We respond proactively	The council don't respond to general discontent and take zero action in response to widespread dissatisfaction. If they do take action and acknowledge discontent, it is only ever reluctantly.	No		3.1, 3.7, 3.8
Very unsatisfied	No response to customer response	Consistency in how we deal with complaints	Slow to fix safety access for bikes	Very unsatisfied	No cycling improvement	We serve consistently	Consistent bad	No		2.7, 3.1, 3.5

Draft Our Customer Strategy 2024 – 2028
Feedback analysis

MORNINGTON PENINSULA Shire

Keeping this vision in mind, how satisfied are you when you use Shire services?	Would you like to tell us more?	What are your top three?	Would you like to tell us more?	If we were to meet all of these promises, how satisfied do you think you would be with your experience in using Shire services?	Would you like to tell us more?	Which one of these promises will have the greatest improvement on your satisfaction?	Would you like to tell us why?	Do you have any other comments / feedback that will help shape the Customer Strategy?	What other comments / feedback do you have?	Action(s) that addresses the issue
Unsatisfied	The staff pay you lip service (when you eventually get through) and record your issue and that is pretty much where it stops.	Our service delivery timeframes, Communicating the progress of requests, Consistency in how we deal with complaints		Very satisfied	With current staffing levels you will not get even close to meeting these bench marks.	We respond proactively	At the moment requests go into a black hole. No one contacts you and you have to constantly ring back to follow up at which point you get given a generic statement such as “we have received numerous complaints and we are working on them”.	Yes	The strategy needs to be realistic and deliverable with the staff you have available. Empty promises just compound the frustration the public is feeling with the organisation. Customer service is poor and it is clear that it has not been a priority. You can have the best systems in the world - the Shire is good at recording requests - it is just hopeless at actioning them and getting back to customers. Often requests are closed off with no feedback to customers.	3.1, 3.4, 3.5, 3.8

Draft Our Customer Strategy 2024 – 2028
Feedback analysis

MORNINGTON PENINSULA Shire

Keeping this vision in mind, how satisfied are you when you use Shire services?	Would you like to tell us more?	What are your top three?	Would you like to tell us more?	If we were to meet all of these promises, how satisfied do you think you would be with your experience in using Shire services?	Would you like to tell us more?	Which one of these promises will have the greatest improvement on your satisfaction?	Would you like to tell us why?	Do you have any other comments / feedback that will help shape the Customer Strategy?	What other comments / feedback do you have?	Action(s) that addresses the issue
Very unsatisfied	We've had a serious ongoing problem created by the MPShire since we purchased our Property. Not a single MPSC employee has acted in the way you describe namely with integrity concerning the interaction with us as Ratepaying Customers leaving us with a refusal by the Shire to rectify their non Compliance with Planning Applications. I would be 'Very Satisfied' if the Shire had made even an attempt to sort out the flow on issues we have faced causing us unnecessary expense and heartache.	Our service delivery timeframes, Communicating the progress of requests, Consistency in how we deal with complaints	The Council take no responsibility for their actions / inaction's and practice 'deny ,delay, defend tactics when presented with a problem they have caused.	Very satisfied	See Previous Comments. For my son and I who have lived on the Mornington Peninsula since 1981 and through all the changes in the Shire the last 18 Years of our live have been hellish all caused by Councils Non-Compliance and blatant dishonesty .Since the purchase of our last Property the Shire could have behaved in the way your "promises" are described and we wouldn't be in the disastrous situation we now find ourselves in putting us both at risk....so clearly at this point the MPSC fails to deliver on each of these points in our experience.	We respond proactively	The Shire should 1. Admit when they are wrong. We had a Surveyor lie on a Planning Application and the MPSC refused to mitigate the consequences. 2. Administer Local Laws to the letter and not change them because of criticism by a disgruntled Council Employee. Local Law 28 protected Ratepayers from the damage caused by dangerous Trees on a neighbors property. (Local Law 28 did not refer to Trees on Council Land) The 2 trees on the neighbors Property were infested with Vermin (also part of Local Law 28)and they were attacked by Cockatoos which caused me an injury from which	Yes	We built a new house when our previous one failed because our foundations collapsed as Council did not apply a Caveat to the Title which would have indicated a "Disused Road" on the Title where Council had applied Fill. The next door neighbour had purchased half of this Disused Road and had his "Title amended " preventing him for ever building over the Road. We did not have that advantage and lost our home after only 10 years. When we tried to find out what had happened Council lied about where the Information was held and did not tell us about the fill on the property. After a series of Forensic Tests the fill was identified .	2.7, 3.8

Draft Our Customer Strategy 2024 – 2028
Feedback analysis

MORNINGTON PENINSULA Shire

Keeping this vision in mind, how satisfied are you when you use Shire services?	Would you like to tell us more?	What are your top three?	Would you like to tell us more?	If we were to meet all of these promises, how satisfied do you think you would be with your experience in using Shire services?	Would you like to tell us more?	Which one of these promises will have the greatest improvement on your satisfaction?	Would you like to tell us why?	Do you have any other comments / feedback that will help shape the Customer Strategy?	What other comments / feedback do you have?	Action(s) that addresses the issue
							I have not recovered. 3. Have Council Employees not lie about their qualifications. A Council Employee attended our Property purporting to be an Arborist when they were not and the accused us of "Finding a Loop Hole" in Local Law 28. After this Local Law 28 was changed to avoid the issue of Dangerous Trees on a Neighboring Property.			
Satisfied	Sometimes I feel council and staff should go back to being in the office full-time we have offices at rosebud,Mornington and Hastings half empty most of the time .	Our service delivery timeframes, Communicating the progress of requests, More ways to share feedback with us	Just wondering as to how much the shire does deal with these days or a most services out sourced to other companies.	Neutral	We have lived in rye for 40 years now and very rarely see any of local council in the local community.	We make it easy		No		3.1, 3.5. 3.8

Draft Our Customer Strategy 2024 – 2028
Feedback analysis

MORNINGTON PENINSULA Shire

Keeping this vision in mind, how satisfied are you when you use Shire services?	Would you like to tell us more?	What are your top three?	Would you like to tell us more?	If we were to meet all of these promises, how satisfied do you think you would be with your experience in using Shire services?	Would you like to tell us more?	Which one of these promises will have the greatest improvement on your satisfaction?	Would you like to tell us why?	Do you have any other comments / feedback that will help shape the Customer Strategy?	What other comments / feedback do you have?	Action(s) that addresses the issue
Unsatisfied	Waste disposal! On your website it states that items like old vhs tapes, cds, music cassettes are recyclable yet when I tried to deposit them at Mornington Tip I was informed that they need to go into general waste? VHS tapes are made from the easiest plastic to recycle both case and actual tape! Also, your people need to visit Hobart's Tip to see how recycling should be done. E waste collected by Mornpen is a joke. Just throw your electrical items into a dumpster!	Our service delivery timeframes, Communicating the progress of requests, More efficient ways to complete transactions with us online	Question 3 is ridiculous. Really, I have to choose from only your list?	Neutral	What I would really like would be a search function on your web site that actually searches for what is being requested. The current search option brings up totally irrelevant items and masses of them. Perhaps to make it so hard for the rate payer that they give up in frustration. Accessibility to information should be a priority, make finding information easier please.	We make it easy	See above	No		3.7

Draft Our Customer Strategy 2024 – 2028
Feedback analysis

MORNINGTON PENINSULA Shire

Keeping this vision in mind, how satisfied are you when you use Shire services?	Would you like to tell us more?	What are your top three?	Would you like to tell us more?	If we were to meet all of these promises, how satisfied do you think you would be with your experience in using Shire services?	Would you like to tell us more?	Which one of these promises will have the greatest improvement on your satisfaction?	Would you like to tell us why?	Do you have any other comments / feedback that will help shape the Customer Strategy?	What other comments / feedback do you have?	Action(s) that addresses the issue
Unsatisfied	'Have experienced following issues:- not following up on matters when given advice from council staff that I will be contacted and updated on progress- not providing follow up advice at all or being very slow, sometimes weeks, to make contact on matters raised- not meeting service delivery timeframes or quality expectations- conflicting advice from council staff indicating that internal communication between management areas is very poor- very little effort displayed by Council to ensure that service delivery provided by contractors is up to standard.- too much planning and not enough implementation - raising community expectations through consultative processes for concept plans that are never delivered - wasteful spending of our money on consultants for projects that are never delivered- not enough focus on improving the efficiency of council operations- very clunky website making it hard to find required information easily- not enough focus on defining the Councils core business - essentials rather than nice to haves.- delivering services to meet a	Our service delivery timeframes, Communicating the progress of requests, More efficient ways to complete transactions with us online	I think I have winged enough for one day	Neutral	The three promises address interaction between the community and council officers. They do not address the need for council to actually deliver the services that we, the community expect and pay for.We want more that talk, we want action.	We serve consistently	Council's role is to deliver services. If service delivery is efficient and meets community expectations, then the need to interact with council officers will be much less.	No		3.1, 3.5, 3.7

Draft Our Customer Strategy 2024 – 2028
Feedback analysis

MORNINGTON PENINSULA Shire

Keeping this vision in mind, how satisfied are you when you use Shire services?	Would you like to tell us more?	What are your top three?	Would you like to tell us more?	If we were to meet all of these promises, how satisfied do you think you would be with your experience in using Shire services?	Would you like to tell us more?	Which one of these promises will have the greatest improvement on your satisfaction?	Would you like to tell us why?	Do you have any other comments / feedback that will help shape the Customer Strategy?	What other comments / feedback do you have?	Action(s) that addresses the issue
	legal/government requirement (box ticking) rather than delivering services that meet community expectations/needs. Same applies to consultation. - cumbersome application processes that are overly bureaucratic with council officers unable to assist with cutting through the red tape, again impacted on by poor internal communication. This is discouraging community initiatives, volunteering and involvement in local action.- disrespecting and undervaluing the time spent by community to volunteer and respond to Council requests for feedback.									
Neutral	when a request is made for work to be actioned, it needs to be done within a timely manner & phone calls need to be made when the customer is advised they will be contacted	Our service delivery timeframes, Communicating the progress of requests, Consistency in how we deal with complaints	I put in a request in June last year which wasn't actioned. Submitted again in February this year, still not actioned. Have contacted council twice & not received promised phone calls	Satisfied		We respond proactively	As per #4 above, I haven't been kept informed or contacted	No		2.7, 3.1, 3.5, 3.8
Neutral	You need to open Hastings office from 9am until 4.30pm. Poor service for the forgotten western side of the peninsula. If you need to close an office for cost, maybe Mornington or rosebud.	Communicating the progress of requests, More efficient ways to complete transactions with us online, Consistency in how we deal with complaints		Neutral	Same as above with Hastings office opening hours	We serve consistently	Being consistent across all 3 officers is a good way to start	No		4.1

Draft Our Customer Strategy 2024 – 2028
Feedback analysis

MORNINGTON PENINSULA Shire

Keeping this vision in mind, how satisfied are you when you use Shire services?	Would you like to tell us more?	What are your top three?	Would you like to tell us more?	If we were to meet all of these promises, how satisfied do you think you would be with your experience in using Shire services?	Would you like to tell us more?	Which one of these promises will have the greatest improvement on your satisfaction?	Would you like to tell us why?	Do you have any other comments / feedback that will help shape the Customer Strategy?	What other comments / feedback do you have?	Action(s) that addresses the issue
Unsatisfied	Everything I call for an issue with a kinder I am on the committee for, its a long wait. jobs get deleted or done without notification or calls/feedback, long term issues don't get resolved fast and we get moved from person to person too often. We need better communication desperately	Our service delivery timeframes, Communicating the progress of requests		Very satisfied		We respond proactively		No		2.7, 3.1, 3.5
Very unsatisfied	'On the issues I have contacted shire on the service has been abysmal. The people who initially take the call try their hardest, but when they transfer you to the dept required, it is terrible for these reasons that I have experienced on numerous occasions: - Rings out to answering machine, you leave a message and no one calls back. - Won't give out their email contact so you can't email them - Tries to fob you off to another department (or worse, another agency) incorrectly. - An attitude of how can I get out of this, not how can we resolve this. -All manner of other disingenuous techniques for doing nothing, including falsehoods. -Poor communications between departments -Inefficiency	Our service delivery timeframes, More ways to share feedback with us, Consistency in how we deal with complaints	Please be genuine and honest. Respond with a can do attitude in a timely manner. Consult on-site if necessary. Do your actions pass "The pub test"?. Please, no beauracratic bs or buck passing.	Very satisfied	If you could change all the above not only would customers be happier, but I think your efficiency levels would improve too.	We respond proactively	My experience has definitely not been proactive, as stated elsewhere in my responses.	No		2.7, 3.1, 3.5, 4.9

Draft Our Customer Strategy 2024 – 2028
Feedback analysis

MORNINGTON PENINSULA Shire

Keeping this vision in mind, how satisfied are you when you use Shire services?	Would you like to tell us more?	What are your top three?	Would you like to tell us more?	If we were to meet all of these promises, how satisfied do you think you would be with your experience in using Shire services?	Would you like to tell us more?	Which one of these promises will have the greatest improvement on your satisfaction?	Would you like to tell us why?	Do you have any other comments / feedback that will help shape the Customer Strategy?	What other comments / feedback do you have?	Action(s) that addresses the issue
Satisfied		More efficient ways to complete transactions with us online, More ways to share feedback with us, Consistency in how we deal with complaints		Satisfied		We serve consistently	Dealing with the Shire is very dependant on who you speak with, everyone is lovely however it can be annoying to repeat myself	No		2.7, 3.1, 3.7, 3.8
Satisfied		Communicating the progress of requests, More efficient ways to complete transactions with us online, Consistency in how we deal with complaints		Very satisfied		We serve consistently		No		3.1, 3.5, 3.7, 3.8
Satisfied		Our service delivery timeframes, Communicating the progress of requests, More ways to share feedback with us		Satisfied		We respond proactively		No		3.1, 3.5, 3.8

Draft Our Customer Strategy 2024 – 2028
Feedback analysis

MORNINGTON PENINSULA Shire

Keeping this vision in mind, how satisfied are you when you use Shire services?	Would you like to tell us more?	What are your top three?	Would you like to tell us more?	If we were to meet all of these promises, how satisfied do you think you would be with your experience in using Shire services?	Would you like to tell us more?	Which one of these promises will have the greatest improvement on your satisfaction?	Would you like to tell us why?	Do you have any other comments / feedback that will help shape the Customer Strategy?	What other comments / feedback do you have?	Action(s) that addresses the issue
Very unsatisfied	Need more support for parents. Mornington Peninsula is embarrassing compared to other councils such as Casey. Sleep and settling, lactation consultants, early parenting centres and more MCH availability!! The MCH centres are only open a couple of days per week and I know multiple MCHNs who can't even get an interview with MP. Hire more MCHNs! My son hasn't had an appointment since he was 8 weeks old and he's 2 1/2.	Our service delivery timeframes	Need more support for parents. Mornington Peninsula is embarrassing compared to other councils such as Casey. Sleep and settling, lactation consultants, early parenting centres and more MCH availability!! The MCH centres are only open a couple of days per week and I know multiple MCHNs who can't even get an interview with MP. Hire more MCHNs! My son hasn't had an appointment since he was 8 weeks old and he's 2 1/2.	Very satisfied	Need more support for parents. Mornington Peninsula is embarrassing compared to other councils such as Casey. Sleep and settling, lactation consultants, early parenting centres and more MCH availability!! The MCH centres are only open a couple of days per week and I know multiple MCHNs who can't even get an interview with MP. Hire more MCHNs! My son hasn't had an appointment since he was 8 weeks old and he's 2 1/2.	We respond proactively		No		
Satisfied		Our service delivery timeframes, Communicating the progress of requests, More efficient ways to complete transactions with us online		Very satisfied		We make it easy		No		3.1, 3.5, 3.7

Draft Our Customer Strategy 2024 – 2028
Feedback analysis

MORNINGTON PENINSULA Shire

Keeping this vision in mind, how satisfied are you when you use Shire services?	Would you like to tell us more?	What are your top three?	Would you like to tell us more?	If we were to meet all of these promises, how satisfied do you think you would be with your experience in using Shire services?	Would you like to tell us more?	Which one of these promises will have the greatest improvement on your satisfaction?	Would you like to tell us why?	Do you have any other comments / feedback that will help shape the Customer Strategy?	What other comments / feedback do you have?	Action(s) that addresses the issue
Unsatisfied	I have had numerous interactions with staff from good to rude. The rude stands out ergo the rating. Staff ought be reminded they are there to assist not give personal advice.	Our service delivery timeframes, Communicating the progress of requests, Consistency in how we deal with complaints	It's. Took me nearly 12 months to get a satisfactory result on a minor matter because of communication issues and consistency of dealing with the issue ergo my 3.	Very unsatisfied	Again the rude response from staff is the impression left. this applies to councillors as well.	We serve consistently	Good consistent service is the goal of all businesses and ought to be yours.	Yes	Both staff and councillors need to be made aware the community expect and require the best service they can give. Rudeness or unsolicited advice is not in those parameters.	2.7, 3.1, 3.5 3.8
Unsatisfied	Emails sent should be answered	Our service delivery timeframes, Communicating the progress of requests, More ways to share feedback with us	Would always like council to reply AND follow up without prompting.	Very satisfied		We respond proactively		Yes	Look on rate payers as customers and provide customer service not as the enemy!	2.7, 3.1, 3.5
Neutral	Sometimes it works sometimes it doesn't	Consistency in how we deal with complaints	Sometimes I get immediate response. Sometimes I get no response.	Neutral	That is what I expect	We serve consistently	Because that's what you don't do	Yes	Different people on different days. It is very difficult to get it right.	2.7, 3.1, 3.4, 3.5
Satisfied		Our service delivery timeframes, Communicating the progress of requests, More ways to share feedback with us		Very satisfied		We make it easy		No		3.1, 3.5, 3.8

MORNINGTON PENINSULA Shire

Mornington Peninsula Shire's

Innovate

Reconciliation Action Plan

September 2024 – September 2026

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

MORNINGTON PENINSULA Shire

Acknowledgement of Country

Mornington Peninsula Shire Council acknowledges the Bunurong people of the Kulin Nation as Traditional Custodians of the land. Council acknowledges the Bunurong's continuing relationship to the land and waterways and respects that their connection and spiritual identify is maintained through ancient Ceremonies, Songlines, dance, art and living Cultures. Council pays tribute to the invaluable contributions of the Bunurong and other Aboriginal and Torres Strait Islander Elders who have guided and continue to guide the work we do.

The journey ahead for Mornington Peninsula involves the land, the Traditional Custodians, local First Nations communities, the wider community, and the Council itself. Walking together and listening together to create a culturally safe and culturally rich community for all.

About the Artwork

<text to be inserted once artwork has been designed>

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

MORNINGTON PENINSULA Shire

Table of contents

Message from the Mayor 4
Message from the Bunurong Land Council 6
Message from Reconciliation Australia 6
Our vision for Reconciliation 7
Our Business 8
Mornington Peninsula's Aboriginal and Torres Strait Islander population 10
The policy context 16
What the community told us about why Reconciliation is important 17
Reconciliation Action Plan Governance 18
Willum Warrain Gathering Place 18
How to read the Action Plan 19
Measuring success 20
Innovate Reconciliation Action Plan 2024-2026 20

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

MORNINGTON PENINSULA Shire

Message from the Mayor

As the Mayor of the Mornington Peninsula Shire Council, I am proud to present this *Innovate Reconciliation Action Plan 2024-2026*.

I would like to acknowledge the Bunurong Land Council, our partners at Willum Warrain, members of the Peninsula's Aboriginal and Torres Strait Islander community, Council's Reconciliation Action Plan Working Group and members of our wider Peninsula community who have guided the creation of this plan.

Thank you for walking with us on our shared journey of Reconciliation. Your guidance and collaboration enables us to take meaningful action to advance and champion Reconciliation and truth-telling.

Among the actions proposed in this Plan is the creation of an Aboriginal and Torres Strait advisory committee. This committee will work in a similar way to our other advisory bodies, such as the Disability Advisory Committee, Triple A Housing Committee and the Peninsula Advisory Committee for Elders. Council will seek feedback from the committee where appropriate and will carefully consider its perspective when making decisions that directly affect our Aboriginal and Torres Strait Islander community.

Council is dedicated to working in the best interests of all our residents and we continually strive to create a community where everybody feels they belong. This Reconciliation Action Plan is another step in ensuring every community member is valued and heard.

Cr Simon Brooks

Mayor

Mornington Peninsula Shire Council

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

MORNINGTON PENINSULA Shire

Message from the CEO

This Reconciliation Action Plan has been developed using the framework provided by Reconciliation Australia to support our Council and Wellbeing Plan and our 2040 Community Vision.

It focuses on developing and strengthening relationships with Aboriginal and Torres Strait Islander peoples, engaging staff and stakeholders in Reconciliation and developing strategies to empower Aboriginal and Torres Strait Islander people.

As an organisation we are committed to doing all we can to create an inclusive, connected and safe environment on the Mornington Peninsula, as outlined in our Community Vision. This Reconciliation Action Plan will promote greater understanding of our Aboriginal and Torres Strait Islander people and foster pride in what is the oldest continuing culture in the world.

We invite all community members to join us in this journey of Reconciliation and help us forge a community that celebrates and respects Aboriginal and Torres Strait Islander peoples, as well as their cultures, histories and knowledge.

John Baker

CEO

Mornington Peninsula Shire Council

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

MORNINGTON PENINSULA Shire

Message from the Bunurong Land Council

(Message included once this RAP is formally endorsed)

Message from Reconciliation Australia

(Reconciliation Australia message once this RAP is formally endorsed)

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

MORNINGTON PENINSULA Shire

Our vision for Reconciliation

To walk together with courage to understand, respect, value and celebrate Aboriginal and Torres Strait Islander peoples, histories, arts and cultures as part of the intrinsic identity of the Mornington Peninsula for the benefit of the whole community.

In the spirit of Reconciliation, the Mornington Peninsula Shire:

- Acknowledges that the Bunurong people are the First People of the land on which we work and live, with a deep and enduring connection to the land and water
- Acknowledges that this land was colonised without consent of the original inhabitants
- Commits to consultation on matters of mutual concern with representatives of the Bunurong people and any other legitimately constituted groups representing Aboriginal and Torres Strait Islander peoples cultures and heritage
- Recognises the distinctive relationship that Indigenous people have with local land and waters, including trees, hills and valleys, creeks and foreshore of the Mornington Peninsula
- Acknowledges the responsibility of non-Indigenous people to understand the ongoing impacts of colonisation as a foundation for moving forward together strives for a community that acknowledges and takes pride in First Nations Peoples as the oldest continuing cultures in the world
- Promotes the fundamental human rights of Aboriginal and Torres Strait Islander peoples including self-determination, cultural rights and equality
- Strives for a community that celebrates the diversity of Aboriginal and/or Torres Strait Islander cultural heritage, arts and cultures
- Respects Indigenous Cultural and Intellectual Property (ICIP)
- Acknowledges the ongoing resilience, strength and resourcefulness of local Aboriginal and Torres Strait Islander communities, commits to listening to and learning from Aboriginal and Torres Strait Islander communities to build strong sustainable relationships on the pathway to Reconciliation
- Supports Treaty and Yoorook Truth-telling Commission processes as vital to progressing Reconciliation
- Commits to listening to and learning from Aboriginal and Torres Strait Islander communities to build strong sustainable relationships on the pathway to Reconciliation.

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

Our Business

The Mornington Peninsula Shire is a local council with responsibilities under the Local Government Act 1989 (Vic) including to 'provide governance and leadership for the local community through advocacy, decision making and action'.

Council has three main Corporate Centres located in Hastings, Rosebud and Mornington, as well as various other work locations throughout the municipality including: libraries; maternal and child health centres; an Indigenous plant nursery and eco centre; and activity delivery centres.

The Shire's organisational vision is to 'value, protect and improve the unique characteristics and way of life on our peninsula'. To achieve this vision, Council provides services across a wide range of areas including:

- Arts and culture
- Cleaning and waste
- Community development
- Economic development
- Emergency management
- Environment protection
- Family and children
- Health and safety
- Local laws and permits
- Parks and gardens
- Pets and animals
- Planning and building
- Roads and transport
- Sport and recreation
- Youth services

The Mornington Peninsula Council employs an estimated 1,062 staff members, with two Indigenous identified roles.

Currently the total number of Aboriginal and Torres Strait Islander staff is not known, we will work within this RAP to determine culturally appropriate ways to understand this.

This RAP aims to ensure that Aboriginal and Torres Strait Islander communities enjoy the same life opportunities and outcomes as the broader community, to support the Shire to achieve its vision for the benefit of everyone.

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

MORNINGTON PENINSULA Shire

Our Mornington Peninsula

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.

Mornington Peninsula Shire acknowledges the historical and cultural significance of the land particularly the coastline has to the Bunurong people who journeyed to their meeting places, connecting to country. For thousands of years Bunurong people have met at Arthurs Seat (Wonga), the men would head to Cape Schanck for men's business and the women to Point Nepean (Monmar). Monmar was a special women's place for birthing, women's ceremony, and initiation of the younger women.

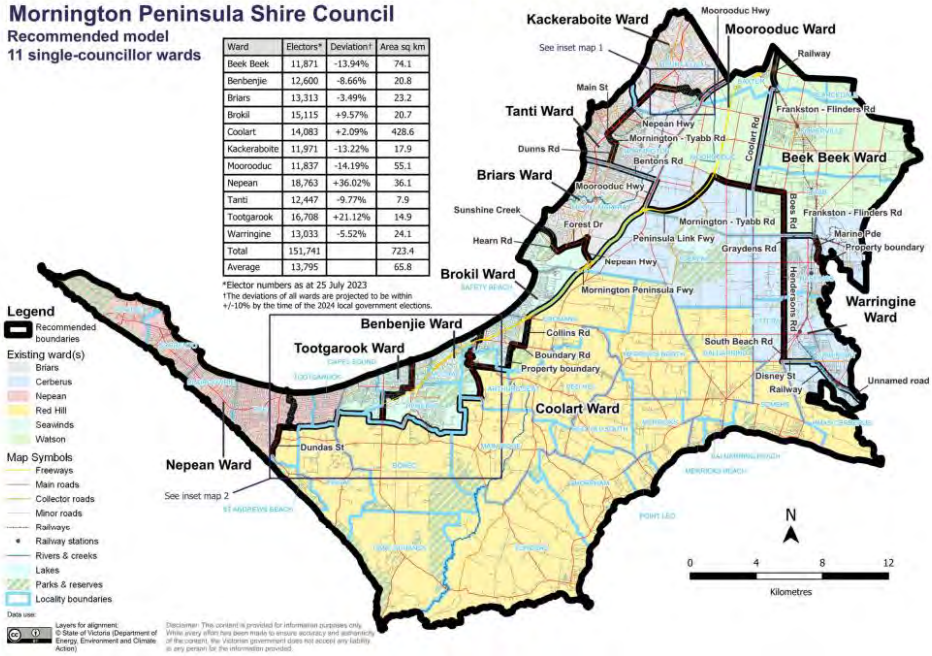
The Mornington Peninsula encompasses many townships from Mount Eliza to Portsea and on the Western Port side from Baxter, Hastings, Crib Point and Balnarring. These townships are characterised by unique and appealing villages, sandy beaches, coastal environments, lush parklands, quality residential areas, a vibrant arts scene and a proud indigenous history which is reflects in our Bunurong cultural heritage and significant sites.

Appendix 1: Map of recommended structure

Mornington Peninsula Shire Council
Recommended model
11 single-councillor wards

Ward	Electors*	Deviation†	Area sq km
Beek Beek	11,871	-13.94%	74.1
Benbenjie	12,600	-8.66%	20.8
Briars	13,313	-3.49%	23.2
Brokil	15,115	+9.57%	20.7
Coolart	14,083	+2.09%	428.6
Kackeraboite	11,971	-13.22%	17.9
Mooroduc	11,837	-14.19%	55.1
Nepean	18,763	+36.02%	36.1
Tanti	12,447	-9.77%	7.9
Tootgarook	16,708	+21.12%	14.9
Warringine	13,033	-5.52%	24.1
Total	151,741		723.4
Average	13,795		65.8

*Elector numbers as at 25 July 2023
†The deviations of all wards are projected to be within +/-10% by the time of the 2024 local government elections.



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

MORNINGTON PENINSULA Shire

Mornington Peninsula's Aboriginal and Torres Strait Islander population

In the 2021 census, 1,720 people identified as Aboriginal and Torres Strait Islander on the Mornington Peninsula (1.0% of the population). This was a significant 33% increase from 1,296 people who identified as Aboriginal and Torres Strait Islander in the 2016 census.[1] The Aboriginal and Torres Strait Islander population on the Mornington Peninsula is also a young population with 64% of Aboriginal and Torres Strait Islander people under 35.

[1] We recognise that the census data may not accurately reflect the Aboriginal and Torres Strait Islander population on the Mornington Peninsula including because some people choose not to complete the census or to identify an Aboriginal and Torres Strait Islander.

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

MORNINGTON PENINSULA Shire

Our role in self determination

The United Nations Declaration on the Rights of Indigenous Peoples (UNDRIP) defines self-determination as the capacity of First Nations people to independently determine their political status and pursue their economic, social, and cultural development.

We recognise the four key enablers essential for achieving self-determination, as outlined in the Victorian Aboriginal Affairs Framework 2018-2023 (VAAF) and the Self-Determination Reform Framework:

- Prioritise culture
- Address trauma and support healing
- Address racism and promote cultural safety
- Transfer power and resources to communities

The Shire's vision for Reconciliation is for a unified community that acknowledges and celebrates the histories, cultures, and experiences of Aboriginal and Torres Strait Islander peoples, while empowering them to lead self-determined lives.

We will Partner: with First Nations Leaders, local communities, businesses and Traditional Owners to develop trusted relationships to seek positive and lasting health and wellbeing outcomes.

We will Advocate: to raise awareness of topics of importance to Aboriginal and/or Torres Strait Islander peoples and support activities that promote safer and inclusive communities.

We will Plan: to ensure that we can deliver on actions that are important to the First Nations communities related to Country, Culture and Connection.

We will Educate: the wider communities and ourselves to increase understanding, respect and relationships with First Nations peoples and Country.

We will Research: to ensure that we deliver sustainable and supported evidence-based projects and decision making.

We will Provide: opportunities and activities that support the aspirations and goals of the First Nations community.

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

MORNINGTON PENINSULA Shire

The Shire's Reconciliation Journey so far (2022 – 2024)

Formalised partnership with Traditional Owners: The Shire established a Memorandum of Understanding (MOU) with the Bunurong Land Council to formalise a strong, equal and respectful relationship. The MOU is designed to provide certainty in mutual engagement opportunities, improve pipeline communication and resourcing for upcoming Shire projects, and improve delivery of Reconciliation measures for Council.

Created an Identified role created at the Shire: In 2023, the Shire established an identified full-time position to work in the Community Inclusion Team as a Reconciliation Inclusion Officer to support the development and delivery of the Reconciliation Action Plan.

Supported community events: The Shire supported Our Survival Day in 2024 which is acknowledged as a date to practice culture and learn history. The day was delivered by Our Songlines, a 100% Aboriginal-owned and woman-led organisation that is passionate about making Indigenous culture accessible to First Nations and allies alike, in a supportive, safe environment.

The Womindjeka Balnarring Ngargee Festival was also supported by the Shire, which brought together First Peoples culture and language to the Mornington Peninsula through music, dance, story- telling and art.

Championed the celebration of art and culture: The Shire supported award-wining artist Iluka Sax Williams of Baluk Arts Public to create 'Seasonal Dial' – a sculptural artwork illustrating the Aboriginal seasons. This artwork was unveiled at the 2024 NAIDOC Festival.

A series of Indigenous educational programs and healing sessions were supported by the Shire and hosted by Living Culture, a not-for-profit organisation based on the Mornington Peninsula. These sessions included guided walks and talks, sharing knowledge of traditional bush tucker and medicinal plants.

NAIDOC Week 2024: In NAIDOC Week 2024, the Shire held a NAIDOC Festival 2024 at Flinders Civic Hall. The event included native-inspired canapes, Indigenous HipHop group IOPHipHop, Local First Nations stallholders. Sound, staging and performances by Impakt Freeza First Nations committee representatives (Pulana & Austin Armstrong).

More highlights include:

- Collaborating with NBN Co. and six local Aboriginal groups on a project to wrap 16 NBN nodes with Aboriginal artwork across the Peninsula.
- Commencing the Junior Ranger program enabling the Shire to deliver experiences which support on-Country learning for First Nations children and young people. This innovative program will support the realisation of the Reconciliation Action Plan.
- Holding a series of NAIDOC Week celebration events for staff in 2023 at the Briars and Mornington Peninsula Regional Gallery, providing an opportunity to celebrate, engage with, and learn about First Peoples' culture and the importance of Reconciliation. The activities

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

included talks by Aboriginal artists Sammy Trist (Taungurung) and Yasmin Silveira (Palawa), and Bunurong Elders Uncle Shane Clarke and Jillian West.

- Supporting the Shire to host the exhibition, Layers of Blak, which showcased the work of 11 Aboriginal and Torres Strait Islander artists and included Aboriginal-led art-making workshops for adults and children.
- Promoting a guided walk and meditation event for the public held at the Briars, in collaboration with local Aboriginal business, Living Culture.

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

Our strategic context

The Shire's RAP is aligned with the Shire's broader strategic framework including the:

- Mornington Peninsula Shire Community Vision 2040
- Council and Wellbeing Plan 2021-2025

The RAP also exists in the broader context of the Shire's policies and plans that relate to diverse communities including the Shire's Inclusion Strategy, Gender Equality Strategy and Access and Equity Policy which is about 'facilitating the necessary conditions and opportunities to enable everyone utilising council services, programs and facilities to be treated fairly, free from any discrimination'.

Mornington Peninsula Shire Community Vision 2024

In 2021 the Shire empowered the community to help shape our future and develop a new Community Vision for the Peninsula to 2040. Over 3,000 were involved providing feedback via surveys, online workshops, township pop-ups, postcards and drawings.

Principle 3 - Support an inclusive, connected and safe society

Connect and support the diverse social demographics, who live, work, and visit the Mornington Peninsula by facilitating universal access and social integration through safe social housing, services, and events within the community.

Principle 4 - Innovative planning and development of the local economy

Innovative planning and adaptable development that enhances economic and employment opportunities for our dynamic and prosperous communities, townships and business.

Principle 6 - Protect and enhance all elements of our natural land, sea and biodiverse environments.

To protect and improve green spaces, bushland, native flora and fauna, foreshore and wetlands. To preserve or increase the current amount and quality of green space. Responsible and sustainable farming practices foster a healthy environment.

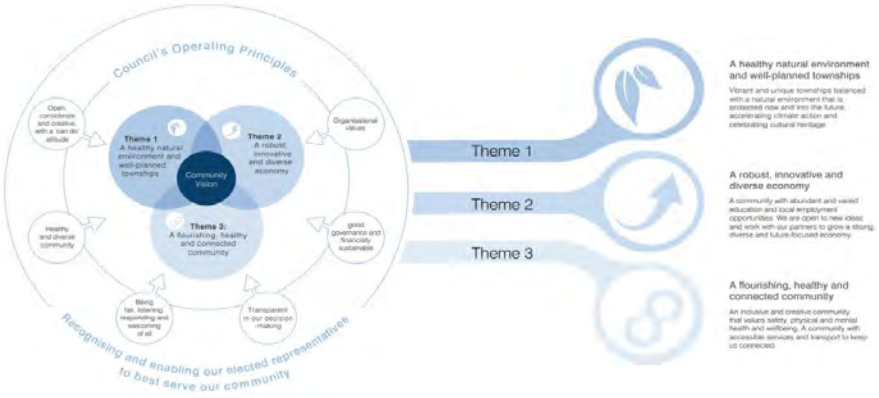
Contact the Mornington Peninsula Shire
1300 850 600
mornpen.vic.gov.au
customerservice@mornpen.vic.gov.au

By post: Private Bag 1000,
90 Besgrove Street, Rosebud VIC 3939
ABN: 53 159 890 143

MORNINGTON PENINSULA Shire

Council and Wellbeing Plan 2021-2025

The Council Plan and wellbeing plan provides the framework for everything the Shire undertakes to enable the elected representatives to best serve the community. The Plan is set out under three themes:



Strategic Objective 1.3

A sustainable built environment that respects the natural environment and protects the community from the impacts of the climate emergency.

1.3.3. Incorporate Indigenous culture in all project planning and design

Strategic Objective 2.3

A thriving entrepreneurial economy, with a vibrant tourism sector, that provides accessible employment to our diverse community

2.3.6. Deliver on the Reconciliation Action Plan, supporting Aboriginal and Torres Strait Islander businesses and employment opportunities

Strategic Objective 3.1

A healthy and self-determined community where everyone feels valued, supported and safe.

3.1.2. Deliver the Reconciliation Action Plan, guided by the Traditional Owners, respecting Aboriginal and Torres Strait Islander peoples.

Strategic Objective 3.3

A community in which people from all generations, backgrounds and abilities can access local services.

3.3.5. Support Aboriginal and Torres Strait Islander community members to self-determine community services and programs as required.

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

The policy context

The Shire's work to progress Reconciliation is also guided by external policies:

Victorian Aboriginal and Local Government Strategy 2021-2026

The Victorian Aboriginal and Local Government Strategy is a framework developed by the Victorian Governments to help guide Victorian local councils work with Aboriginal communities. It puts self-determination at the centre of their decision making to create trust and respect between the local council and local Aboriginal community.

Korin Korin Balit-Djak: Aboriginal health, wellbeing and safety strategic plan 2017-2027

The Victorian Government's Framework which sets out its vision and direction over the next ten years for improving the health, wellbeing and safety of Aboriginal Victorians.

There are five domains in the Korin Korin Balit-Djak;

1. Aboriginal community leadership
2. Prioritising Aboriginal culture and community
3. System reform across the health and human services sector
4. Safe, secure, strong families and individuals
5. Physically, socially and emotionally health Aboriginal communities

Further policies Council operates within include:

- Victorian Child Safety Standards
- Victorian Aboriginal Affairs Framework 2018-2023
- Victorian Aboriginal Economic Strategy 2013-2020
- Self-determination Reform Framework Aug 2019
- Local Government Act 2020
- Aboriginal Heritage Act 2006 & Aboriginal Heritage Regulation 2018
- Native Title Act 1993
- Barring Djinang: Aboriginal Employment Strategy

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

MORNINGTON PENINSULA Shire

What the community told us about why Reconciliation is important

Our engagement

A range of culturally appropriate community engagement methods were used to capture views from the diverse range of community members on the Mornington Peninsula. An online survey was released in addition to the Shire hosting a series of face to face yarning circles.

Key external First Nation stakeholders who provided played an essential role in the development of the Plan include:

- Bunurong Land Council;
- Reconciliation Victoria;
- Willum Warrain Gathering Place;
- Nairm Marr Djambana;
- First Peoples Assembly;
- Our Songlines; and
- Living Culture

What we heard

1. **Acknowledgment of past injustices:** Recognising and addressing historical injustices, including colonisation, dispossession, and the impacts of government policies on Indigenous peoples.
2. **Promotion of Indigenous rights and culture:** Supporting Indigenous self-determination, preserving Indigenous languages and cultures, and ensuring Indigenous representation in decision-making processes.
3. **Closing socioeconomic gaps:** Implementing initiatives to address socioeconomic disparities between Indigenous and non-Indigenous communities, particularly in areas such as health, education, employment, and housing.
4. **Truth-telling and education:** Incorporating accurate and comprehensive Indigenous histories into educational curricula, promoting public awareness campaigns, and fostering understanding of Indigenous culture and heritage.
5. **Genuine relationships and respect**: Fostering meaningful relationships, mutual respect, and understanding between Indigenous and non-Indigenous communities through dialogue, collaboration, and cultural competency training.
6. **Empowerment and community engagement**: Empowering Indigenous communities to lead and participate in initiatives, promoting community-driven solutions, and providing platforms for Indigenous voices to be heard.

Quotes from Community

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

What we heard from community includes the following:

"Being respectful of the Traditional Owners of the land and waters we use."

"Telling the stories of our Traditional Owners, using native language and educating the community."

"Listening to the voices of our Aboriginal and Torres Strait Islander community members.

Community members identified wanting to learn about Aboriginal cultures, listen to stories from Elders and opportunities to read stories from Elders. Having friendships within local Aboriginal communities was also something identified throughout the consultation, along with wanting to see celebrations of culture and acknowledgement of the impact of colonization & Stolen Generations families. **"**More cultural events, the history is rich let's promote and celebrate this more."

Reconciliation Action Plan Governance

RAP Champion

The Project champion for the implementation of the RAP is Director Community Strengthening.

Reconciliation Action Plan Internal Working Group

The Shire has a RAP Working Group that meets regularly to drive Reconciliation internally. The Working Group is led by the Cultural Heritage team and includes managers and/or team leaders from each of the Shire's departments, as well as any staff member who is interested in driving Reconciliation through their own work. The Working Group encourages participation from First Peoples employees and mitigates the risks of cultural loading for Indigenous members by inviting First Peoples representation from our external partners to participate. The Shire is currently in the process of forming an Indigenous Advisory Committee who will also be invited to advise on the implementation of RAP initiatives.

Willum Warrain Gathering Place

Willum Warrain Gathering Place was established in 2014 in Hastings with support from the Shire and funding from the Closing the Gap program. Willum Warrain is a whole-of-organisation charity that relies on a combination of volunteers, philanthropic funding, and government support to keep its doors open.

Willum Warrain is the local Boon Wurrung language means 'Hut by the sea'. It is a gathering place where Aboriginal and Torres Strait Islanders come together to explore their goals, ideas and identity.

Managed by a community-led board, Willum Warrain is a place of hope and healing for all Aboriginal and Torres Strait Islanders living on the Mornington Peninsula and surrounding areas. Its main strategic focus is cultural strengthening, and it is a destination for Reconciliation and welcomes visits from the broader community.

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

Bunurong Land Council

Bunurong Land Council are a Traditional Owner organisation that represent the Bunurong people of the Kulin Nation. They provide archaeological field assessments as part of the Cultural Heritage Management Plan (CHMP) process, cultural heritage advice, and information about the Aboriginal and Torres Strait Islander community, people, Bunurong culture, and the environment.

How to read the Action Plan

Action – The action outlines the objective that the Shire is aiming to achieve. The action is the left-hand column.

Deliverable – The deliverable outlines how the shire will be working to achieve its actions. The deliverables are next to the action column on the right. There are often multiple deliverables for one action.

Timeline – The timeline outlines the expected start and end dates for each deliverable or as a point of review for any ongoing work. The timeline may be different for each deliverable under the same action item. This is found to the right of the deliverable column.

Responsibility – Deliverables must be assigned to a lead person by job title and should avoid groups unless listed as a support. The responsibility column outlines the staff member responsible for

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

overseeing the implementation of a certain deliverable. This column is the last column and is right of the timeline column.

This document highlights the mandatory action items set out by Reconciliation Australia in white and blue indicates proposed action items.

Measuring success

The Reconciliation Action Plan will be monitored and its progress reported on annually to the Shire and annually to Reconciliation Australia through the RAP Impact Survey. This allows the Shire to ensure each deliverable's relevance to the local community and navigate any barriers that may be preventing the successful completion of a deliverable.

Working towards Reconciliation is an ever-evolving journey that requires the Shire to critically reflect on its progress to allow for continuous learning and evaluation.

Innovate Reconciliation Action Plan (RAP) 2024-2026

The Shire's Innovate RAP focuses on strengthening relationships with the local Aboriginal and Torres Strait Islander community, businesses and organisations. It also focuses on developing and piloting strategies to empower Aboriginal and Torres Strait Islander people both working for or with the Shire, as well as Aboriginal and Torres Strait Islander people within the local community.

Relationships

Relationships are the foundation of success to a RAP, facilitating trust, collaboration, cultural understanding and long-term commitment to advancing Reconciliation between Indigenous and non-Indigenous peoples.

The Shire is committed to focusing on having meaningful, respectful, sustainable ongoing relationships with Aboriginal and Torres Strait Islander communities, services and their networks.

Relationships			
Action	**Deliverable**	**Timeline**	**Responsibility**
1. Establish and maintain mutually beneficial relationships with Aboriginal and Torres Strait Islander stakeholders and organisations.	• Meet with Traditional Owner Groups and other Aboriginal and Torres Strait Islander organisations to develop guiding principles for future engagement.	November 2024	*Reconciliation Inclusion Officer, Community Inclusion*
	• Develop and implement an engagement plan to work with Aboriginal and Torres Strait Islander	December 2024	*Reconciliation Inclusion Officer, Community Inclusion*

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

	stakeholders and organisations.		
	• Research best practice and principles that support partnerships with Aboriginal and Torres Strait Islander stakeholders and organisations.	June 2025	*Manager, Community Partnerships*
	• Establish and facilitate quarterly meetings with the Bunurong Land Council.	December 2024	*Reconciliation Inclusion Officer – Community Inclusion*
	• Maintain the Friendly Council Partnership between the Shire and Roper Gulf Regional Council.	Ongoing	*Reconciliation Inclusion Officer – Community Inclusion*
2. Build relationships through celebrating National Reconciliation Week (NRW).	• Circulate Reconciliation Australia's NRW resources and Reconciliation materials to our staff.	May 2024 (annually)	*Manager – People & Culture*
	• RAP Working Group members to participate in an external NRW event.	27 May-3 June (annually)	*Reconciliation Inclusion Officer – Community Inclusion*
	• Organise at least one staff NRW event each year.	27 May-3 June, (annually)	*Manager – People & Culture*
	• Encourage and support staff and senior leaders to participate in at least one external event to recognise and celebrate NRW.	27 May-3 June, (annually)	*Manager – People & Culture*
	• Register all our NRW events on Reconciliation Australia's NRW website.	May (annually)	*Team Leader - Advocacy, Communications and Engagement*
	• Support an external NRW event.	27 May-3 June, (annually)	*Reconciliation Inclusion Officer –*

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

			Community Inclusion
	• Hold public event or film night to celebrate NRW including inviting a Traditional Owner to provide a Welcome to Country and engaging Aboriginal and Torres Strait Islander guest speakers and entertainers.	27 May- 3 June, (annually)	*Reconciliation Inclusion Officer – Community Inclusion*
3. Promote Reconciliation through our sphere of influence.	• Develop and implement a staff engagement strategy to raise awareness of Reconciliation across our workforce.	September 2025	*Manager – People & Culture*
	• Communicate our commitment to Reconciliation publicly.	June 2025 (annually)	*Team Leader - Advocacy, Communications and Engagement*
	• Explore opportunities to positively influence our external stakeholders to drive Reconciliation outcomes.	January 2025	*Reconciliation Inclusion Officer – Community Inclusion*
	• Collaborate with RAP organisations and other like-minded organisations to develop innovative approaches to advance Reconciliation.	February 2025	*Reconciliation Inclusion Officer – Community Inclusion*
	• Participate in inter-Council Reconciliation initiatives through local government networks.	January 2025	*Reconciliation Inclusion Officer – Community Inclusion*
	• Advance Reconciliation through collaboration and partnership with Aboriginal and Torres Strait Islander Community Controlled Organisations	Ongoing	*Reconciliation Inclusion Officer – Community Inclusion*

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

	and environmental and heritage networks.		
	• Collaborate with the Bunurong Land Council involving cultural heritage management and systems.	July 2025	*Heritage and Public Art Lead – Cultural Heritage*
4. Promote positive race relations through anti-discrimination strategies.	• Conduct a review of HR policies and procedures to identify existing anti-discrimination provisions, and future needs.	March 2025	*Manager – People & Culture*
	• Develop, implement, and communicate an anti-discrimination policy for our organisation.	December 2024	*Manager – People & Culture*
	• Engage with Aboriginal and Torres Strait Islander staff and/or Aboriginal and Torres Strait Islander advisors to consult on our anti-discrimination policy.	March 2025	*Manager – People & Culture*
	• Educate senior leaders on the effects of racism.	February 2025	*Manager – People & Culture*

Respect

Respect acknowledges the unique culture and history of Aboriginal and Torres Strait Islander peoples. It involves actively listening to, valuing the contributions, and honouring Traditional knowledge and practices of First Nations people.

Respect is crucial for building meaningful and sustainable relationships based on equality, empathy and mutual recognition. It forms the foundation for Reconciliation and understanding from past injustices and promote social cohesion and harmony.

Respect			
Action	**Deliverable**	**Timeline**	**Responsibility**
5. Increase understanding,	• Conduct a review of cultural learning needs within our organisation.	August 2025	*Manager – People & Culture*

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

value and recognition of Aboriginal and Torres Strait Islander cultures, histories, knowledge and rights. through cultural learning.	• Consult local Traditional Owners and/or Aboriginal and Torres Strait Islander advisors to inform our cultural learning strategy.	June 2025	*Manager – People & Culture*
	• Develop, implement, and communicate a cultural learning strategy document for our staff.	August 2025	*Manager – People & Culture*
	• Provide opportunities for RAP Working Group members, HR managers and other key leadership staff to participate in formal and structured cultural learning.	June 2025	*Manager – People & Culture*
	• Develop, communicate, and implement digital and face-to-face training modules, for new and ongoing staff.	August 2025	*Manager – People & Culture*
6. Demonstrate respect to Aboriginal and Torres Strait Islander peoples by observing cultural protocols.	• Increase staff's understanding of the purpose and significance behind cultural protocols, including Acknowledgement of Country and Welcome to Country protocols.	March 2024	*Manager – People & Culture*
	• Review and Increase awareness of our cultural protocol document, that includes protocols for Welcome to Country and Acknowledgement of Country.	December 2024	*Manager – People & Culture*
	• Invite a local Traditional Owner or Custodian to provide a Welcome to Country or other appropriate cultural	Review annually, July	*Reconciliation Inclusion Officer – Community Inclusion*

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

	protocol at significant events each year.		
	• Include an Acknowledgement of Country at the commencement of important meetings.	Ongoing	*All*
	• Conduct an audit of cultural safety practices within Council in consultation with First Nations consultant and/or staff.	March 2026	*Manager – People & Culture*
	• Update all Formal Council documents to include An Acknowledgement of Country as well as education opportunities about the significance of other culturally significant dates.	March 2026	*Manager - Legal & Governance*
	• Add protocol to our flag policy to acknowledge significant Aboriginal and Torres Strait Islander dates and the passing of important First Nations people.	January 2026	*Manager - Legal & Governance*
	• Investigate naming or renaming Council buildings, parks, reserves using Bunurong Language in consultation with Traditional Owners.	June 2025	*Manager - Legal & Governance*
7. Build respect for Aboriginal and Torres Strait Islander cultures and histories by celebrating NAIDOC Week.	• RAP Working Group to participate in an external NAIDOC Week event.	July (annually)	*Reconciliation Inclusion Officer – Community Inclusion*
	• Review HR policies and procedures to ensure there are no barriers to Aboriginal and Torres Strait Islander staff participating in NAIDOC Week and other significant Aboriginal	July (annually)	*Manager – People & Culture*

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

	and Torres Strait Islander events.		
	• Promote and encourage participation in external NAIDOC events to all staff.	July (annually)	*Manager – People & Culture*
	• Ensure that information about NAIDOC week activities as well as external events are shared with the community.	July (annually)	*Manager – People & Culture*
	• Hold an internal NAIDOC week event for all staff.	July (annually)	*Manager – People & Culture*
8. Highlight the importance of Education, Treaty and Truth telling through engaging with the community.	• Consult with the community on options for acknowledging the significance 26 January.	March 2026	*Reconciliation Inclusion Officer – Community Inclusion*
	• Raise awareness of Treaty progress and developments within our community.	June 2025	*Reconciliation Inclusion Officer – Community Inclusion*
	• Produce and promote Council media about Victorian Treaty advancement developments.	June 2025	*Reconciliation Inclusion Officer – Community Inclusion*

Opportunities

Mornington Peninsula Shire Council is committed to creating opportunities for advancing equity and empowerment with Aboriginal and Torres Strait Islander communities. Opportunities create access to education, employment, economic development, and leadership roles.

Opportunities			
Action	**Deliverable**	**Timeline**	**Responsibility**
9. Improve employment outcomes by increasing Aboriginal and Torres Strait Islander	• Build understanding of current Aboriginal and Torres Strait Islander staffing to inform future employment and professional development opportunities.	December 2025	*Manager – People & Culture*

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

recruitment, retention, and professional development.			
	Review and engage with Aboriginal and Torres Strait Islander staff to consult on our recruitment, retention and professional development strategy.	March 2025	*Manager – People & Culture*
	• Develop and implement an Aboriginal and Torres Strait Islander recruitment, retention and professional development strategy.	March 2025	*Manager – People & Culture*
	• Advertise job vacancies to effectively reach Aboriginal and Torres Strait Islander stakeholders.	October 2024	*Manager – People & Culture*
	• Review HR and recruitment procedures and policies to remove barriers to Aboriginal and Torres Strait Islander participation in our workplace.	March 2025	*Manager – People & Culture*
	• Attract, recruit and retain Aboriginal and Torres Strait Islander job seekers through inclusive recruitment practices aligned to the implementation of our Diversity and Inclusion (D&I) Workplace Plan.	March 2026	*Manager – People & Culture*
10. Increase Aboriginal and Torres Strait Islander supplier diversity to support improved economic and social outcomes.	• Develop and implement an Aboriginal and Torres Strait Islander procurement strategy.	January 2026	*Manager – People & Culture*
	• Investigate Supply Nation membership.	December 2024	*Procurement Business Partner*

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

	• Develop and communicate opportunities for procurement of goods and services from Aboriginal and Torres Strait Islander businesses to staff.	March 2025	*Procurement Business Partner*
	• Review and update procurement practices to remove barriers to procuring goods and services from Aboriginal and Torres Strait Islander businesses.	January 2026	*Procurement Business Partner*
	• Develop commercial relationships with Aboriginal and/or Torres Strait Islander businesses.	May 2026	*Procurement Business Partner*
11. Provide networking opportunities for Aboriginal and Torres Strait Islander staff.	• Establish an internal Aboriginal and Torres Strait Islander staff network for all Aboriginal and Torres Strait Islander staff.	June 2025	*Manager – People & Culture*
	• Create an ally network for non-Indigenous staff to support Aboriginal and Torres Strait Islander staff.	June 2025	*Manager – People & Culture*
12. Improve employment outcomes by increasing Aboriginal and Torres Strait Islander recruitment, retention, and professional development.	• Develop a professional development strategy including leadership pathways for Aboriginal and Torres Strait Islander staff.	June 2025	*Manager – People & Culture*
	• Create an identified traineeship position and develop a plan to create more identified roles.	February 2025	*Manager – People & Culture*
13. Establish an Indigenous Advisory Committee (IAC) for Aboriginal	• Endorse the terms of reference for an IAC.	July 2025	*Manager - Legal & Governance Legal and Governance*

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

and Torres Strait Islander Community members to share their voices.	• Hold quarterly IAC meetings to discuss issues and receive updates on council policies/projects that directly affect Aboriginal and Torres Strait Islander local communities.	July 2025	*Reconciliation Inclusion Officer – Community Inclusion*
14. Provide culturally safe systems and engagement strategies with Aboriginal and Torres Strait Islander families, young people, Elders and community members.	• Deliver the Koorie Kids Shine and Best Start programs to promote access to high quality Kindergarten.	Ongoing	*Coordinator – Early Years and Best Start*
	• Implement the Child Safe Policy to provide a culturally safe environment in which the diverse and unique identities and experiences of Aboriginal children and young people are respected and valued.	September 2026	*Coordinator - Child Safety*
	• Connect young families to the Gathering Places through central Kindergarten registration.	Annually	*Coordinator – Early Years and Best Start*
	• Host yarning circles in partnership Koorie Engagement Support Officers (KESOs) and Frankston City Council to build knowledge and understanding of Aboriginal perspectives in early childhood education and embed culturally safe practices.	Held quarterly	*Coordinator – Early Years and Best Start*
	• Host an event to celebrate Aboriginal and Torres Strait Islander Childrens Day.	August (Annually)	*Coordinator – Early Years and Best Start*
	• Facilitate programs for Aboriginal and Torres Strait Islander youth to learn and connect to culture.	July 2026	*Reconciliation Inclusion Officer – Community Inclusion*

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

	• Host an annual information session with Aboriginal and Torres Strait Islander Elders to provide information and receive input on Council programs.	July 2026	*Positive Ageing Officer – Community Inclusion*
15. Provide culturally safe and accessible spaces.	• Investigate more locally accessible specific spaces for Aboriginal and Torres Strait Islander people. Including options for Gathering places, business hubs and cultural centres.	July 2026	*Reconciliation Inclusion Officer – Community Inclusion*

Governance			
Action	**Deliverable**	**Timeline**	**Responsibility**
16. Establish and maintain an effective RAP Working group (RWG) to drive governance of the RAP.	• Maintain Aboriginal and Torres Strait Islander representation on the RWG.	March, June, September, December (annually)	*Reconciliation Inclusion Officer – Community Inclusion*
	• Establish and apply a Terms of Reference for the RWG.	January 2025 (annually)	*Reconciliation Inclusion Officer – Community Inclusion*
	• Meet at least four times per year to drive and monitor RAP implementation.	March, June, September, December (annually)	*Reconciliation Inclusion Officer – Community Inclusion*
17. Provide appropriate support for effective implementation of RAP commitments.	• Define resource needs for RAP implementation.	January 2025	*Reconciliation Inclusion Officer – Community Inclusion*
	• Engage our senior leaders and other staff in the delivery of RAP commitments.	December 2024	*Reconciliation Inclusion Officer – Community Inclusion*
	• Define and maintain appropriate systems to	July 2025	*Reconciliation Inclusion Officer –*

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

	track, measure and report on RAP commitments.		*Community Inclusion*
	• Appoint and maintain an internal RAP Champion from senior management.	June 2025	*Reconciliation Inclusion Officer – Community Inclusion*
18. Build accountability and transparency through reporting RAP achievements, challenges and learnings both internally and externally.	• Contact Reconciliation Australia to verify that our primary and secondary contact details are up to date, to ensure we do not miss out on important RAP correspondence.	June (annually)	*Reconciliation Inclusion Officer – Community Inclusion*
	• Contact Reconciliation Australia to request our unique link, to access the online RAP Impact Survey.	1 August (annually)	*Reconciliation Inclusion Officer – Community Inclusion*
	• Complete and submit the annual RAP Impact Survey to Reconciliation Australia.	30 September (annually)	*Reconciliation Inclusion Officer – Community Inclusion*
	• Report RAP progress to all staff and senior leaders quarterly.	April, July, October, January (annually)	*Reconciliation Inclusion Officer – Community Inclusion*
	• Publicly report our RAP achievements, challenges and learnings, annually.	July 2025 (annually)	*Reconciliation Inclusion Officer – Community Inclusion*
	• Investigate participating in Reconciliation Australia's biennial Workplace RAP Barometer.	August 2025 (annually)	*Reconciliation Inclusion Officer – Community Inclusion*
	• Submit a traffic light report to Reconciliation Australia at the conclusion of this RAP.	August 2025 (annually)	*Reconciliation Inclusion Officer – Community Inclusion*

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

19. Continue our Reconciliation journey by developing our next RAP.	• Register via Reconciliation Australia's website to begin developing our next RAP.	July 2025	*Reconciliation Inclusion Officer – Community Inclusion*

Contact details
Name: Tanya Scicluna
Position: Director - Community Strengthening
Phone: 1300 850 600
Email: customerservice@mornpen.vic.gov.au

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

We All Belong

A Strategy for an inclusive Mornington Peninsula 2024–2029

DRAFT STRATEGY

MORNINGTON PENINSULA Shire

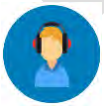
Acknowledgements

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, multicultural communities and LGBTIQA+ people.

We respectfully acknowledge people with disability, people who are neurodivergent 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 multicultural communities	People with Disability	People who identify as Lesbian, Gay, Bisexual, Transgender, Intersex, Queer, Asexual (LGBTIQA+) and gender diverse
					

DRAFT

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, gender, and/or sexuality.

Council uses the acronym LGBTIQA+ 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 LGBTIQA.

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, LGBTIQA+ community as well as multicultural communities) of all genders 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 equity, 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

Contents

Acknowledgements 2
Language statement 3
Message from the Mayor 4
Strategy on a Page 6
Introduction 7
Council's Role 8
Strategic Context 9
Our Mornington Peninsula community 11
What is intersectionality? 12
What our community told us 13
Population groups 14
Children 15
Older People 17
People from multicultural communities 18
People with disability 20
People who identify as Lesbian, Gay, Bisexual, Transgender, Intersex, Queer, Asexual (LGBTIQA+) and gender diverse 21
Our Vision 23
Goal 1: Connected 24
Goal 2: Empowered 25
Goal 3: Accessible 27
Goal 4: Leading 28
Goal 5: Thriving 30
Implementation, monitoring, and evaluation 31

DRAFT

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
People from Multicultural Communities
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, LGBTIQA+ and multicultural communities) 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 (RAP) and Gender Equality Strategy 2020-2030. It is important to note that this Strategy should not be read in isolation. The RAP and Gender Equality Strategy and their actions align with **We All Belong** to ensure a holistic approach is taken to advance an inclusive and equitable Mornington Peninsula.

The Shire's RAP is a two-year commitment that focuses on:

- Developing and strengthening relationships with Aboriginal and Torres Strait Islander peoples.
- Engaging staff and external stakeholders in Reconciliation efforts.
- Creating and piloting strategies to empower Aboriginal and Torres Strait Islander communities.

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:

Planner by participating in service coordination, networking, policy development, consultation, research and partnerships across child, youth, family, LGBTIQA+, ageing and disability sector.	**Resource provider** to community through the provision and maintenance of buildings and infrastructure, delivery of community grants and education and training.	**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.
Partner and broker by working with key stakeholders, community groups and individuals to provide evidence-informed programs, services, policies and facilities.	**Advocate and supporter** of important issues on behalf of the community and Council advisory committees.	**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.

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** 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 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.

DRAFT

We All Belong 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:

<table>
<tr>
<td rowspan="2">Commonwealth legislation
• Age Discrimination Act 2004
• Australian Human Rights Commission Act 1986
• Disability Discrimination Act 1992
• Racial Discrimination Act 1975
• Sex Discrimination Act 1984

State of Victoria legislation
• 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</td>
<td rowspan="2">External Guiding Frameworks, Plans and Practices
• UN Convention Rights of the Child
• Early Years Strategy 2024 - 2034
• Victorian Child Safety Standards
• 2017-27 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 2022-26
• Australia’s Disability Plan 2021-2031
• Inclusive Victoria: State disability plan 2022-26
• Everybody Matters: Inclusion and Equity Statement Victoria 2022
• Pride in our future: Victoria’s LGBTIQA+ 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
• Whole of Victorian Government Universal Design Policy 2022
• United Nations Sustainable Development Goals</td>
<td colspan="2">Mornington Peninsula Shire Council</td>
</tr>
<tr>
<td colspan="2">Peninsula 2024: Our Shared Community Vision</td>
</tr>
<tr>
<td colspan="2">Council and Wellbeing Plan</td>
</tr>
<tr>
<td>We All Belong Strategy 2024-2029</td>
<td>Aligned Council Plans, Strategies and Policies
• Reconciliation Action Plan
• Gender Equality Strategy
• Triple A Housing Plan
• Our Library Strategy
• Arts and Culture Plan
• Community Engagement Policy and Strategy
• Economic Development Strategy
• Pedestrian Access Strategy
• Playspace Strategy
• Sustainable Transport Strategy
• Universal Design Policy
• Diversity and Inclusion Action Plan (internal)
• Child Safety Action Plan
• Climate Emergency Plan
• Municipal Emergency Management Plan</td>
</tr>
</table>

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:

Population at last census 2021 168,973. 87,276 women and 81,697 men.	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. 17,936 girls/women and 19,196 boys/men.	Older people (over 60 years) make up 34.3 % of the population. 24,627 women and 26,761 men. 4% of the population are women over 75 living alone and 2% are men	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%. 14% of women and 9% of men have unpaid caring responsibilities for someone with a disability	*In 2017, it was estimated that 6,877 (5.4%) of the adult population identify as LGBTIQA+. LGBTIQA+ people experience higher rates of family violence in Australia.
33% of women and 20% of men of the population have experienced transport limitations.	1,438 women and 538 men experienced family violence on the Mornington Peninsula in 2022. Women who identify as having a disability, Aboriginal and/or Torres	61% of community members said they had felt unwelcomed or experienced discrimination. Of these community members, 63% identified as

DRAFT

	Strait Islander, multicultural community and/or new migrants community experience higher rates of family violence in Australia. Family violence is the leading cause of housing stress and homelessness in women.	female/women, 20% men/male and 7% non-binary.
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. 47% of women and 33% of men earn below the minimum weekly wage.	75,765 residents were employed in 2021, of which 36% of women and 66% of men worked full-time and 51% of women and 24% of men worked part-time. 28% of women and 12% of men do more than 15 hours of unpaid domestic work each week.
*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, disability and/or age – which create overlapping and interdependent systems of discrimination or disadvantage for either an individual or group.

We All Belong 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.

DRAFT

What our community told us

A total of 2,193 individual community members provided feedback that informed the development of this Strategy 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, LGBTIQA+ and multicultural communities). 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 used 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. Of these respondents, 63% identified as female/women, 20% male/men and 7% non-binary.
- 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 and are not listed in priority order:

Children (0-9 years)

Young People (10-25 years)

Older people (55 years and older)

People from multicultural communities

People with disability

People who identify as Lesbian, Gay, Bisexual, Transgender, Intersex, Queer, Questioning, Asexual (LGBTIQA+) 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 LGBTQIA+.

DRAFT

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 (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. Women are more likely to be primary carers and lone-parents of children.

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 Socio-Economic Indexes for Areas index (SEIFA) of 38% or below compared with the rest of Australia. Socio-Economic Indexes for Areas (SEIFA) is a product developed by the ABS that ranks areas in Australia according to relative socio-economic advantage and disadvantage.

Intersectionality

- 1,925 children aged 0-14 years have disability.
- 442 children aged 0-11 years identity 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.

DRAFT

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** 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'

DRAFT

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 women and 7,423 men live in 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.

DRAFT

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 multicultural communities

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.

DRAFT

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 multicultural communities told us

People from multicultural communities 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 multicultural communities

Council is committed to supporting people from multicultural communities 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 multicultural communities. 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.

DRAFT

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 men.
- 14% of women and 9% of men have unpaid caring responsibilities for someone with disability.
- 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.

DRAFT

People who identify as Lesbian, Gay, Bisexual, Transgender, Intersex, Queer, Asexual (LGBTIQA+) and gender diverse

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 multicultural communities.
- 40% of LGBTQIA+ young people and 39% of LGBTQIA+ adults have a disability, and there is a high correlation between LGBTQIA+ and neurodivergence.
- 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.

DRAFT

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.

DRAFT

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.

Outcome measures:

- Increase in the number of community members participating in inclusive arts, cultural, and sporting programs
- Increase in reported levels of social connection

Objectives	Actions
1.1 Facilitate safe and welcoming opportunities for boys/men, girls/women and gender diverse people to connect through the arts, sport, and other recreation and leisure activities.	Facilitate a range of Council led inclusive arts and cultural programs for all ages and abilities. 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. Facilitate a range of programs and events that support social connection. Provide opportunities for community led events and initiatives supporting creative development and employability. Improve access to Council and community events through consideration and provision of access equipment options.

Objectives	Actions
1.2 Actively promote and celebrate community diversity and cultural pursuits across all stages of life.	Recognise and celebrate days of cultural significance through supporting local events and promotion. Provide support to local networks and community groups. Amplify diverse voices through Council services and within the community to promote inclusivity.
1.3 Work with local businesses and community organisations to increase volunteering and employment opportunities for all.	Promote local volunteer opportunities increasing connection to community and providing opportunities for learning and development. Build capacity of local employers and community organisations to employ people of all ages, abilities, gender, cultures and sexuality. Evaluate current practices and work in partnership to connect people all ages and abilities to employment.
1.4 Better understand the impact of social isolation and loneliness across the lifespan in our community.	Ensure gender disaggregated community engagement data is collected, analysed and shared to inform future work. Regularly monitor and analyse relevant local, statewide, national and international evidence, frameworks and policy reforms. Ensure current programs and events are evaluated to better support opportunities to combat social isolation and increase connectedness.

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.

Outcome measures:

- Increase in the number of volunteers across priority population groups and key life stages.
- Decrease in the number of people who report feeling unwelcomed or discriminated against.

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. Educate and support existing networks and groups on providing welcoming, safe and inclusive environments. Deliver training to local businesses and community to increase awareness of safe, welcoming and inclusive practices, codesigned with people with lived experience.
2.2 Ensure community engagement efforts are accessible, targeted and meaningful and to ensure all voices are heard.	Identify and address barriers preventing community members engaging with Council Capture and analyse the demographics of those interacting with Council to identify any gaps and guide future initiatives. Ensure community engagement occurs across the life stages and represents the diversity within the community.
2.3 Build community capability to identify local needs and lead change in their neighbourhoods.	Administer ongoing Council community grants and subsidies program to support community resilience. Facilitate opportunities across and within population groups to lead change and provide advice and guidance to Council. Build capability of local organisations to support and respond to community need.

	Build the capacity of our population groups to be future leaders and community change agents.
2.4 Improve the efficiency of information sharing both within Council and with the community.	Review existing methods and determine the most effective communication channels for sharing information across the community. Ensure Council engagement and communication channels are inclusive of all ages and diversities.

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.

Outcome measures:

- Increase in the number of new infrastructure builds, retrofits, and maintenance projects that adhere to universal design principles and meet accessibility standards.
- Increased transport options across the Peninsula that are accessible and low cost
- Increased use of community facilities by community members in key life stages and priority populations.

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.	Implement Council's Universal Design Policy. Improve accessibility of community facilities. Ensure relevant Council staff are trained on Universal Design and Access standards.
3.2 Work with service providers, businesses, and community organisations to ensure they use inclusive and accessible practices.	Administer ongoing grants programs to support accessibility and inclusion.
3.3 Deliver events and programs that prioritise accessibility, providing equal opportunities for participation.	Undertake Equity Impact Assessments on Council led services, programs and policies to promote gender equality and ensure accessibility.

	Lead and support the delivery of accessible and affordable community transport options.
3.4 Ensure all Council information is easily accessible and uses inclusive language.	Review and implement the Victorian Government's Inclusive Language Guide Provide a statement of inclusion that is publicly visible.

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 equity, diversity and inclusion is key to leading and driving change.

Outcome measures

- Increased rates of diversity within Shire staff and volunteers..
- Improved local, statewide and national policies that benefit community members in key life stages and priority populations.

DRAFT

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. Use inclusive language in all Council written materials. Promote inclusion and diversity throughout recruitment processes. Identify and mitigate risks to the safety of community members and groups experiencing vulnerability.
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. Advocate for increased social, affordable and accessible housing.
4.3 Identify and advocate to address service gaps based on community need.	Provide accessible and relevant information to individuals, carers and services.

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.

Outcome measures

- Increased number of children, young people and families accessing services.
- Improved health and wellbeing outcomes for community members in key life stages and by people in priority populations.

Objectives	Actions
5.1 Invest in and facilitate high-quality programs that support optimal health and wellbeing outcomes.	Attract and deliver services that focus on positive health and wellbeing outcomes. Work with settings to support transitioning people through the education system to employment and further opportunities.
5.2 Ensure access to lifelong learning which will increase benefits to health, educational and social outcomes.	Support children and families to access high quality early childhood education and enter school as confident and involved learners. Create and promote intergenerational educational and learning opportunities. Facilitate a range of initiatives that support people to remain engaged in lifelong learning.
5.3 Increase and support protective factors and reduce risk factors for the community.	Offer a range of intergenerational programs to promote social connectedness and mental wellbeing. Support programs and initiatives that enable ageing in place.

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.	Attract and deliver funded services that focus on prevention and early intervention. Work with external providers to improve processes, systems and transitions to support community accessing local services. Ensure programs and educational processes are inclusive, equitable and diverse.

Implementation, monitoring, and evaluation

Annual Action Plan

Implementation of **We All Belong** 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 or key life stages, where other actions will be intersectional, being delivered to benefit more than one population group.

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, LGBTIQA+ and multicultural communities. 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 **We All Belong** Strategy will be undertaken as follows:

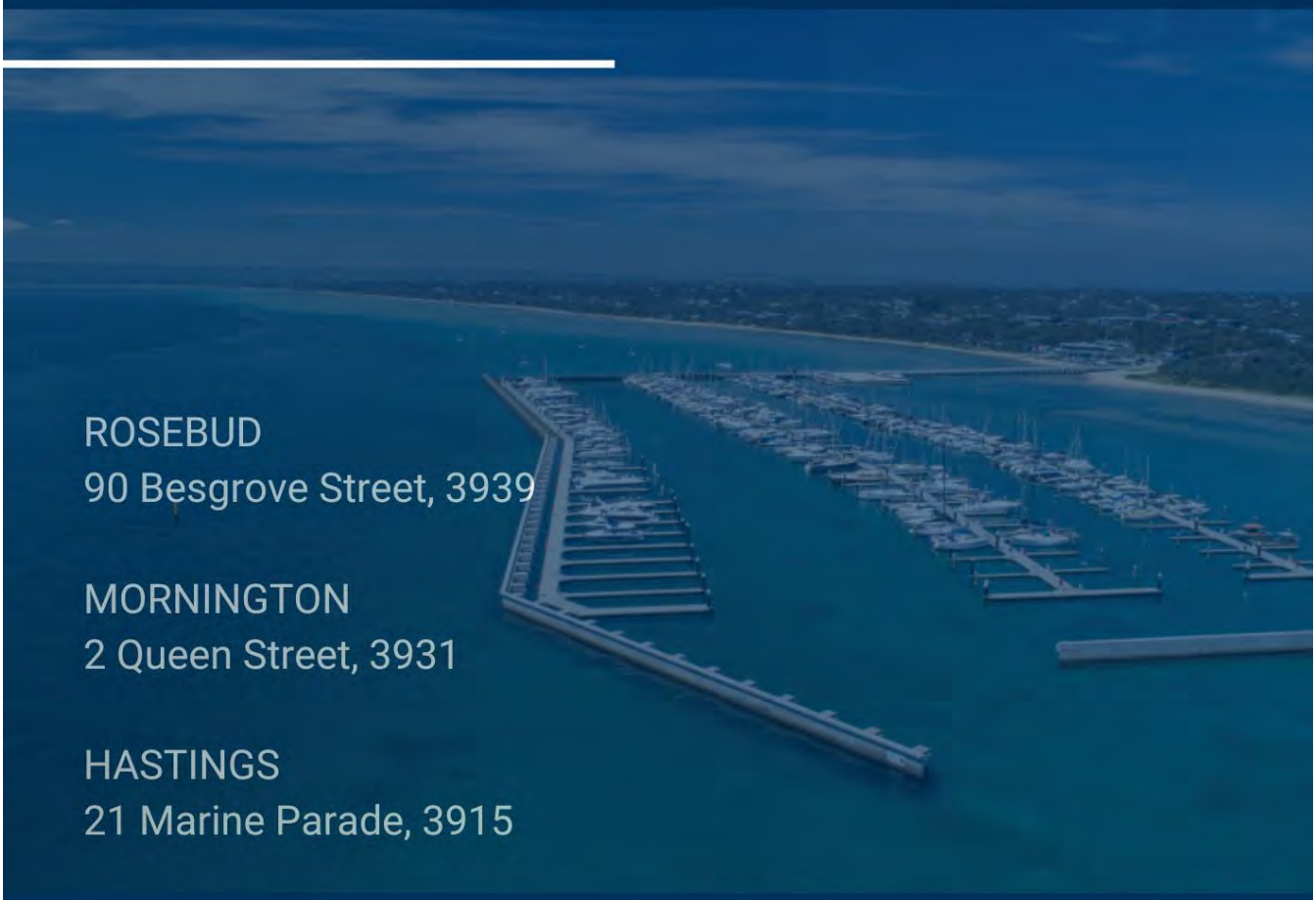
- Progress against the Action Plan will be monitored, with annual reports made to Council and the community each year, alongside case studies that demonstrate the benefits of an intersectionality approach.
- Data from relevant indicators of change will be used to monitor trends, identify emerging issues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

The Gender Equality Act 2020 requires Local Governments to conduct Gender Impact Assessments (GIA) on all new and revised policies, programs and services impacted by the community to promote gender equality. As such, GIAs will be conducted on eligible programs and services from **We All Belong**.

DRAFT

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

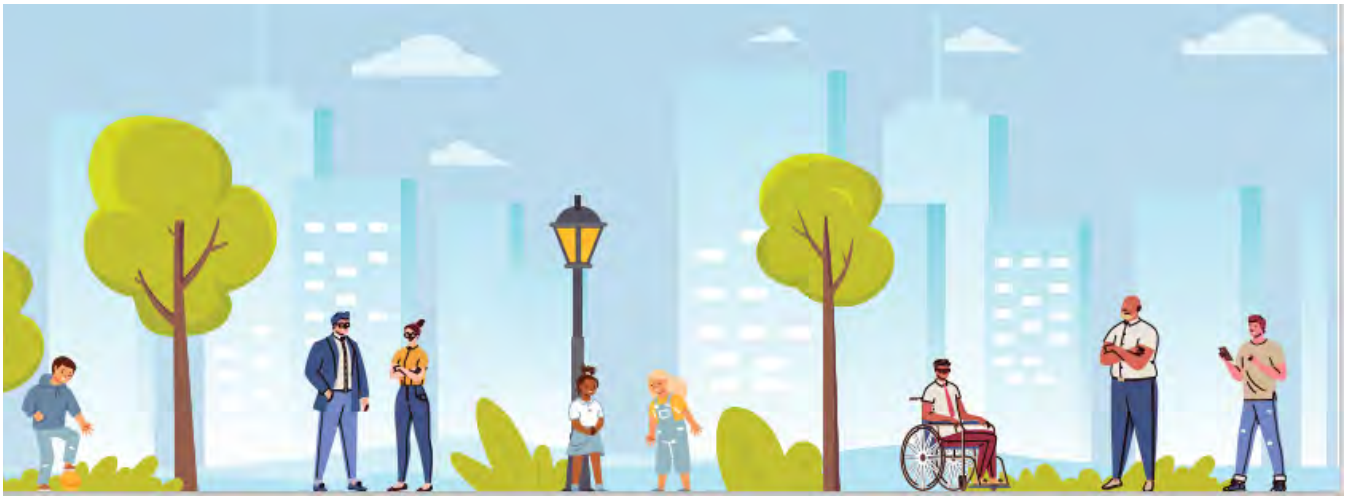
MORNINGTON PENINSULA
Shire

MORNINGTON PENINSULA Shire

We All Belong: A Strategy for an inclusive Mornington Peninsula

Community Engagement Summary

April 2024



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

Table of contents

Executive Summary 5
1. Background 6
1.1 Definitions and scope 6
2. Consultation process 8
2.1 Consultation purpose 8
2.2 Consultation methodology 8
2.3 Communication tools 12
2.4 Participant profile 13
3. Consultation findings 14
3.1 Overall feelings of connection to community 14
3.2 Opportunities to improve inclusion, diversity, and wellbeing on the Mornington Peninsula 15
3.3 Barriers 17
4. Next steps ..... **Error! Bookmark not defined.**

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 LGBTIQA+ 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 (LGBTIQA+) 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 LGBTIQA+ 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 LGBTIQA.

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, LGBTIQA+ 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, LGBTIQA+ 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.

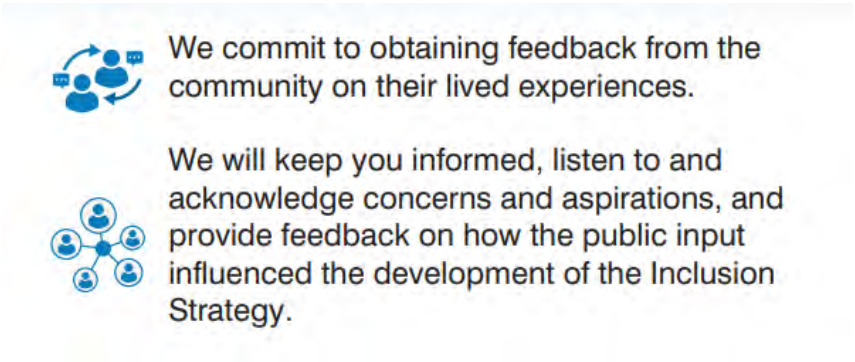
Table 1: Scope of influence

Negotiable (community can influence)	• 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)	• 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:



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: - 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 LGBQIT+ residents
Online survey 'Writing Themselves In 4' 65 respondents (14 – 18 years)	Online survey Youth Mornington Peninsula LGBTQI+ residents
October 2023 – February 2024 Attendance at advisory committee meetings 80 attendees	Targeted face to face discussion with advisory committee members. Stakeholders included: • Peninsula Advisory Committee for Elders, • Disability Advisory Committee • Youth Advisory Committee (YAC) • Freeza Committee • LGBTQIA+ Collaborative • Peninsula Ethnic Seniors Council • Mornington Peninsula Seniors Network

9

	• Health and Wellbeing Committee.
October 2023 – March 2024 Attendance at network meetings	Targeted face to face discussion with network members. Stakeholders included: • Schools Focused Youth network (20 attendees) • Kindergarten network (30 attendees) • Family and Childrens Services Network (20 attendees)
February 2024 – March 2024 Story time in libraries 35 attendees	Face to face activity for children and parents attending story time at Rosebud, Hastings, Somerville and Mornington Library Questions: To me belonging is. What helps you to feel like you belong?
January 2024 - March 2024 Attendance at Council hosted events 50 attendees	Pop up activity at council hosted events. Including: • LGBTQIA+ workshop • Multicultural Festival • All abilities golf day
March 2024 Internal staff workshop	Internal staff workshop held to review current needs and data trends.

Image: Hard copy surveys located with letterbox at corporate centre

10

Image: Disability Advisory Committee workshop

Image: Story time at Libraires activity

11

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: • 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	• 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 • Facebook • LinkedIn	Facebook post 31 January: 26 likes 31 comments 4 shares LinkedIn post 31 January: 19 likes
Direct Emails • 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, LGBTIQA+ 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 LGBTIQA+

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 LGBTQIA+ 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.

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, LGBTIQA+ community, culturally and linguistically diverse community) were asked how connected they felt and their sense of belonging to the Monrington 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:

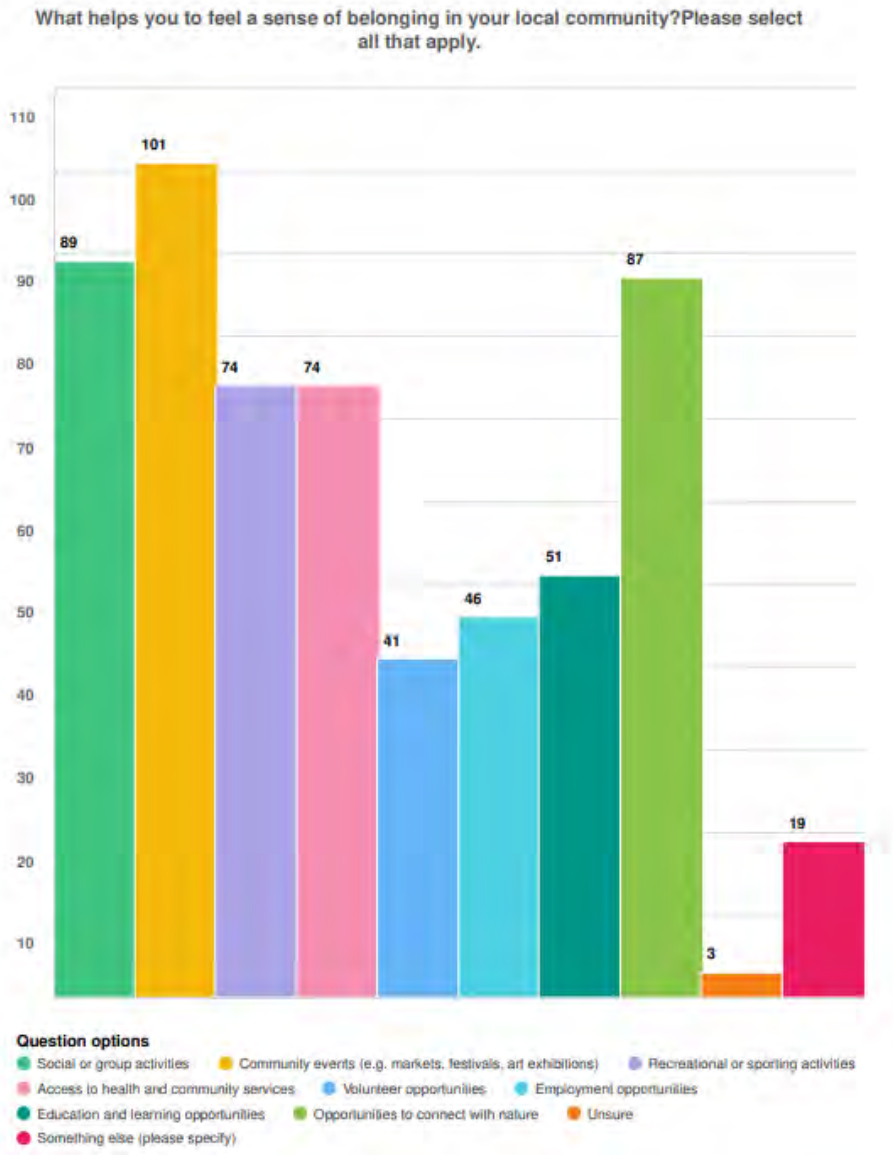
- 61% of people said they had felt unwelcomed or experienced discrimination. Reasons why people felt unwelcomed or experienced discrimination:
    - Gender identity
    - Disability
    - Financial circumstances
    - Age
    - Sexual orientation
    - Religious beliefs
    - Cultural background
- 40% 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, LGBTIQA+ 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?



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:

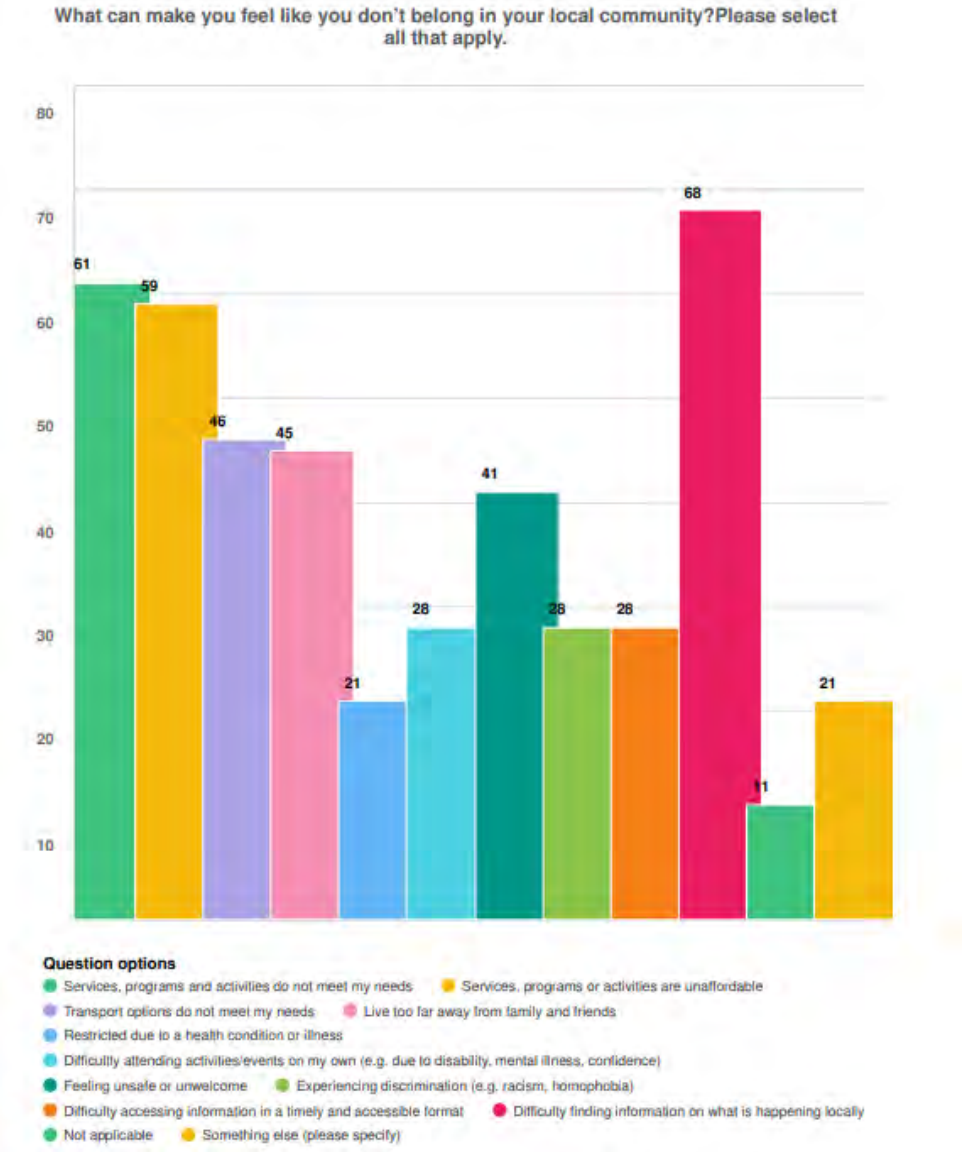
- *Accessible information - including but not limited to websites, interpreters, hearing loops, easy read English format, large font format, communication boards and access guides.*
- *Access to affordable sport and recreation services*
- *Organised/facilitated group activities, clubs and services*
- *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, LGBTIQA+ community, culturally and linguistically diverse community) were asked to identify barriers experienced.



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:

18

drawing index

NO.	REV	DRAWING NAME	SCALE
001	A	Drawing Index & General Notes	n/a
100		Land Survey	1:3000
101		Design Response Site Overview	1:1000
102	A	Site Plan Overview	1:500
201	A	Ground Floor Plan Overview	1:200
202	A	Ground Floor Plan - West Wing	1:100
203		Ground Floor Plan - East Wing	1:100
204		Roof Plan	1:100
301	A	Elevations Overview	1:200
302	A	North Elevation	1:100
303	A	South Elevation	1:100
304	A	East & West Elevations	1:100
401		Sections Overview	1:200
402		Section A	1:100
403		Section B	1:100
404		Section C & D	1:100
405		Section E	1:100
801	A	3D Views - External	N/A

pleysier perkins

89 wellington street
st kilda victoria australia 3182
telephone 03 9533 6766
www.pleysierperkins.com.au
info@pleysierperkins.com

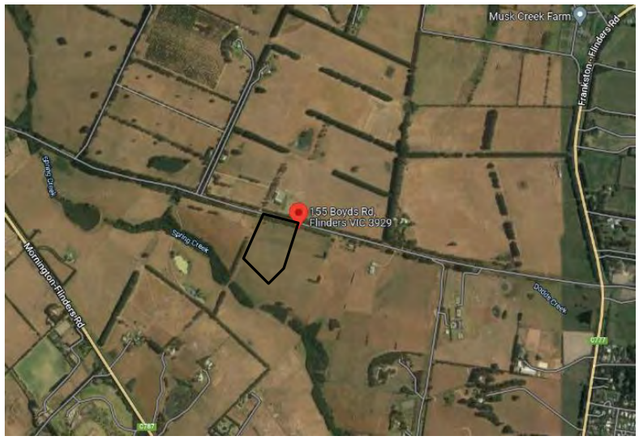
no.	date	revision	by
A	17/08/2023	Section 54 request response	LB

no.	date	issue	by
1	8/06/2023	Issue for Town Planning	LB
2	16/01/2024	Issue for Town Planning	LB

In accepting and utilising this document the recipient agrees that Pleysier Perkins Pty Ltd retains all common law, statutory law and other rights including copyright and intellectual property rights. The recipient agrees not to use this document for any purpose other than its intended use; to waive all claims against Pleysier Perkins resulting from unauthorised changes, or to reuse the document on other projects without the written consent of Pleysier Perkins. Under no circumstances shall transfer of this document be deemed a sale. Pleysier Perkins no warranties of fitness for any purpose. The builder/contractor shall verify job dimensions prior to any work commencing. Figured dimensions shall take precedence over scaled work.

Harley Residence - 155 Boyds Rd, Flinders

Drawing Index & General Notes	LB	RP	n/a
drawing title:	drawn by:	checked by:	scale @ A3:
Town Planning - 16.01.2024		n/a	001
issue - print date:		drawing date:	drawing no:



aerial view

context

NOTES

1. TITLE
   Refer to original land survey and check & relocation survey plan for full title dimensions and easement locations.

pleysier perkins

89 wellington street
st kilda victoria australia 3182
telephone 03 9533 6766
www.pleysierperkins.com.au
info@pleysierperkins.com

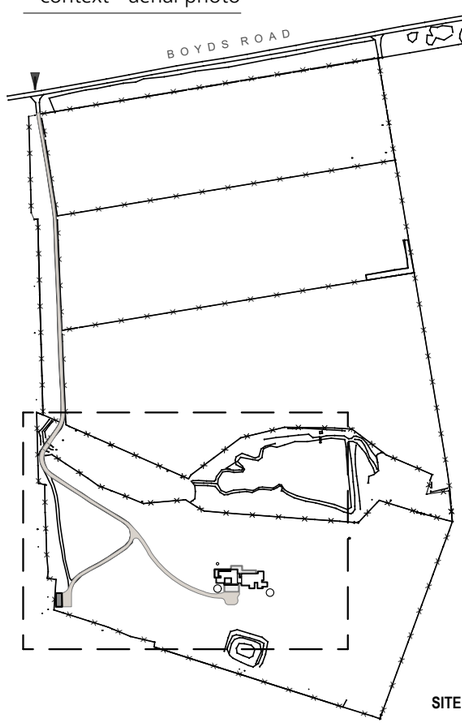
no.	date	revision	by
1	8/06/2023	issue for Town Planning	LB
2	16/01/2024	issue for Town Planning	LB

In accepting and utilising this document the recipient agrees that Pleysier Perkins Pty Ltd retains all common law, statutory law and other rights including copyright and intellectual property rights. The recipient agrees not to use this document for any purpose other than its intended use; to waive all claims against Pleysier Perkins resulting from unauthorised changes; or to reuse the document on other projects without the written consent of Pleysier Perkins. Under no circumstances shall transfer of this document be deemed a sale. Pleysier Perkins no warranties of fitness for any purpose. The builder/contractor shall verify job dimensions prior to any work commencing. Figured dimensions shall take precedence over scaled work.

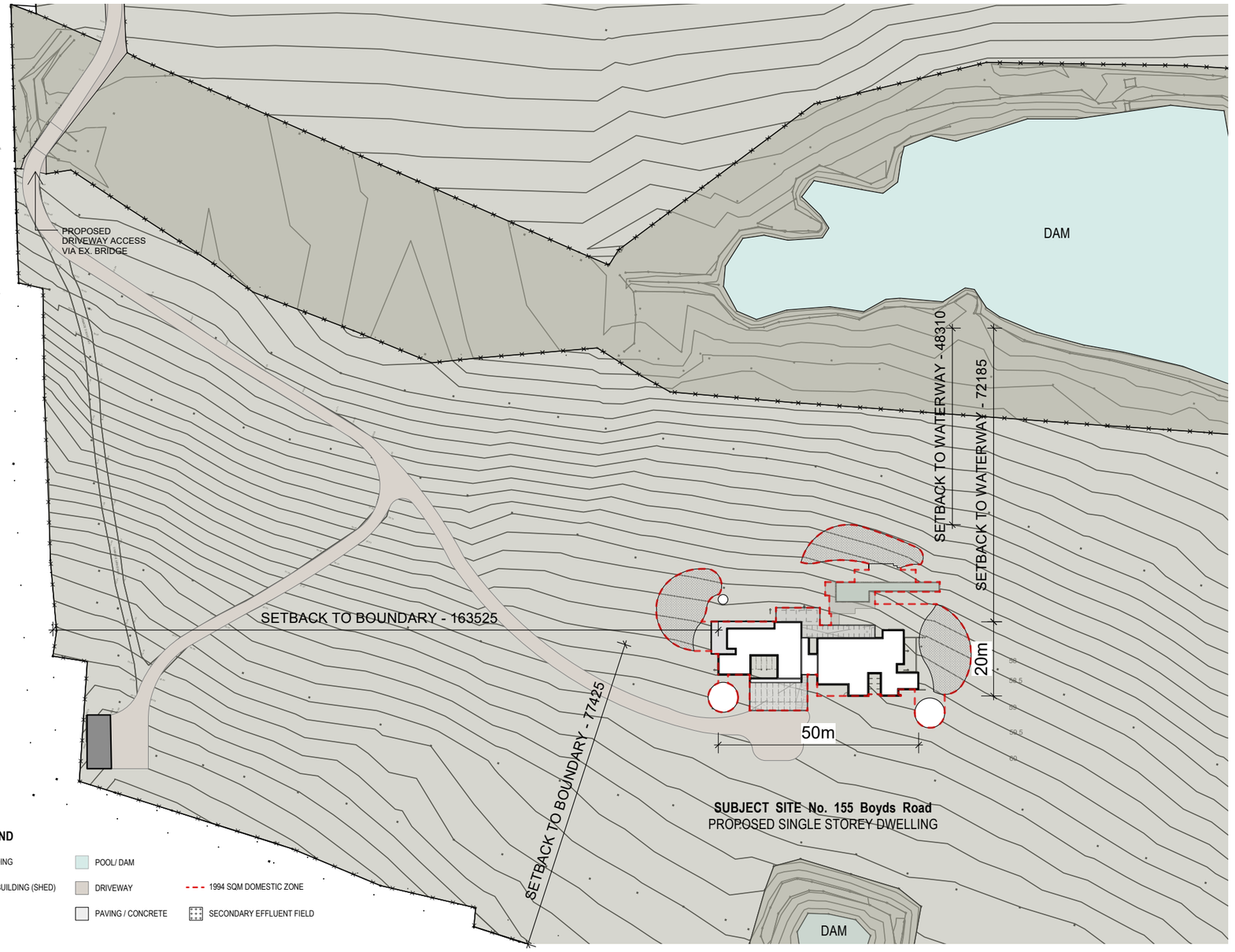
Harley Residence - 155 Boyds Rd, Flinders

Land Survey	LB	RP	1:3000
drawing title:	drawn by:	checked by:	scale @ A3:
Town Planning - 16.01.2024		Date	100
issue - print date:		drawing date:	drawing no:

context - aerial photo



survey key
1:5000



SITE LEGEND

- NEW BUILDING
- EXISTING BUILDING (SHED)
- FENCES
- POOL/ DAM
- DRIVEWAY
- PAVING / CONCRETE
- 1994 SQM DOMESTIC ZONE
- SECONDARY EFFLUENT FIELD

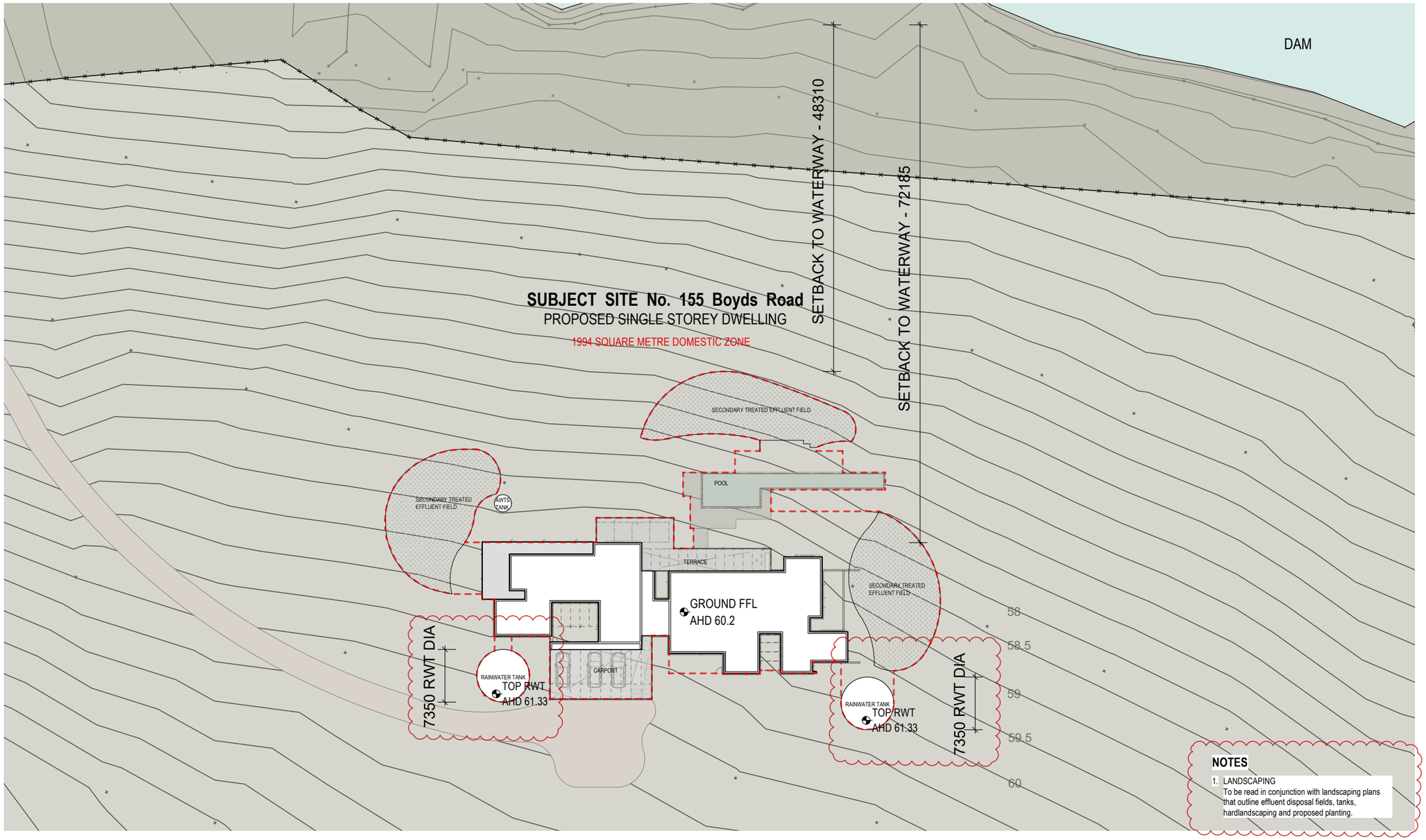
Harley Residence - 155 Boyds Rd, Flinders

pleysier perkins
89 wellington street
st kilda victoria australia 3182
telephone 03 9533 6766
www.pleysierperkins.com.au
info@pleysierperkins.com

no.	date	revision	by
1	8/06/2023	issue for Town Planning	LB
2	16/01/2024	issue for Town Planning	LB

In accepting and utilising this document the recipient agrees that Pleysier Perkins Pty Ltd retains all common law, statutory law and other rights including copyright and intellectual property rights. The recipient agrees not to use this document for any purpose other than its intended use; to waive all claims against Pleysier Perkins resulting from unauthorised changes; or to reuse the document on other projects without the written consent of Pleysier Perkins. Under no circumstances shall transfer of this document be deemed a sale. Pleysier Perkins no warranties of fitness for any purpose. The builder/contractor shall verify job dimensions prior to any work commencing. Figured dimensions shall take precedence over scaled work.

Design Response Site Overview (drawing title:)	LB (drawn by:)	RP (checked by:)	1:1000 (scale @ A3:)
Town Planning - 16.01.2024 (issue - print date:)		10/ 2022 (drawing date:)	101 (drawing no:)



pleysier perkins
89 wellington street
st kilda victoria australia 3182
telephone 03 9533 6766
www.pleysierperkins.com.au
info@pleysierperkins.com

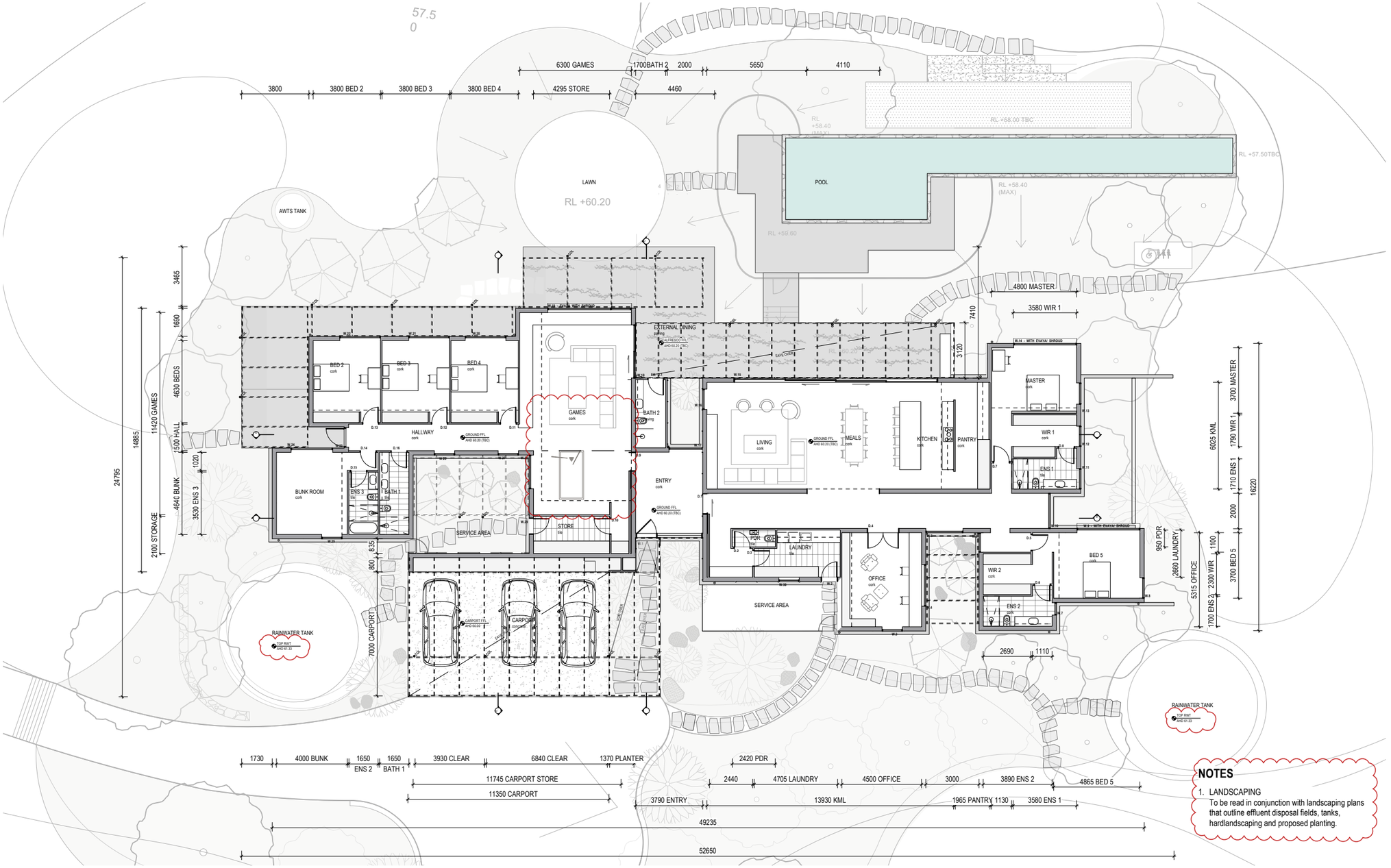
no.	date	revision	by
A	17/08/2023	Rainwater tank specs and landscape reference	LB

no.	date	issue	by
1	8/06/2023	Issue for Town Planning	LB
2	16/01/2024	Issue for Town Planning	LB

In accepting and utilising this document the recipient agrees that Pleysier Perkins Pty Ltd retains all common law, statutory law and other rights including copyright and intellectual property rights. The recipient agrees not to use this document for any purpose other than its intended use; to waive all claims against Pleysier Perkins resulting from unauthorised changes; or to reuse the document on other projects without the written consent of Pleysier Perkins. Under no circumstances shall transfer of this document be deemed a sale. Pleysier Perkins no warranties of fitness for any purpose. The builder/contractor shall verify job dimensions prior to any work commencing. Figured dimensions shall take precedence over scaled work.

Harley Residence - 155 Boyds Rd, Flinders

drawing title:	drawn by:	checked by:	scale @ A3:
Site Plan Overview	LB	RP	1:500
issue - print date:		drawing date:	drawing no:
Town Planning - 16.01.2024		10/ 2022	102



NOTES

1. LANDSCAPING
   To be read in conjunction with landscaping plans that outline effluent disposal fields, tanks, hardlandscaping and proposed planting.

Harley Residence - 155 Boyds Rd, Flinders

pleysier perkins

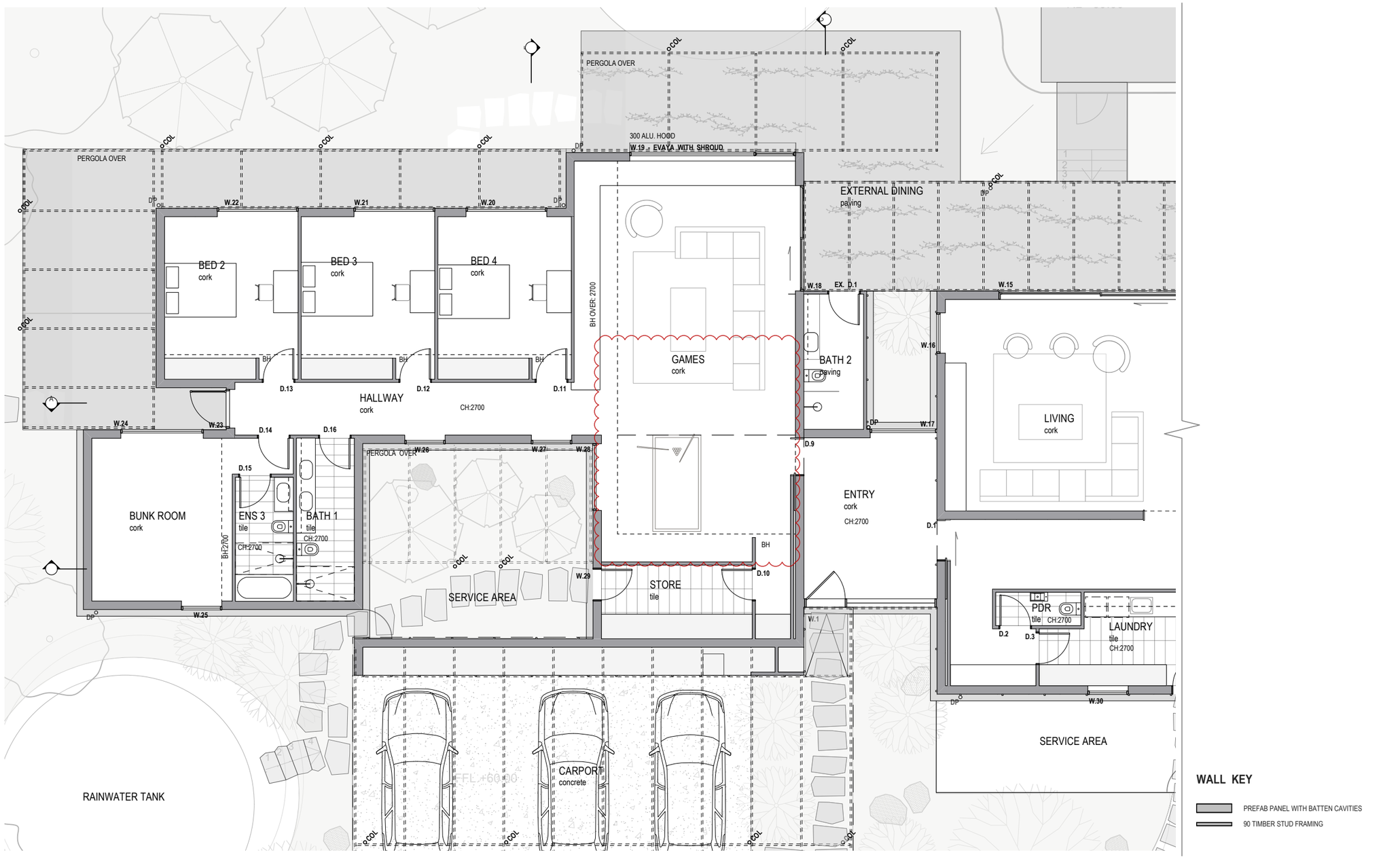
89 wellington street
st kilda victoria australia 3182
telephone 03 9533 6766
www.pleysierperkins.com.au
info@pleysierperkins.com

no.	date	revision	by
A	17/08/2023	Games room amendment and rainwater tank specs	LB

no.	date	issue	by
1	8/06/2023	Issue for Town Planning	LB
2	16/01/2024	Issue for Town Planning	LB

In accepting and utilising this document the recipient agrees that Pleysier Perkins Pty Ltd retains all common law, statutory law and other rights including copyright and intellectual property rights. The recipient agrees not to use this document for any purpose other than its intended use; to waive all claims against Pleysier Perkins resulting from unauthorised changes, or to reuse the document on other projects without the written consent of Pleysier Perkins. Under no circumstances shall transfer of this document be deemed a sale. Pleysier Perkins no warranties of fitness for any purpose. The builder/contractor shall verify job dimensions prior to any work commencing. Figured dimensions shall take precedence over scaled work.

Ground Floor Plan Overview	LB	RP	1:200
drawing title:	drawn by:	checked by:	scale @ A3:
Town Planning - 16.01.2024		10/ 2022	201
issue - print date:		drawing date:	drawing no:



WALL KEY

PREFAB PANEL WITH BATTEN CAVITIES

90 TIMBER STUD FRAMING

pleysier perkins

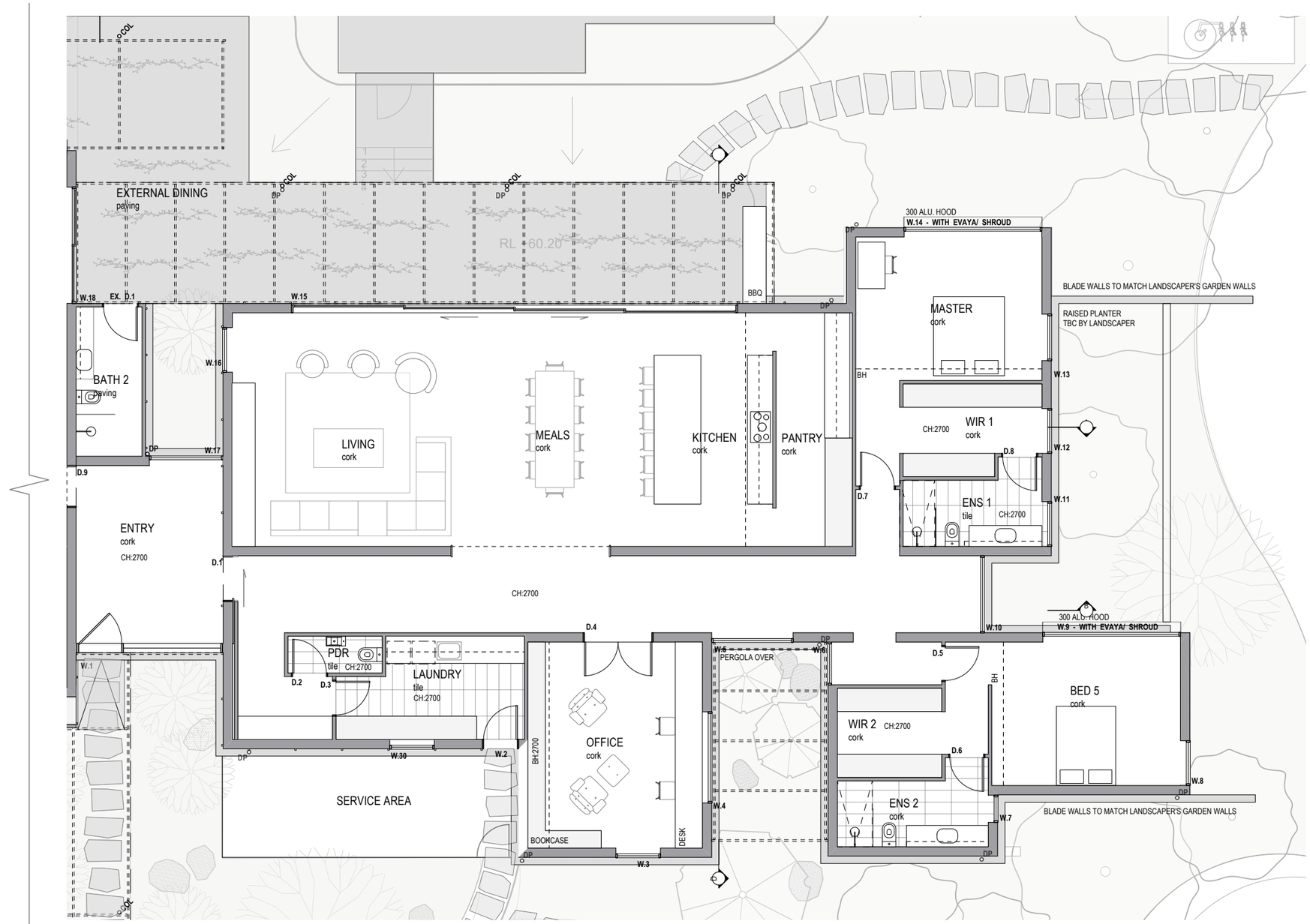
89 wellington street
st kilda victoria australia 3182
telephone 03 9533 6766
www.pleysierperkins.com.au
info@pleysierperkins.com

no.	date	revision	by
A	17/08/2023	Games room amendment	LB
1	8/06/2023	issue for Town Planning	LB
2	16/01/2024	issue for Town Planning	LB

In accepting and utilising this document the recipient agrees that Pleysier Perkins Pty Ltd retains all common law, statutory law and other rights including copyright and intellectual property rights. The recipient agrees not to use this document for any purpose other than its intended use; to waive all claims against Pleysier Perkins resulting from unauthorised changes; or to reuse the document on other projects without the written consent of Pleysier Perkins. Under no circumstances shall transfer of this document be deemed a sale. Pleysier Perkins no warranties of fitness for any purpose. The builder/contractor shall verify job dimensions prior to any work commencing. Figured dimensions shall take precedence over scaled work.

Harley Residence - 155 Boyds Rd, Flinders

Ground Floor Plan - West Wing	LB	RP	1:100
drawing title:	drawn by:	checked by:	scale @ A3:
Town Planning - 16.01.2024		10/ 2022	202
issue - print date:		drawing date:	drawing no:



Harley Residence - 155 Boyds Rd, Flinders

pleysier perkins
89 wellington street
st kilda victoria australia 3182
telephone 03 9533 6766
www.pleysierperkins.com.au
info@pleysierperkins.com

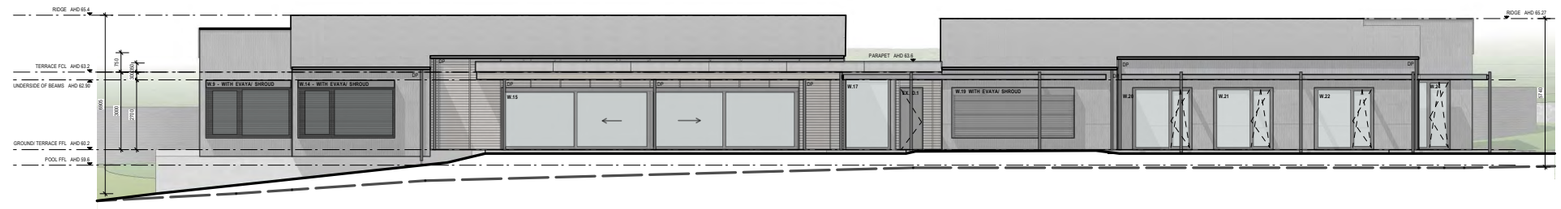
no.	date	revision	by
1	8/06/2023	issue for Town Planning	LB
2	16/01/2024	issue for Town Planning	LB

In accepting and utilising this document the recipient agrees that Pleysier Perkins Pty Ltd retains all common law, statutory law and other rights including copyright and intellectual property rights. The recipient agrees not to use this document for any purpose other than its intended use; to waive all claims against Pleysier Perkins resulting from unauthorised changes; or to reuse the document on other projects without the written consent of Pleysier Perkins. Under no circumstances shall transfer of this document be deemed a sale. Pleysier Perkins no warranties of fitness for any purpose. The builder/contractor shall verify job dimensions prior to any work commencing. Figured dimensions shall take precedence over scaled work.

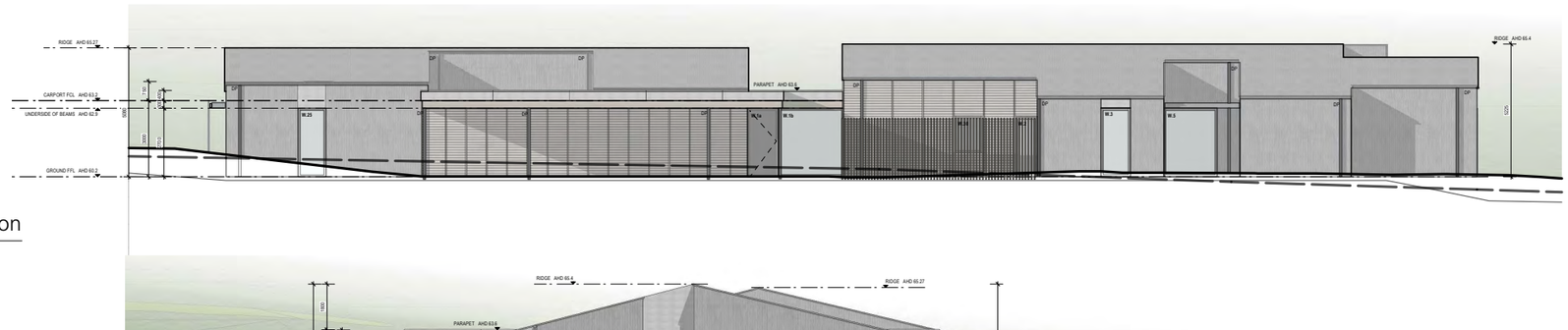
Ground Floor Plan - East Wing	LB	RP	1:100
drawing title:	drawn by:	checked by:	scale @ A3:
Town Planning - 16.01.2024		10/ 2022	203
issue - print date:		drawing date:	drawing no:

NOTES

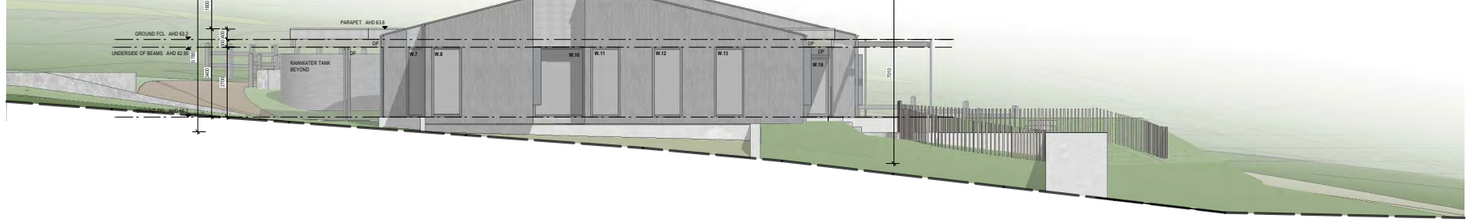
1. EXTERNAL FINISHES
   Elevations to be read in conjunction with the External Finishes Schedule.



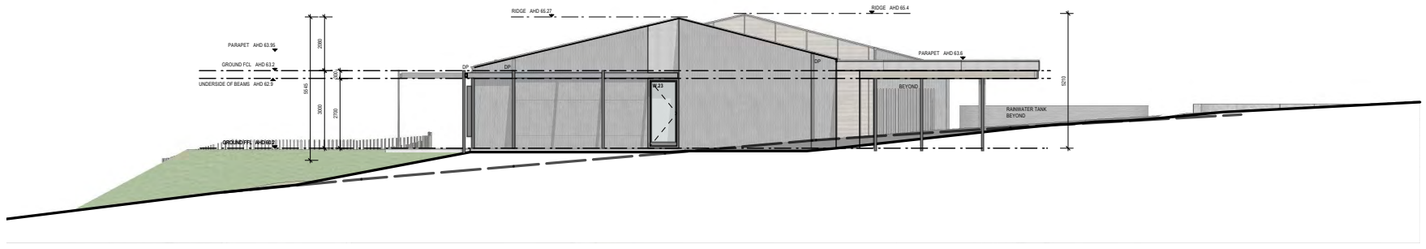
north elevation



south elevation



east elevation



west elevation

pleysier perkins

89 wellington street
st kilda victoria australia 3182
telephone 03 9533 6766
www.pleysierperkins.com.au
info@pleysierperkins.com

no.	date	revision	by
A	17/08/2023	Material revisions and LRV	LB

no.	date	issue	by
1	8/06/2023	Issue for Town Planning	LB
2	16/01/2024	Issue for Town Planning	LB

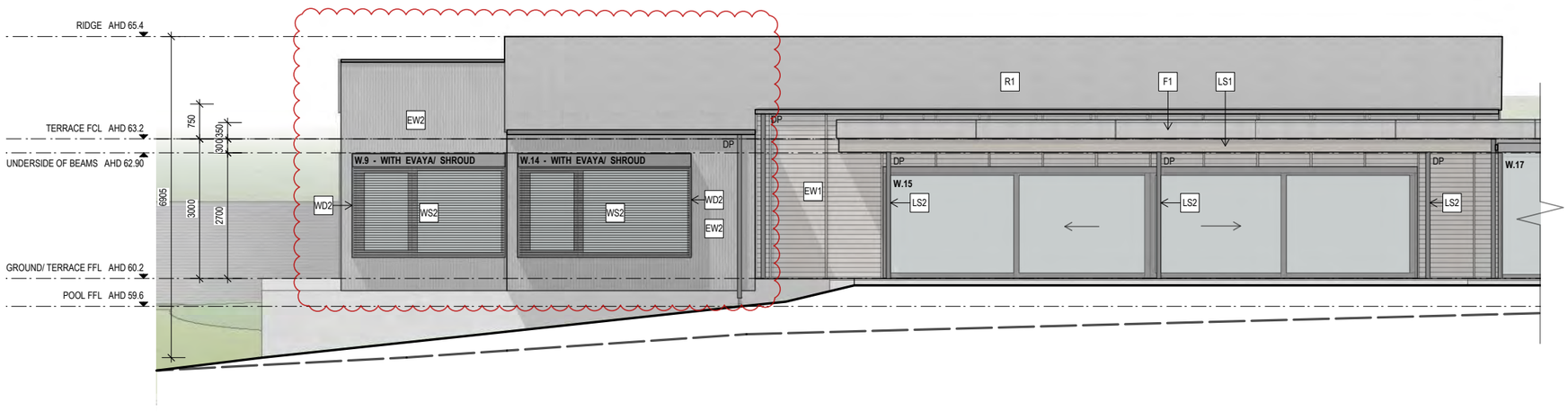
In accepting and utilising this document the recipient agrees that Pleysier Perkins Pty Ltd retains all common law, statutory law and other rights including copyright and intellectual property rights. The recipient agrees not to use this document for any purpose other than its intended use; to waive all claims against Pleysier Perkins resulting from unauthorised changes; or to reuse the document on other projects without the written consent of Pleysier Perkins. Under no circumstances shall transfer of this document be deemed a sale. Pleysier Perkins no warranties of fitness for any purpose. The builder/contractor shall verify job dimensions prior to any work commencing. Figured dimensions shall take precedence over scaled work.

Harley Residence - 155 Boyds Rd, Flinders

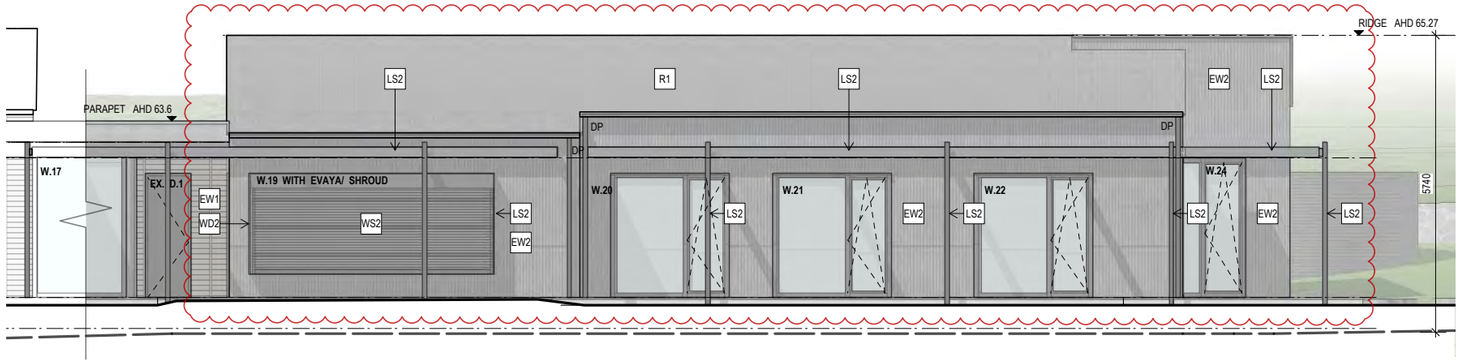
drawing title:	drawn by:	checked by:	scale @ A3:
Elevations Overview	LB	RP	1:200
issue - print date:		**drawing date:**	**drawing no:**
Town Planning - 16.01.2024		10/ 2022	301

FINISHES LEGEND

EW1	HARDWOOD SHIPLAP TIMBER WITH COVER BATTEN STAINED (LESS THAN 40% LRV)	WD2	METAL SHROUD - GALV WITH ZINC PATINA (LESS THAN 40% LRV)
EW2	GALV IRON WITH ZINC PATINA (LESS THAN 40% LRV)	WS2	RETRACTABLE EXTERNAL LOUVRE - GRAPHITE (15% LRV)
R1	GALV IRON WITH ZINC PATINA (LESS THAN 40%)	LS1	TIMBER PERGOLA FRAME - STAIN (LESS THAN 40% LRV)
F1	FC SHEET - CEMENT GREY (40% LRV)	LS2	STEEL - GALV WITH ZINC PATINA (LESS THAN 40% LRV)
S1	LINING BOARDS - PAINTED WHITE		



north elevation - east wing



north elevation - west wing

NOTES

1. EXTERNAL FINISHES
   Elevations to be read in conjunction with the External Finishes Schedule.

pleysier perkins

89 wellington street
st kilda victoria australia 3182
telephone 03 9533 6766
www.pleysierperkins.com.au
info@pleysierperkins.com

no.	date	revision	by
A	17/08/2023	Material revisions and LRV	LB

no.	date	issue	by
1	8/06/2023	Issue for Town Planning	LB
2	16/01/2024	Issue for Town Planning	LB

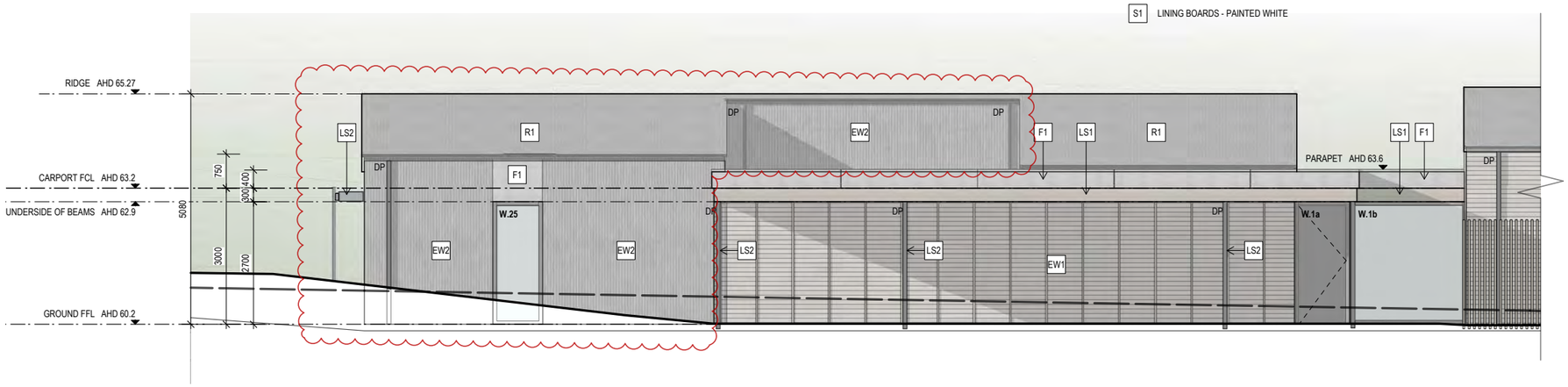
In accepting and utilising this document the recipient agrees that Pleysier Perkins Pty Ltd retains all common law, statutory law and other rights including copyright and intellectual property rights. The recipient agrees not to use this document for any purpose other than its intended use; to waive all claims against Pleysier Perkins resulting from unauthorised changes; or to reuse the document on other projects without the written consent of Pleysier Perkins. Under no circumstances shall transfer of this document be deemed a sale. Pleysier Perkins no warranties of fitness for any purpose. The builder/contractor shall verify job dimensions prior to any work commencing. Figured dimensions shall take precedence over scaled work.

Harley Residence - 155 Boyds Rd, Flinders

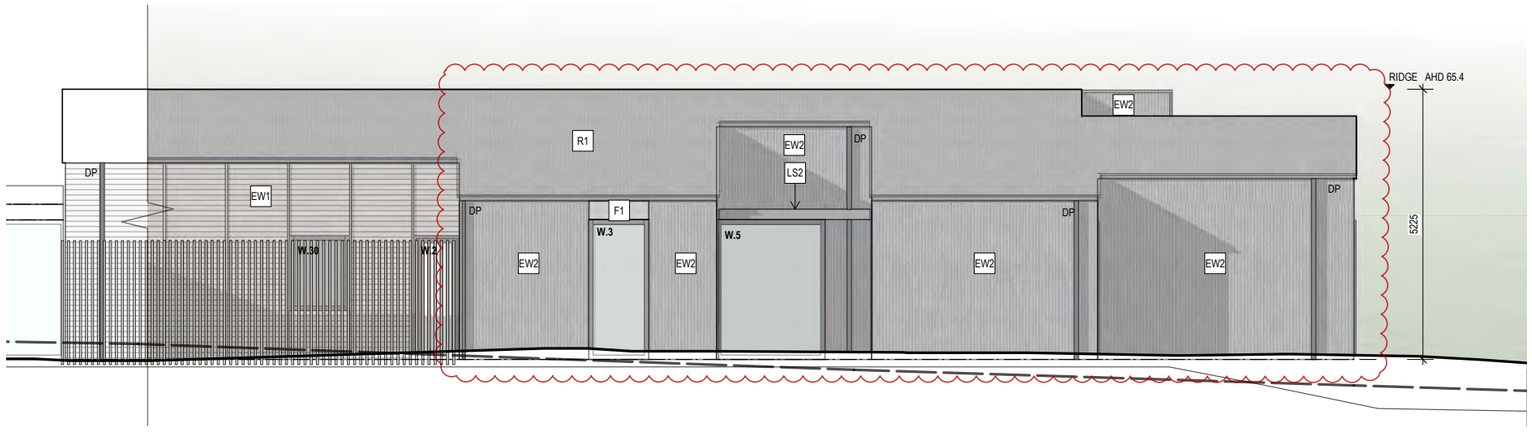
drawing title:	drawn by:	checked by:	scale @ A3:
North Elevation	LB	RP	1:100
issue - print date:		**drawing date:**	**drawing no:**
Town Planning - 16.01.2024		10/ 2022	302

FINISHES LEGEND

EW1	HARDWOOD SHIPLAP TIMBER WITH COVER BATTEN STAINED (LESS THAN 40% LRV)	WD2	METAL SHROUD - GALV WITH ZINC PATINA (LESS THAN 40% LRV)
EW2	GALV IRON WITH ZINC PATINA (LESS THAN 40% LRV)	WS2	RETRACTABLE EXTERNAL LOUVRE - GRAPHITE (15% LRV)
R1	GALV IRON WITH ZINC PATINA (LESS THAN 40%)	LS1	TIMBER PERGOLA FRAME - STAIN (LESS THAN 40% LRV)
F1	FC SHEET - CEMENT GREY (40% LRV)	LS2	STEEL - GALV WITH ZINC PATINA (LESS THAN 40% LRV)
S1	LINING BOARDS - PAINTED WHITE		



south elevation - west wing



south elevation - east wing

NOTES

1. EXTERNAL FINISHES
   Elevations to be read in conjunction with the External Finishes Schedule.

pleysier perkins

89 wellington street
st kilda victoria australia 3182
telephone 03 9533 6766
www.pleysierperkins.com.au
info@pleysierperkins.com

no.	date	revision	by
A	17/08/2023	Material revisions and LRV	LB
1	8/06/2023	Issue for Town Planning	LB
2	16/01/2024	Issue for Town Planning	LB

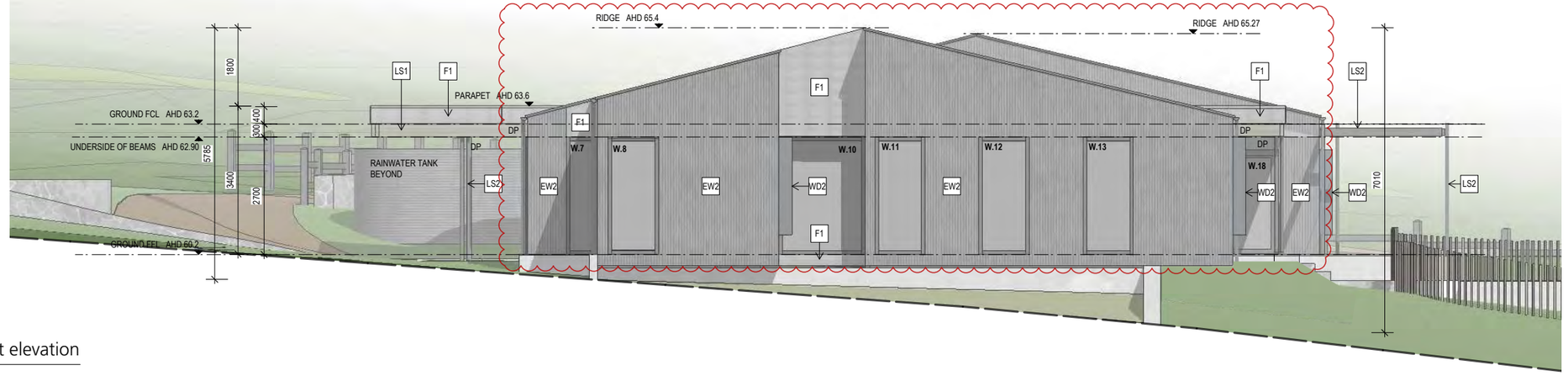
In accepting and utilising this document the recipient agrees that Pleysier Perkins Pty Ltd retains all common law, statutory law and other rights including copyright and intellectual property rights. The recipient agrees not to use this document for any purpose other than its intended use; to waive all claims against Pleysier Perkins resulting from unauthorised changes; or to reuse the document on other projects without the written consent of Pleysier Perkins. Under no circumstances shall transfer of this document be deemed a sale. Pleysier Perkins no warranties of fitness for any purpose. The builder/contractor shall verify job dimensions prior to any work commencing. Figured dimensions shall take precedence over scaled work.

Harley Residence - 155 Boyds Rd, Flinders

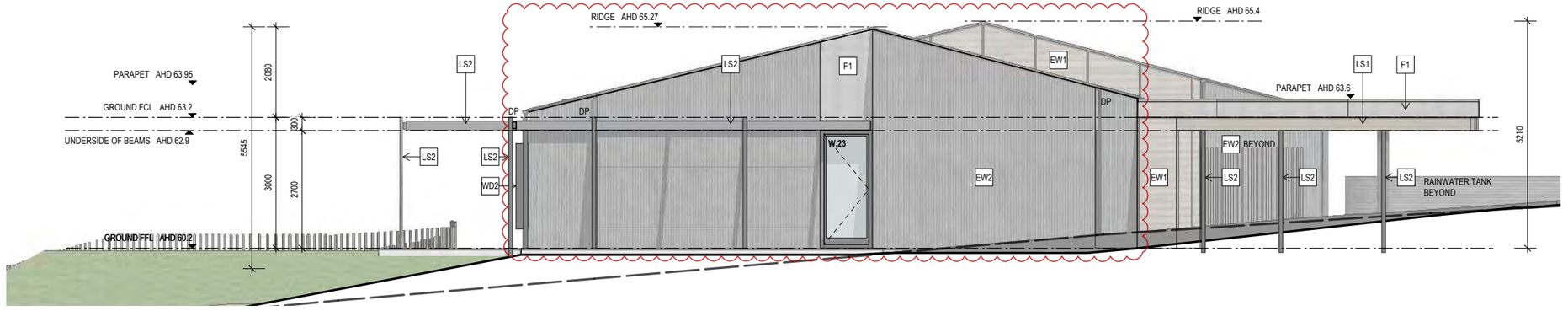
South Elevation (drawing title:)	LB (drawn by:)	RP (checked by:)	1:100 (scale @ A3:)
Town Planning - 16.01.2024 (issue - print date:)		10/ 2022 (drawing date:)	303 (drawing no:)

FINISHES LEGEND

EW1	HARDWOOD SHIPLAP TIMBER WITH COVER BATTEN STAINED (LESS THAN 40% LRV)	WD2	METAL SHROUD - GALV WITH ZINC PATINA (LESS THAN 40% LRV)
EW2	GALV IRON WITH ZINC PATINA (LESS THAN 40% LRV)	WS2	RETRACTABLE EXTERNAL LOUVRE - GRAPHITE (15% LRV)
R1	GALV IRON WITH ZINC PATINA (LESS THAN 40%)	LS1	TIMBER PERGOLA FRAME - STAIN (LESS THAN 40% LRV)
F1	FC SHEET - CEMENT GREY (40% LRV)	LS2	STEEL - GALV WITH ZINC PATINA (LESS THAN 40% LRV)
S1	LINING BOARDS - PAINTED WHITE		



east elevation



west elevation

NOTES

1. EXTERNAL FINISHES
   Elevations to be read in conjunction with the External Finishes Schedule.

pleysier perkins

89 wellington street
st kilda victoria australia 3182
telephone 03 9533 6766
www.pleysierperkins.com.au
info@pleysierperkins.com

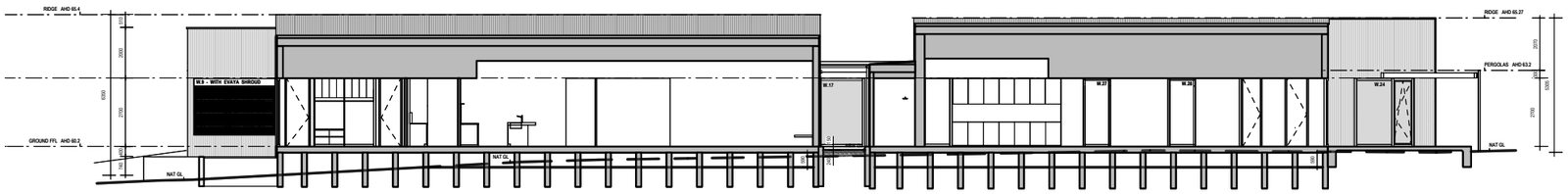
no.	date	revision	by
A	17/08/2023	Material revisions and LRV	LB

no.	date	issue	by
1	8/06/2023	issue for Town Planning	LB
2	16/01/2024	issue for Town Planning	LB

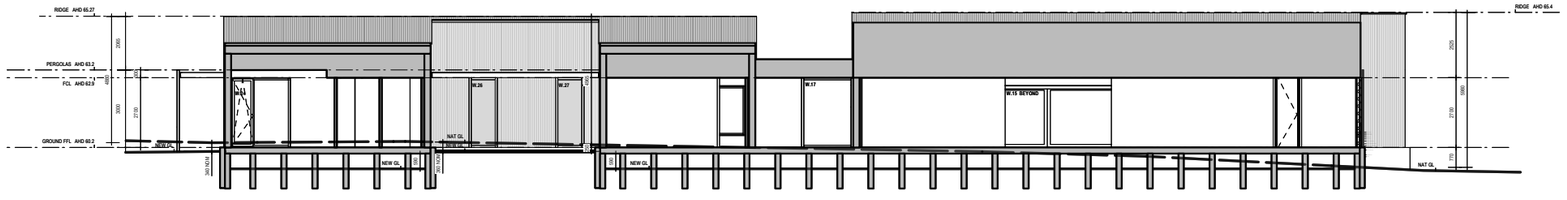
In accepting and utilising this document the recipient agrees that Pleysier Perkins Pty Ltd retains all common law, statutory law and other rights including copyright and intellectual property rights. The recipient agrees not to use this document for any purpose other than its intended use; to waive all claims against Pleysier Perkins resulting from unauthorised changes; or to reuse the document on other projects without the written consent of Pleysier Perkins. Under no circumstances shall transfer of this document be deemed a sale. Pleysier Perkins no warranties of fitness for any purpose. The builder/contractor shall verify job dimensions prior to any work commencing. Figured dimensions shall take precedence over scaled work.

Harley Residence - 155 Boyds Rd, Flinders

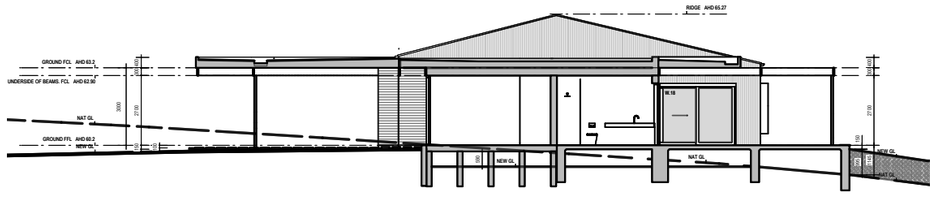
East & West Elevations (drawing title:)	LB (drawn by:)	RP (checked by:)	1:100 (scale @ A3:)
Town Planning - 16.01.2024 (issue - print date:)		10/ 2022 (drawing date:)	304 (drawing no:)



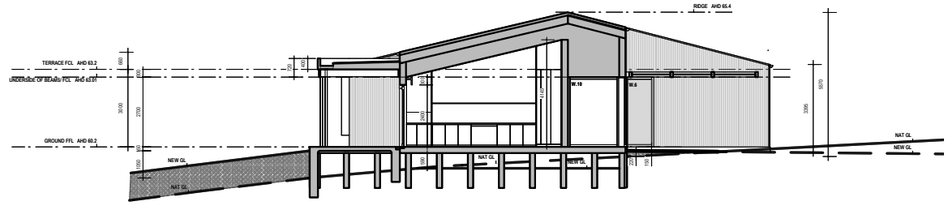
section A



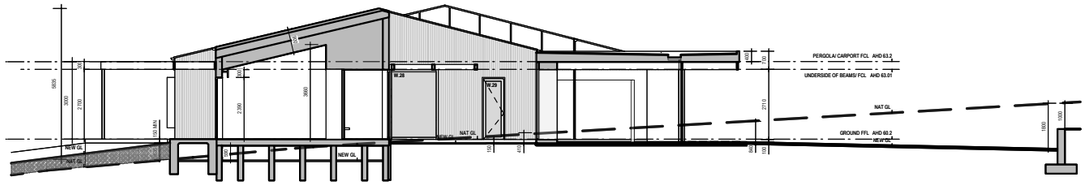
section B



section C



section D



section E

Harley Residence - 155 Boyds Rd, Flinders

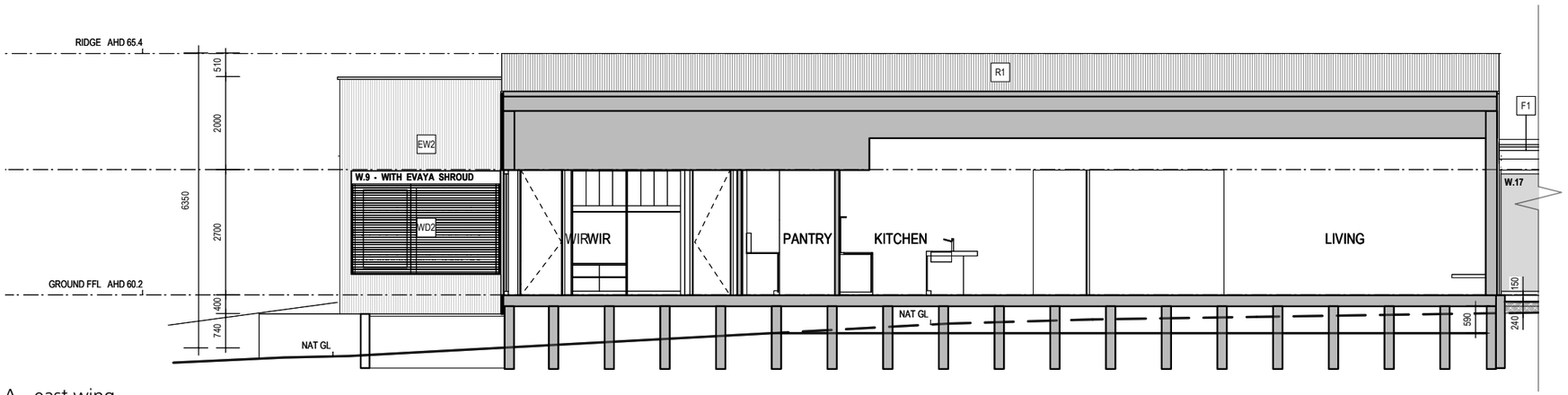
pleysier perkins

89 wellington street
st kilda victoria australia 3182
telephone 03 9533 6766
www.pleysierperkins.com.au
info@pleysierperkins.com

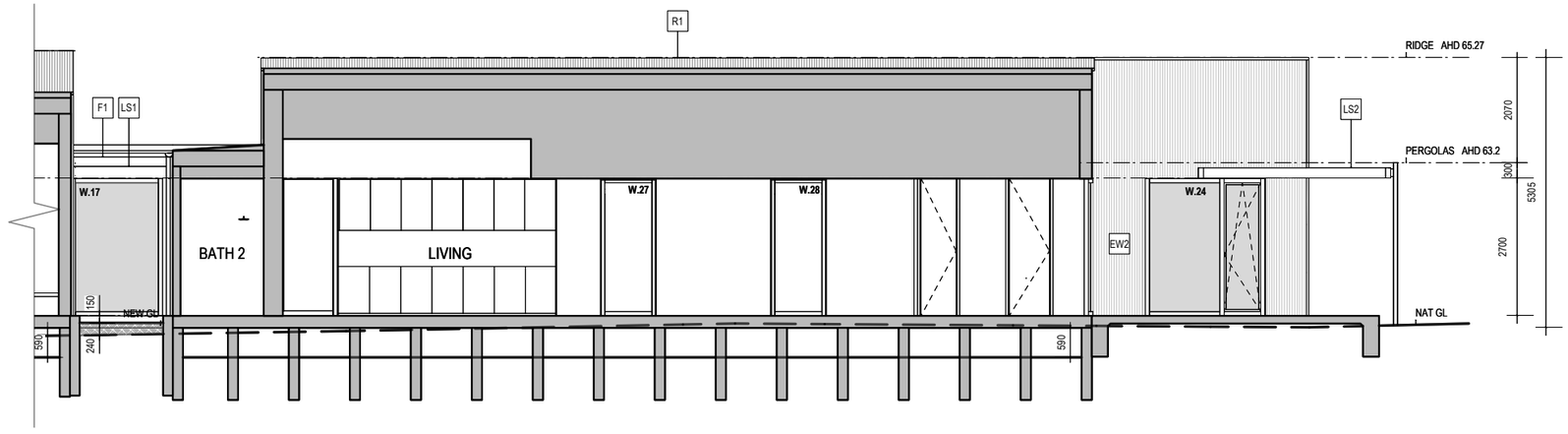
no.	date	revision	by
1	8/06/2023	issue for Town Planning	LB
2	16/01/2024	issue for Town Planning	LB

In accepting and utilising this document the recipient agrees that Pleysier Perkins Pty Ltd retains all common law, statutory law and other rights including copyright and intellectual property rights. The recipient agrees not to use this document for any purpose other than its intended use; to waive all claims against Pleysier Perkins resulting from unauthorised changes; or to reuse the document on other projects without the written consent of Pleysier Perkins. Under no circumstances shall transfer of this document be deemed a sale. Pleysier Perkins no warranties of fitness for any purpose. The builder/contractor shall verify job dimensions prior to any work commencing. Figured dimensions shall take precedence over scaled work.

Sections Overview	LB	RP	1:200
drawing title:	drawn by:	checked by:	scale @ A3:
Town Planning - 16.01.2024		10/ 2022	401
issue - print date:		drawing date:	drawing no:



section A - east wing



section A - west wing

pleysier perkins

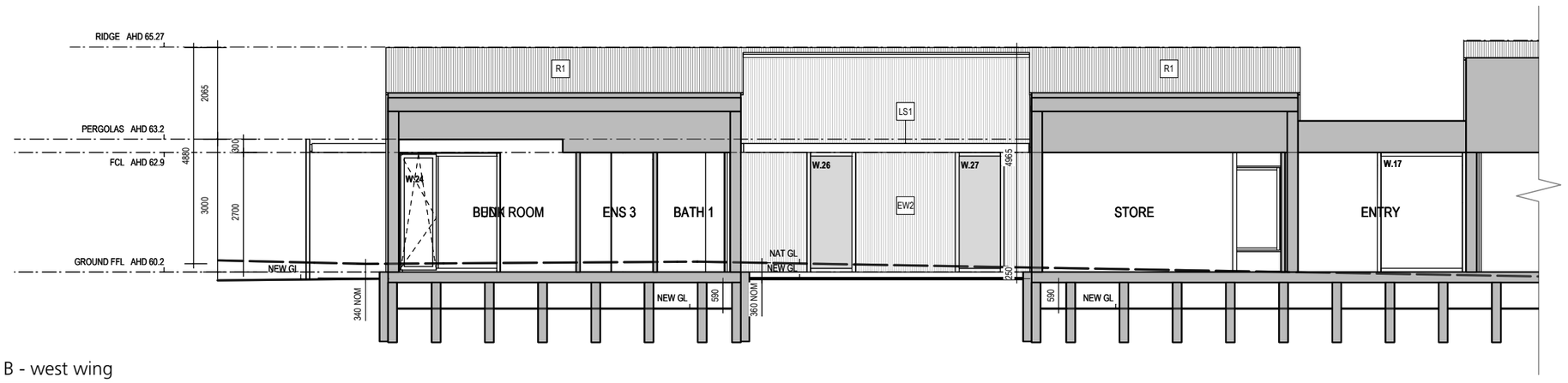
89 wellington street
st kilda victoria australia 3182
telephone 03 9533 6766
www.pleysierperkins.com.au
info@pleysierperkins.com

no.	date	revision	by
1	8/06/2023	issue for Town Planning	LB
2	16/01/2024	issue for Town Planning	LB

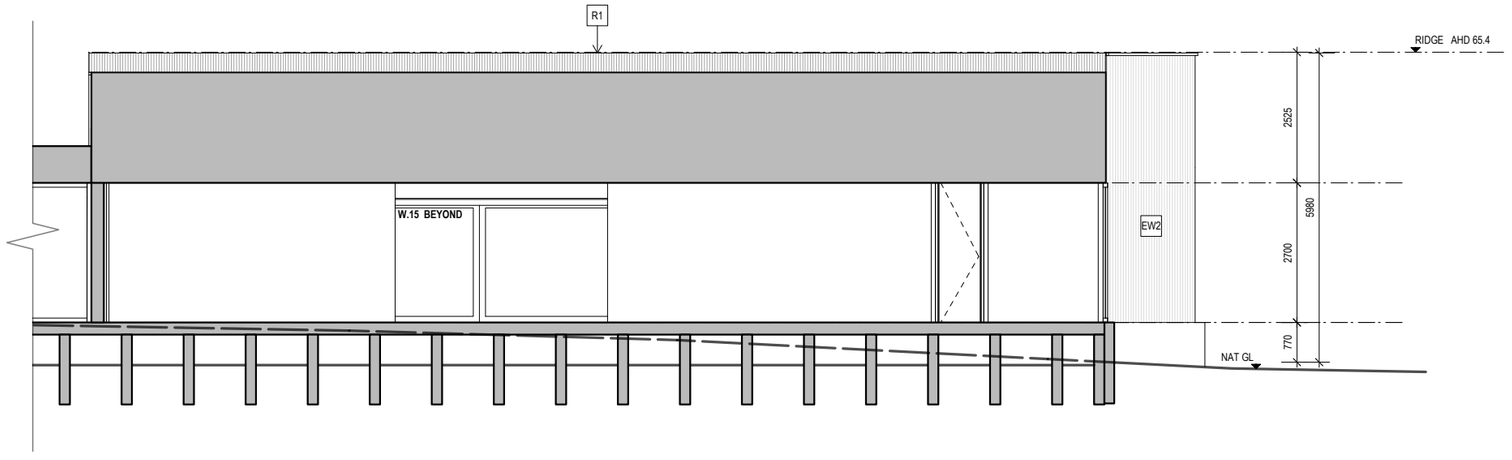
In accepting and utilising this document the recipient agrees that Pleysier Perkins Pty Ltd retains all common law, statutory law and other rights including copyright and intellectual property rights. The recipient agrees not to use this document for any purpose other than its intended use; to waive all claims against Pleysier Perkins resulting from unauthorised changes; or to reuse the document on other projects without the written consent of Pleysier Perkins. Under no circumstances shall transfer of this document be deemed a sale. Pleysier Perkins no warranties of fitness for any purpose. The builder/contractor shall verify job dimensions prior to any work commencing. Figured dimensions shall take precedence over scaled work.

Harley Residence - 155 Boyds Rd, Flinders

Section A	LB	RP	1:100
drawing title:	drawn by:	checked by:	scale @ A3:
Town Planning - 16.01.2024		10/ 2022	402
issue - print date:		drawing date:	drawing no:



section B - west wing



section B - east wing

pleysier perkins

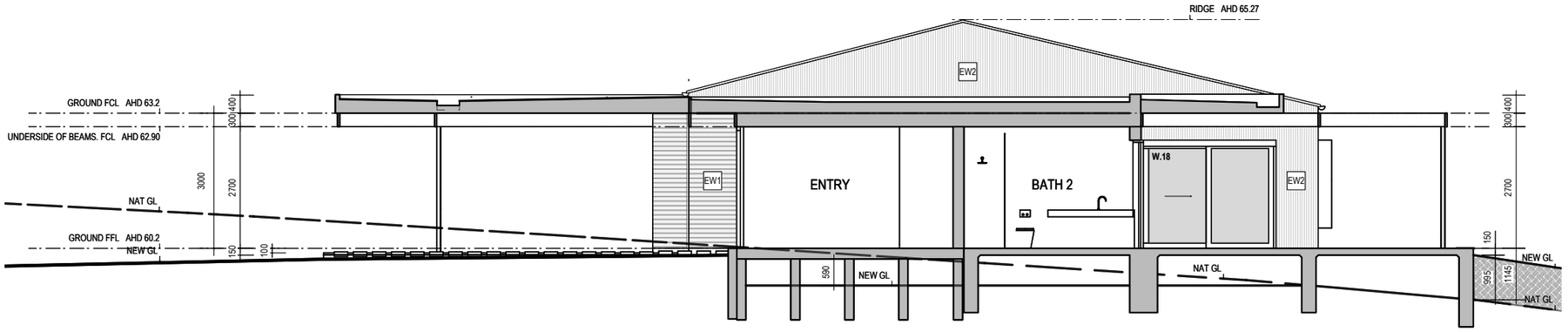
89 wellington street
st kilda victoria australia 3182
telephone 03 9533 6766
www.pleysierperkins.com.au
info@pleysierperkins.com

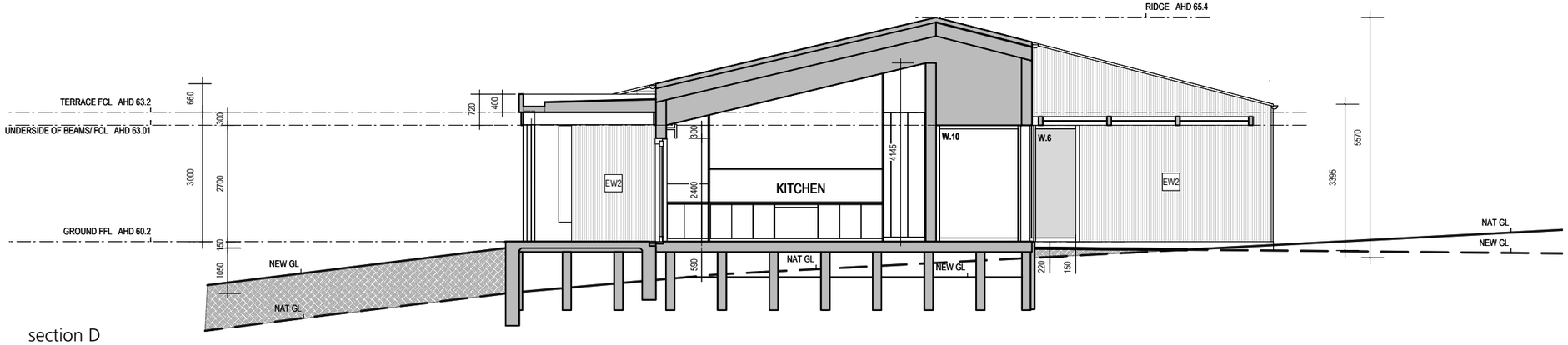
no.	date	revision	by
1	8/06/2023	issue for Town Planning	LB
2	16/01/2024	issue for Town Planning	LB

In accepting and utilising this document the recipient agrees that Pleysier Perkins Pty Ltd retains all common law, statutory law and other rights including copyright and intellectual property rights. The recipient agrees not to use this document for any purpose other than its intended use; to waive all claims against Pleysier Perkins resulting from unauthorised changes; or to reuse the document on other projects without the written consent of Pleysier Perkins. Under no circumstances shall transfer of this document be deemed a sale. Pleysier Perkins no warranties of fitness for any purpose. The builder/contractor shall verify job dimensions prior to any work commencing. Figured dimensions shall take precedence over scaled work.

Harley Residence - 155 Boyds Rd, Flinders

Section B	LB	RP	1:100
drawing title:	drawn by:	checked by:	scale @ A3:
Town Planning - 16.01.2024		10/ 2022	403
issue - print date:		drawing date:	drawing no:





pleysier perkins

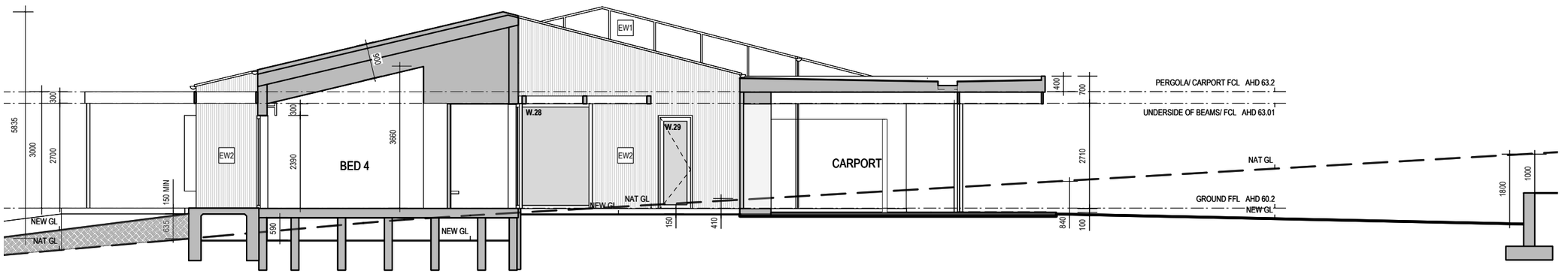
89 wellington street
st kilda victoria australia 3182
telephone 03 9533 6766
www.pleysierperkins.com.au
info@pleysierperkins.com

no.	date	revision	by
1	8/06/2023	issue for Town Planning	LB
2	16/01/2024	issue for Town Planning	LB

In accepting and utilising this document the recipient agrees that Pleysier Perkins Pty Ltd retains all common law, statutory law and other rights including copyright and intellectual property rights. The recipient agrees not to use this document for any purpose other than its intended use; to waive all claims against Pleysier Perkins resulting from unauthorised changes, or to reuse the document on other projects without the written consent of Pleysier Perkins. Under no circumstances shall transfer of this document be deemed a sale. Pleysier Perkins no warranties of fitness for any purpose. The builder/contractor shall verify job dimensions prior to any work commencing. Figured dimensions shall take precedence over scaled work.

Harley Residence - 155 Boyds Rd, Flinders

drawing title:	drawn by:	checked by:	scale @ A3:
Section C & D	LB	RP	1:100
issue - print date:		drawing date:	drawing no:
Town Planning - 16.01.2024		10/ 2022	404



section E

pleysier perkins

89 wellington street
st kilda victoria australia 3182
telephone 03 9533 6766
www.pleysierperkins.com.au
info@pleysierperkins.com

no.	date	revision	by
1	8/06/2023	issue for Town Planning	LB
2	16/01/2024	issue for Town Planning	LB

In accepting and utilising this document the recipient agrees that Pleysier Perkins Pty Ltd retains all common law, statutory law and other rights including copyright and intellectual property rights. The recipient agrees not to use this document for any purpose other than its intended use; to waive all claims against Pleysier Perkins resulting from unauthorised changes; or to reuse the document on other projects without the written consent of Pleysier Perkins. Under no circumstances shall transfer of this document be deemed a sale. Pleysier Perkins no warranties of fitness for any purpose. The builder/contractor shall verify job dimensions prior to any work commencing. Figured dimensions shall take precedence over scaled work.

Harley Residence - 155 Boyds Rd, Flinders

Section E	LB	RP	1:100
drawing title:	drawn by:	checked by:	scale @ A3:
Town Planning - 16.01.2024		10/ 2022	405
issue - print date:		drawing date:	drawing no:

southern facade

west facade

north facade - east wing

east facade

pleysier perkins

89 wellington street
st kilda victoria australia 3182
telephone 03 9533 6766
www.pleysierperkins.com.au
info@pleysierperkins.com

no.	date	revision	by
A	17/08/2023	Updated renders	LB

no.	date	issue	by
1	8/06/2024	Issue for Town Planning	LB
2	16/01/2024	Issue for Town Planning	LB

In accepting and utilising this document the recipient agrees that Pleysier Perkins Pty Ltd retains all common law, statutory law and other rights including copyright and intellectual property rights. The recipient agrees not to use this document for any purpose other than its intended use; to waive all claims against Pleysier Perkins resulting from unauthorised changes; or to reuse the document on other projects without the written consent of Pleysier Perkins. Under no circumstances shall transfer of this document be deemed a sale. Pleysier Perkins no warranties of fitness for any purpose. The builder/contractor shall verify job dimensions prior to any work commencing. Figured dimensions shall take precedence over scaled work.

Harley Residence - 155 Boyds Rd, Flinders

drawing title:	drawn by:	checked by:	scale @ A3:
3D Views - External	LB	RP	N/A
issue - print date:		**drawing date:**	**drawing no:**
Town Planning - 16.01.2024		11/ 2022	801

2/40 green street
windsor vic 3181
03 9533 6766
www.pleysierperkins.com
studio@pleysierperkins.com

pleysier perkins

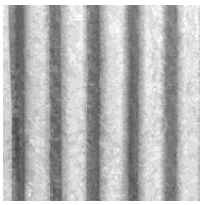
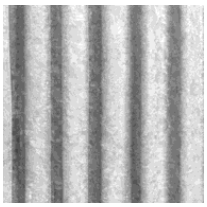
Exterior Finishes Schedule – **TOWN PLANNING**

Harley Residence
155 Boyds Rd, Flinders

15-January-2023

TBC – to be confirmed prior to installation
REV – revisions highlighted in blue
~~DEL~~ – deleted items

General Note:
Images are indicative of style only. The code and description take precedence. If there is a conflict in information provided in this schedule, the contractor is obliged to confirm the specification with the designer prior to procurement. Substitutions will not be accepted without prior written consent from the designer or revision to this schedule. The Builder / Contractor / Project Manager is required to confirm all specifications with supplier prior to issuing construction documents.
Client Note: Pleysier Perkins recommends (where possible) clients sight all finishes and products in situ before schedule approval.

Code	Material / Finish	Description / Specification	Image
EXTERNAL WALLS			
EW1	Lightweight Cladding -Type 1	Type: Stained timber (max 40% LRV) Detail: 150 x 19 nominal shiplap with 40 square cover battens at 1200mm spacing	
EW2	Lightweight Cladding -Type 2	Type: Corrugated iron Colour Galv with zinc patina (max 40% LRV)	
ROOFING			
R1	Metal Roof Sheeting	Selection: Corrugated iron Colour: Galv with zinc patina (max 40% LRV) **Note:** **Match colour of all flashing, capping, downpipe and gutter material**	

2/40 green street
windsor vic 3181
03 9533 6766
www.pleysierperkins.com
studio@pleysierperkins.com

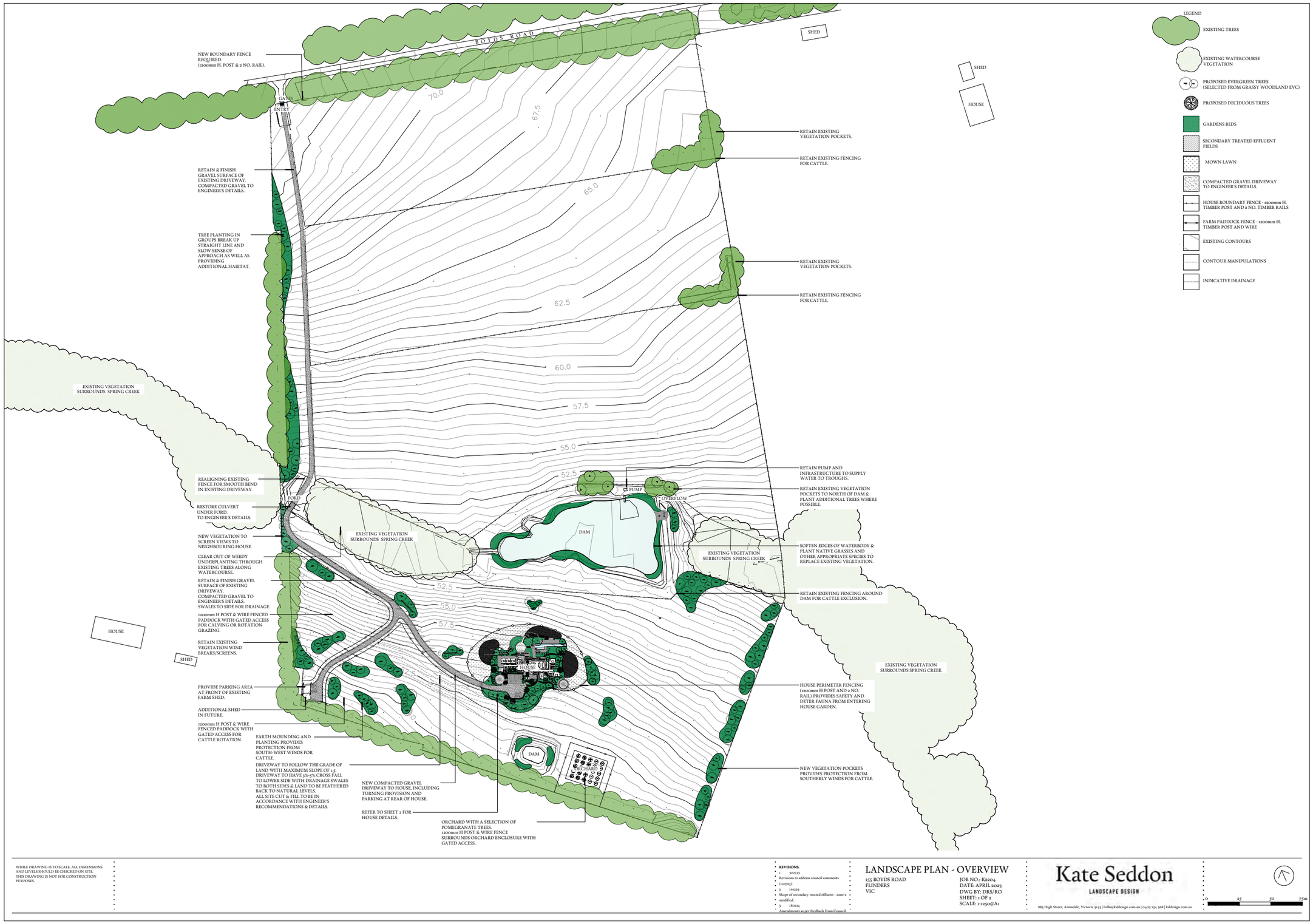
pleysier perkins

FASCIAS & CAPPINGS			
F1	Eave Fascias	Type: Barestone Finish: Original Grey Details: 10mm expressed joins and rivet fixings	
SOFFITS			
SF1	Lining boards	Size: 70mm grooved 140 boards Finish: Painted Colour: White	
WINDOWS & DOORS			
WD1	Windows	Type: Composite aluclad timber Size: 68mm classic frame Timber: Oak Glazing: Clear, double glazed Alu. Finish: Mid Grey	

2/40 green street
windsor vic 3181
03 9533 6766
www.pleysierperkins.com
studio@pleysierperkins.com

pleysier perkins

WD2	Window Shroud	Type: Size: Finish: Colour:	Alu. shroud 6mm Painted Mid Grey	
SCREENS & FENCES				
WS1	Retractable window screen	Type: Finish: Colour:	External louvre Powdercoated Graphite	
LANDSCAPE STRUCTURES				
LS1	Timber rafters	Type: Finish:	Structural timber Stain (max 40% LVR)	
LS2	Steel pergola & columns	Type: Colour:	Structural glav steel Galv with zinc patina (max 40% LVR)	



WHILE DRAWING IS TO SCALE, ALL DIMENSIONS AND LEVELS SHOULD BE CHECKED ON SITE. THIS DRAWING IS NOT FOR CONSTRUCTION PURPOSES.

REVISIONS
1 300323 Revisions to address council comments (210323).
2 190323 Shape of secondary treated effluent - zone 2 modified.
3 180224 Amendments as per feedback from Council.

LANDSCAPE PLAN - OVERVIEW

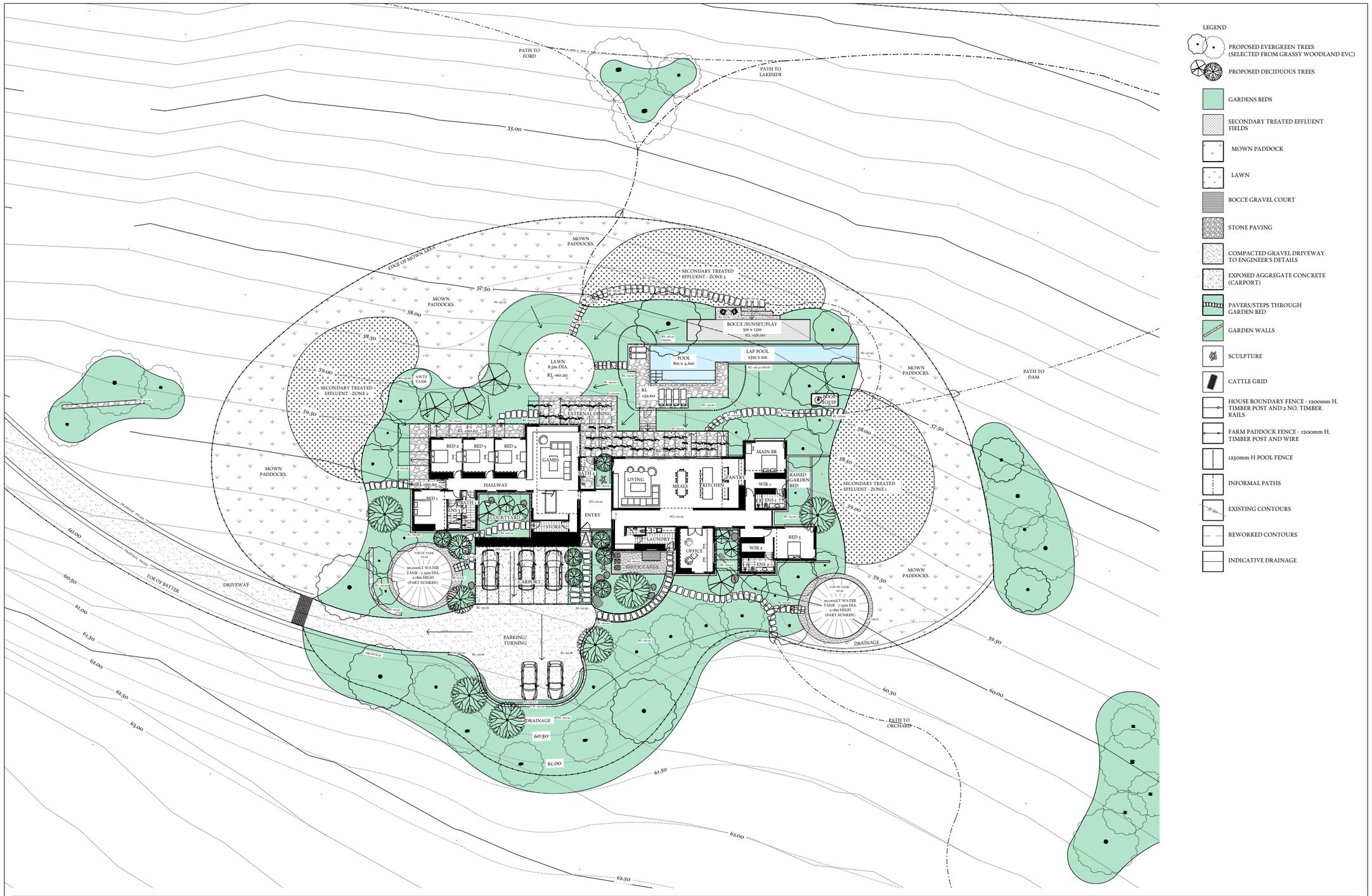
155 BOYDS ROAD
FLINDERS
VIC

JOB NO.: K2204
DATE: APRIL 2023
DWG BY: DRS/RO
SHEET: 1 OF 2
SCALE: 1:1250@A1

Kate Seddon
LANDSCAPE DESIGN

889 High Street, Armadale, Victoria 3143 | hello@kateseddon.com.au | 0405 254 568 | kateseddon.com.au

0 25 50 75m


LEGEND
PROPOSED EVERGREEN TREES (SELECTED FROM GRASSY WOODLAND EVC)
PROPOSED DECIDUOUS TREES
GARDENS BEDS
SECONDARY TREATED EFFLUENT FIELDS
MOWN PADDOCK
LAWN
BOCCE GRAVEL COURT
STONE PAVING
COMPACTED GRAVEL DRIVEWAY TO ENGINEER'S DETAILS
EXPOSED AGGREGATE CONCRETE (CARPORT)
PAVERS/STEPS THROUGH GARDEN BED
GARDEN WALLS
SCULPTURE
CATTLE GRID
HOUSE BOUNDARY FENCE - 1200mm H. TIMBER POST AND 2 NO. TIMBER RAILS
FARM PADDOCK FENCE - 1200mm H. TIMBER POST AND WIRE
1250mm H POOL FENCE
INFORMAL PATHS
EXISTING CONTOURS
REWORKED CONTOURS
INDICATIVE DRAINAGE
PATH TO FORD
PATH TO LAKESIDE
PATH TO DAM
PATH TO ORCHARD
EDGE OF MOWN AREA
MOWN PADDOCKS.
SECONDARY TREATED EFFLUENT - ZONE 1
SECONDARY TREATED EFFLUENT - ZONE 2
SECONDARY TREATED EFFLUENT - ZONE 3
AWTS TANK
LAWN 8.5m DIA. RL +60.20
BOCCE /SUNSET/PLAY 39m x 15m RL +58.000
POOL 8m x 4.6m
LAP POOL 25m x 2m
POOL EQUIP
RL +59.60
EXTERNAL DINING
BED 2
BED 3
BED 4
BED 1
HALLWAY
GAMES
BATH 3
ENS 1
COURTYARD
STORE
ENTRY
LIVING
MEALS
KITCHEN
PANTRY
MAIN BR
WIR 1
ENS 2
RAISED GARDEN BED
BED 5
WIR 2
ENS 3
OFFICE
LAUNDRY
SERVICARD
CARPORT
PARKING/ TURNING
DRIVEWAY
TOE OF BATTER
DRAINAGE
TOP OF TANK +60.20
90,000LT WATER TANK - 7.50m DIA. 2.18m HIGH (PART SUNKEN)
TOP OF TANK +60.20
90,000LT WATER TANK - 7.50m DIA. 2.18m HIGH (PART SUNKEN)
55.00
57.50
58.00
58.50
59.00
59.50
60.00
60.50
61.00
61.50
62.00
62.50
63.00
WHILE DRAWING IS TO SCALE, ALL DIMENSIONS AND LEVELS SHOULD BE CHECKED ON SITE. THIS DRAWING IS NOT FOR CONSTRUCTION PURPOSES.
REVISIONS
1 300723
Revisions to address council comments (110723) shown in red.
2 191223
Shape of secondary treated effluent - zone 2 modified.
3 180224
Amendments as per feedback from Council.
LANDSCAPE PLAN - HOUSE
155 BOYDS ROAD
FLINDERS
VIC
JOB NO.: K2204
DATE: APRIL 2023
DWG BY: DRS/RO
SHEET: 2 OF 2
SCALE: 1:200 @ A1
Kate Seddon
LANDSCAPE DESIGN
885 High Street, Armadale, Victoria 3143 | hello@kateseddon.com.au | 0405 254 368 | kateseddon.com.au
0 1 2 4 6 10m

Farm Management Plan

155 Boyds Road, Flinders

Angus Beef Cattle Breeding and Rearing

Report Prepared by
Dean Suckling
Enprove Pty Ltd

Report Revision Date:
24th November 2023

EnProve
AG & ENVIRONMENT

Contents

PLAN OBJECTIVE: 3
Site Details: 3
PROPOSAL OVERVIEW: 4
PROPERTY MAPS: 6
FARMING FACTORS: 11
Site Topography: 11
Climate: 11
Water Supply: 11
Weed and Pest Management: 11
Soils: 12
Pastoral Improvement: 14
Rotational Grazing System: 14
Livestock: 14
Required Infrastructure: 14
Staffing: 15
Fire Management: 15
Allowance for possible future expansion: 15
Opportunity Cost / Diversification: 15
FINANCIAL PROJECTIONS: 16
ENVIRONMENTAL FACTORS: 17
Natural Resource Management: 17
Vegetation: 17
Erosion and Compaction: 17
Groundwater: 17
Drainage: 17
Adverse impacts on adjacent land: 17
Adverse impacts from adjacent land: 18
DEVELOPMENT TIMELINE: 18
ANIMAL WELFARE AND BIOSECURITY: 19
SITE PHOTOS: 20

Plan Objective:

This Farm Management Plan is drawn to provide an assessment of current agricultural issues and identify future improvements that will benefit the agricultural production values of the property at 155 Boyds Road, Flinders.

This plan is for the provision of Grazing Animal Production at the property, specifically Angus cattle breeding and rearing. The property is owned by Tom Harley, and the further agricultural improvements proposed will be completed contingent on the issuing of a planning permit for the construction of a dwelling.

Site Details:

Address	155 Boyds Road, Flinders
Property Description(s)	Plan CP166704
Property Size	20.7 Hectares
Local Authority	Mornington Peninsula
Zones / Overlays	Green Wedge Zone & GWZ Schedule 2 Environmental Significance Overlay & ESO Schedule 2 Land Subject to Inundation Overlay & Schedule
Current Use	Grazing Animal Production (Angus Breeding and Rearing)

Proposal Overview:

This proposal calls for the introduction of the high-value beef cattle breed Black Angus and a breeding program to produce a high-quality breeding herd selectively. This sector has seen a significant value increase (200 % live-weight price) in the last three years and has made smaller grazing lots more viable and attractive than in the recent past. The higher price has allowed the option of supplementary feed in the cattle diet, which can increase cattle weights significantly. Initially, a small number of cows will be held, and female offspring will be retained for breeding. Bull calves (steers) will be reared for market.

The breeding program cannot commence without a dwelling on the property, which would allow stock monitoring to ensure the best animal health and welfare and ensure adequate feed and water are always available. This is particularly true during the calving season, when the animals are at greatest risk, and stock death is most common.

The proposal land is 20.7 hectares and will have an effective grazing area of about 16 hectares. The Meat and Livestock Association Stocking Rate Calculator suggests a productive capacity of 14 – 19 lactating cows and calves as the property capacity. Fully utilised and with the proposed improvements, the farm has that capacity to carry 19 Angus cows with calf at foot or 30 dry cows for grow out. This appears to be a conservative value and would allow the production of fodder in springtime for summer and winter when grass production slows and supplementary feeding becomes necessary.

Before Mr Harley acquired the property, it had been used for the ad hoc production of hay once a year. It is currently sitting vacant pending direction. The property has a limited fertiliser history, has few modern agricultural grasses, and little infrastructure. The pastoral production is estimated to be 2 tonnes of plant dry matter per annum. A nominal agricultural production value of $12,000 per annum (based on 17.5 Hectares) could be assigned to the current production.

Siting a dwelling on the property means that the property can be confidently improved, knowing that those improvements can be effectively utilised to increase productive value. A resident also means that animals can be monitored for health and welfare and rotated through the paddocks to ensure maximum feed utilisation. Increased rotation allows paddocks greater recovery time between grazing. The improved beef prices also allow increased use of imported feeds to increase production further.

After the initial development period, the agricultural return from the cattle produced on the property is expected to be $58,000 a year in cattle sales, and perhaps more importantly, the value of the breeding stock asset is expected to increase to over $95,000.

The justifications for a dwelling on a small lot farm are the same as justifications for any farm. The management times and tasks can be similar:

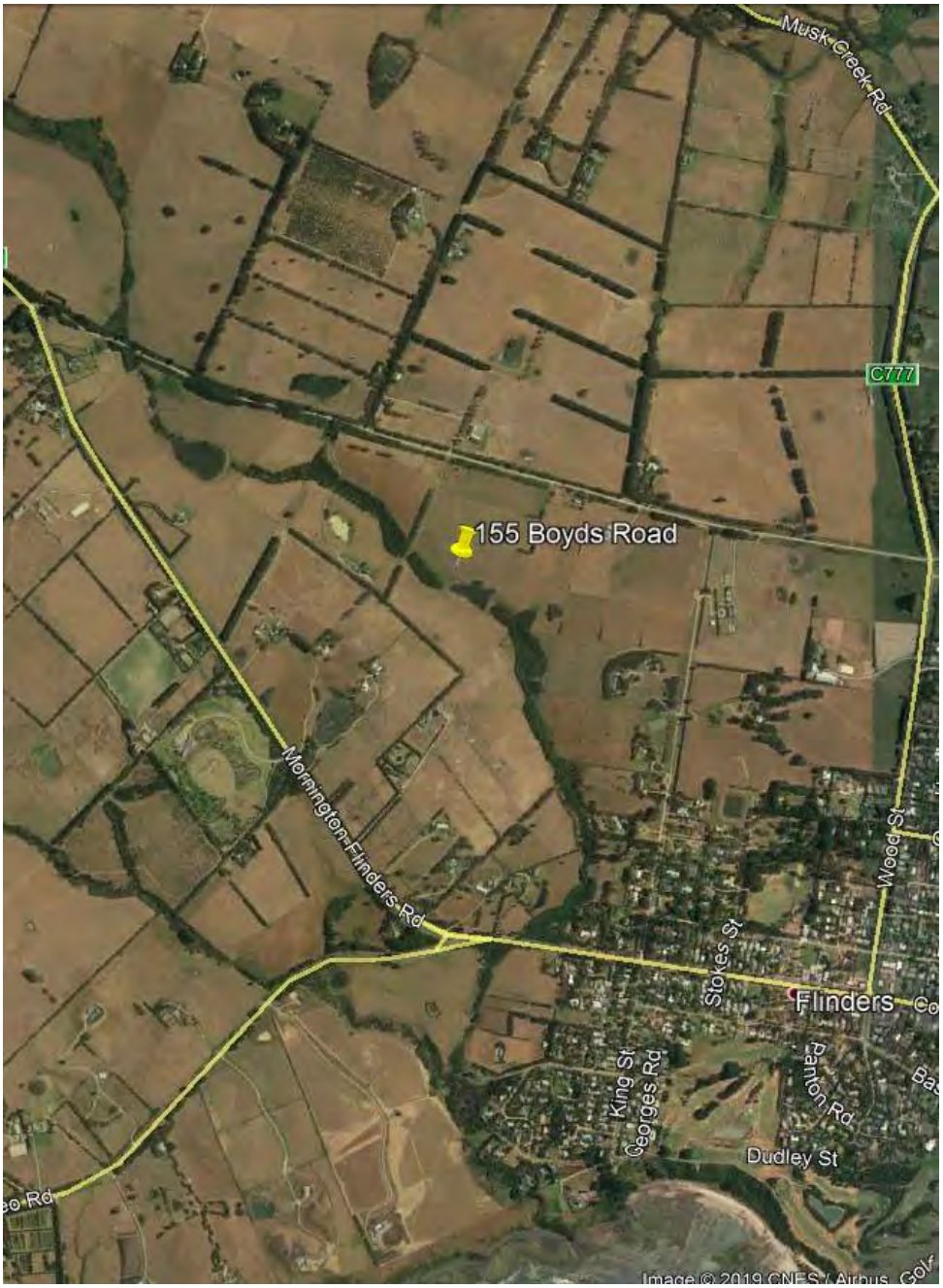
- Biosecurity: New nationally mandated requirements mean all visitors, vehicles and new stock to the property should be screened and, if necessary, disinfected. This needs to be monitored constantly. This is
- Stock Safety and Management: Cattle require monitoring, care, and protection from predators. They need to be fed, and the water supply checked daily.
- Monitor Animal welfare: (typical daily routine) listen and watch the stock for illness and lameness, identify downed stock and identify the issue, check for broken legs or injuries (calves are boisterous, and this happens often), birthing complications (any time of the day or night), milk fever or grass tetany (needs quick treatment or death will result), staggers, scours (scours in calves spreads in hours if the animal is not isolated and treated or culled), animals trapped in fences, gates, feeders bullying.
- Monitor for and treat common rapid and potentially fatal illnesses: infections from bacteria, viruses or fungi, parasite infestations, nutritional deficiencies, excesses or imbalances, metabolic disorders, calf scours (neonatal calf diarrhoea), pinkeye, calf scours (neonatal calf diarrhoea), gastrointestinal parasites, liver fluke, grass tetany (hypomagnesemia), milk fever (hypocalcaemia), bloat and ketosis (pregnancy toxaemia). Stock death can be very quick if not identified and treated.
- As with any stock rearing, the requirement for someone to be nearby to monitor audible and visual signs of animal distress for animal health and welfare is very important.
- Road safety: stock escape, young stock are particularly good at this. Monitoring stock and identifying and relocating potential rogues will prevent this and may save a passing motorist's life.
- Daily Farm management routine: check water, check fences, feed stock, check pasture availability, fix things (say 10 hours a week for a resident without the corrective works).
- Agricultural Improvement: Remotely operated farms are always understocked and undermanaged as the above tasks cannot be completed in a timely manner. This activity level is nearly impossible to manage remotely; in winter, when it's dark more than 12 hours a day, this monitoring will not occur for over half the time.
- Pastoral use maximisation: Paddocks can be constantly monitored for growth rates, fertiliser requirements, pest attacks, growth rates, and animals relocated as required.
- Monitor and react to weather: Heat, frost, hail, and wind can cause havoc, and responding quickly can manage issues or minimise losses.
- Security and prevention of theft of produce and equipment.
- Occupational Health and Safety: This property will have visitors who may not be familiar with farming and associated risks, and extended care and supervision will be required.
- Wildfire risk prevention and response: In the advent of wildfire, a resident in a dwelling will be more responsive, animals can be monitored and relocated if required, fire mitigation procedures implemented, and maybe even fires fought.

A dwelling on a farm is a lot more than a place where people reside. It is the administrative centre, office, meeting room, first aid shed, pharmacy, security and biosecurity checkpoint, tea room and monitoring post for a 24-hour-a-day, 365-day-a-year business.

Good farming is about timeliness, and constant monitoring and reacting quickly is incredibly important. Failing to do so costs production and, sometimes, viability. The farm size is almost irrelevant; the quality of the farm management is what matters, and it's very difficult to achieve that remotely.

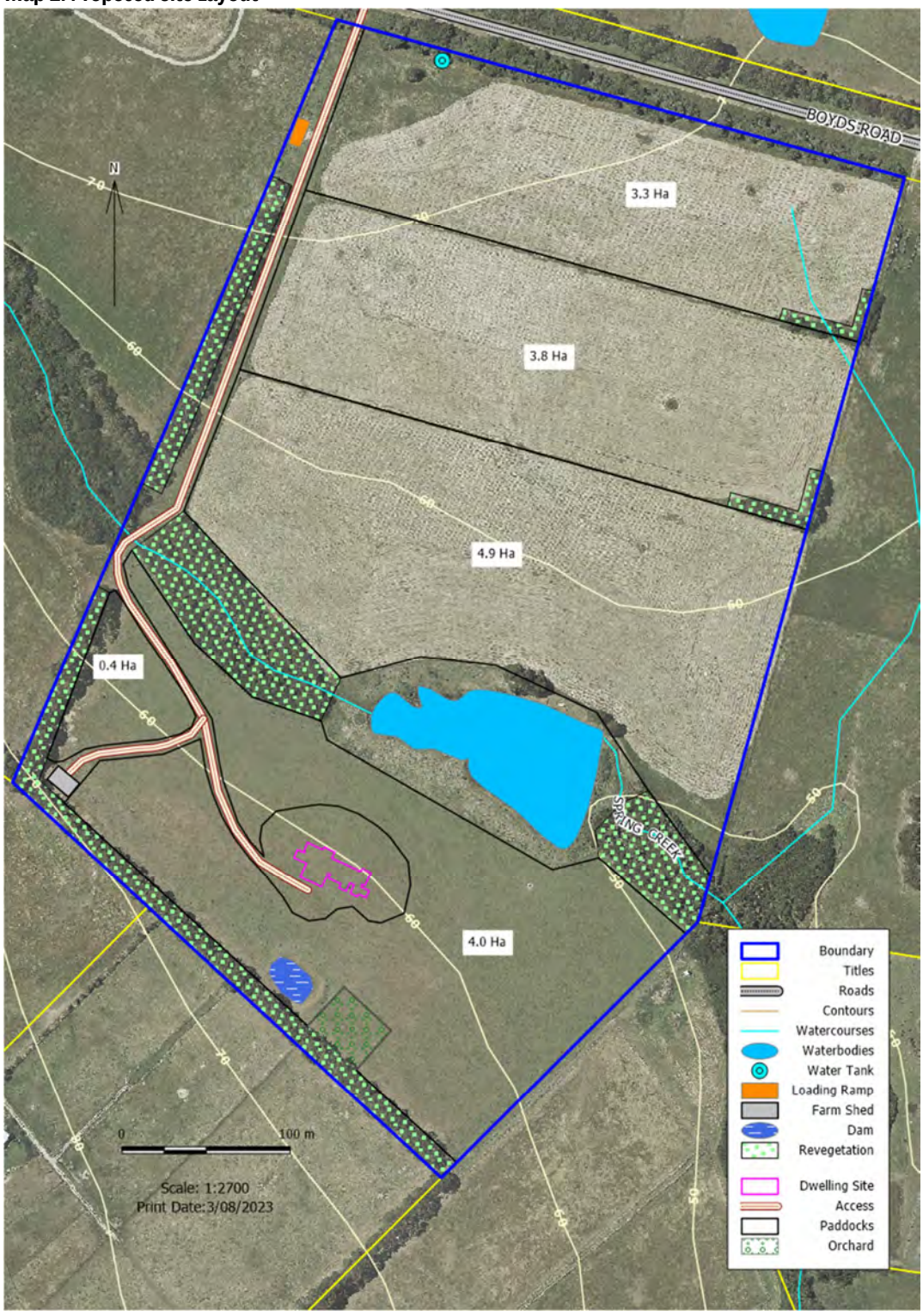
Property Maps:

Map 1: Locality Map



7

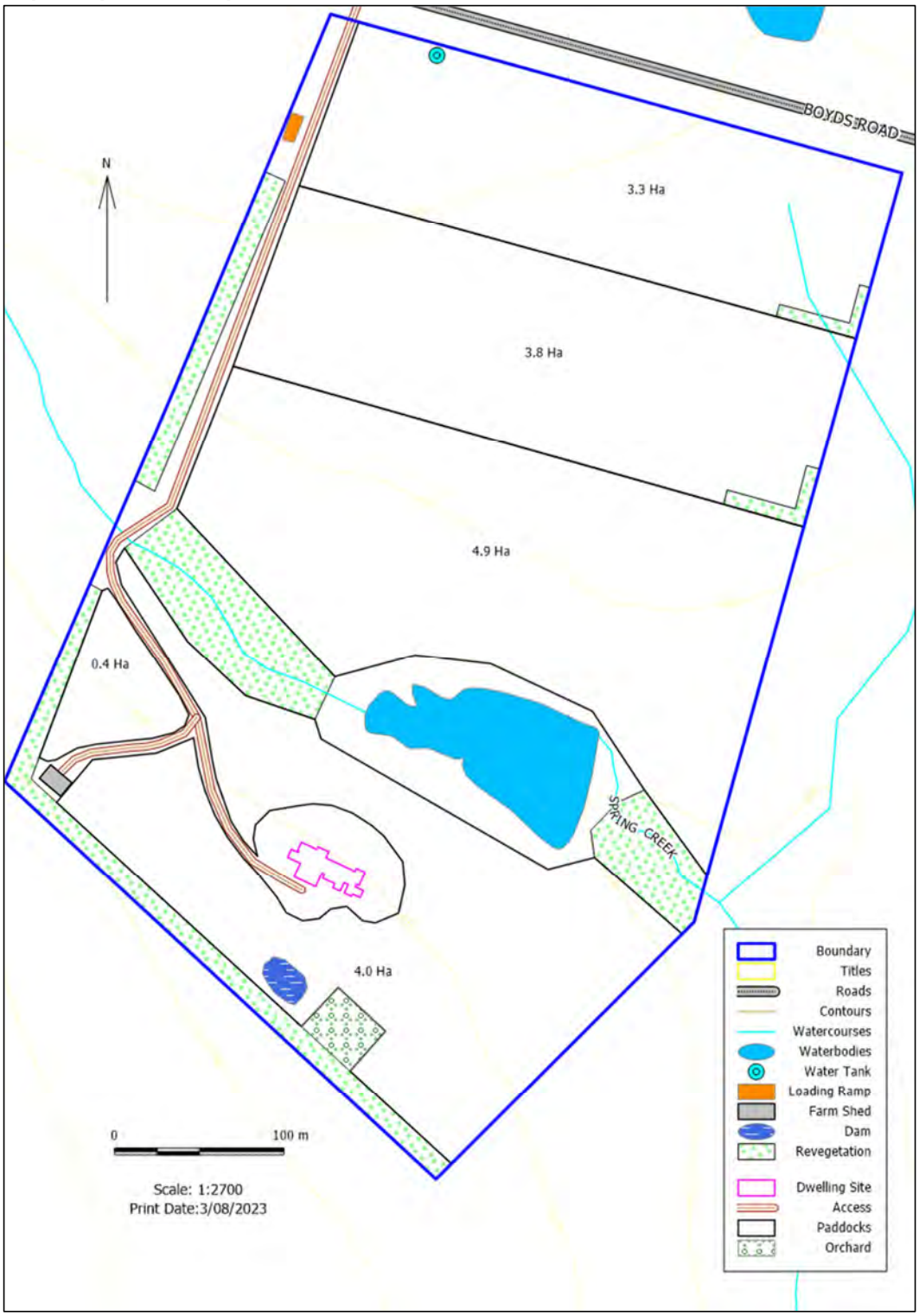
Map 2: Proposed Site Layout



EnProve Ag & Environment
PO Box 817 Warrnambool Victoria 3280 www.enprove.com.au phone: 0448 866 205

8

Map 3: Proposed Site Map



EnProve Ag & Environment
PO Box 817 Warrnambool Victoria 3280 www.enprove.com.au phone: 0448 866 205

9

Map 4: Property Dimensions

EnProve Ag & Environment
PO Box 817 Warrnambool Victoria 3280 www.enprove.com.au phone: 0448 866 205

Map 5: Historical Imagery (1939) showing cleared property and sheep-grazed waterway.

Farming Factors:

Site Topography:

The property occupies both sides of Spring Creek, with falls on the north and south of the property to that creek. The topography at the property is considered a gentle slope with a total elevation change of about 20 metres across the entire property. The average slope of the northern paddocks from the boundary to the creek is 4.5%, and the southern paddock is 7% from the boundary to the creek. Apart from Spring Creek, the property has no outstanding topological features.

Climate:

Flinders climate statistics:

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual
Mean Max (°C)	24.6	25.1	23.2	19.9	16.7	14.2	13.7	14.6	16.5	18.6	20.6	22.5	19.2
Mean Min (°C)	13.9	14.3	12.6	10.0	8.5	6.8	6.4	6.6	7.6	8.8	10.7	12.0	9.8
Mean Rain (mm)	45.5	40.8	52.7	65.0	81.6	89.1	88.0	89.0	83.2	74.5	63.0	64.4	859.3
Median Rain (mm)	39.4	31.2	45.8	59.6	77.2	85.5	82.0	85.0	74.7	66.2	60.0	50.6	858.2
Mean Rain Days	4.9	4.1	6.3	8.1	11.6	11.0	11.6	12.4	10.8	10.3	7.7	6.7	105.5

Data: BOM Cerberus 086361, Rainfall BOM Flinders 86356

The climate is the typical Mediterranean type, with warm, dry summers and cool, wet winters. The climate is most suitable for the chosen agricultural activity, and pasture coverage should be sound for most of the year in a normal year.

Water Supply:

Stock water supply is from the dam on the creek, estimated between 5 megalitres (@2 metres depth) and 7 megalitres (@ 3 metres depth). Water is pumped from the dam to a 20,000-litre holding tank on the elevated northern boundary, pressuring the system. The stock water supply network, including pipes and troughs, is installed and functional.

Water for the proposed dwelling will be supplied from rainwater harvested from the rooves of the house and shed.

Weed and Pest Management:

The property is not subject to any major, noxious, or declared environmental pest and weed issues. There is some mirror bush on the edges of the revegetation area, which will be controlled with a woody weed herbicide such as metsulfuron (Brush-off). A minor gorse outbreak has been managed with herbicide and will continue to be monitored.

The property will be subject to normal pastoral weed issues. Standard farm management methods such as sprays and/or physical removal will control any environmental and agricultural pests and weeds.

Soils:

The property land class is typical of the region, productive well-structured loams over medium clay classed as duplex soil. The soils may be prone to waterlogging during wet periods and drying and cracking during dry periods but generally retain productivity.

Soil Test Observations (soil tests next page):

- Low pH $CaCl_2$ (4.7) in both paddocks, indicating soil acidity and creating aluminium issues.
- Good phosphorus levels (Olsen P 17.5mg/Kg at Front & 13.1 mg/Kg at rear).
- Low potassium levels (Front 99 mg/Kg, back 97mg/Kg)
- Good sulphur levels (Front 8.3mg/Kg, back 11.5 mg/Kg)
- Good Organic Carbon (Front 3.0 % and back 3.6%)
- Low nitrogen levels (at the time of testing, nitrogen is seasonably variable)
- Fair copper levels (maintaining copper is important for calf health)
- Low zinc levels (zinc is important for animal health and plant growth)
- Low boron levels in both paddocks, boron is important for plant growth and protein synthesis
- Elevated iron levels (naturally occurring, can't be altered; iron can reduce the availability of phosphorus)
- Good manganese levels (important for animal health more than pastoral growth)
- Cation levels (indicating soil structure) are of poor balance with low exchangeable calcium levels, high exchangeable magnesium levels and high aluminium levels.
- Elevated aluminium levels. Aluminium reduces pasture coverage and persistence and encourages weeds.
- No salinity (conductivity) or sodicity (exchangeable sodium) issues indicating not salt affected, although the exchangeable sodium levels are at the higher end of ideal.

Recommendations:

It would appear the property has been used for fodder production for some time. Hay removes essential soil nutrients: calcium and potassium levels are well below optimum production levels.

Low calcium levels in soils cause acidity issues and cation imbalances. Acidity in soils releases aluminium, which is toxic to most agricultural grasses and encourages weeds. Poor calcium also creates soil structure issues and distorts the ideal cation ratios and balance. Increasing calcium will reduce the exchangeable sodium levels and exchangeable magnesium levels. Low calcium in soils also means lower calcium levels in grasses and indirectly in stock, which reduces growth and animal health. Potassium levels are also low, which will impact grass growth, particularly ryegrass.

Trace elements, zinc and boron, could also be added, which would improve pasture quality, and zinc will improve animal health and growth rate. Calcium bearing agricultural lime at a rate of 2.5 tonnes per hectare is recommended, and 50 kilograms of potassium per hectare (e.g. 100 per hectare of potash fertiliser) is also recommended.

Annual/biannual soil testing should also be conducted for the first 2-4 years to determine the success of the fertilising/liming program and apply additional if required. The owners plan to act on the advice of a locally engaged agronomist as to the timing and volumes of applied soil fertilisers and conditioners and the timing of any pastoral renovations for best soil conditioning (which is seasonally variable).

13

Soil Test Results:

Client: Tom Harley **Date:** 9/03/2023

Sample Name	Front Paddock	House Paddock	
Lab Sample No.	3LS19160	3LS19160	
Test Depth (cm)	0-10	0-10	
Soil Texture	Clay Loam	Clay Loam	
Soil Colour	Grey Brown	Grey Brown	
Gravel %	0%	0%	

	Unit	Level Found	Level Found	Good Range
pH Level (H_2O)	pH	5.8	5.9	5.6 - 6.4
pH Level ($CaCl_2$)	pH	4.7	4.7	5.0 - 6.0
Aluminium ($CaCl_2$)	mg/Kg	2.5	1.7	< 2.0
Conductivity	dS/m	0.04	0.06	< 4.0
Phosphorus Olsen	mg/Kg	17.5	13.1	10 - 18
Phosphorus Colwell	mg/Kg	54	44	30 - 50
Potassium Colwell	mg/Kg	99	97	140 - 250
Sulphur	mg/Kg	8.3	11.5	10 - 20
Organic Carbon	%	3.2	3.6	3 - 6
Ammonium Nitrogen	mg/Kg	12	10	
Nitrate Nitrogen	mg/Kg	3	2	
DTPA Copper	mg/Kg	1.21	1.56	> 1.5
DTPA Iron	mg/Kg	463	333	100 - 400
DTPA Manganese	mg/Kg	30	56	> 20
DTPA Zinc	mg/Kg	1.4	1.5	> 5
Boron (Hot $CaCl_2$)	mg/Kg	0.7	1.0	> 1.5

Cations	**Unit**	**Level Found**	**Level Found**	**Good Range**
Cation Exchange Capacity	**meq/100g**	**7.14**	**8.09**	**10 - 20**
Exchangeable Calcium	meq/100g	4.66	5.16	
	BSP %	65.27	63.78	70 - 85
Exchangeable Magnesium	meq/100g	1.70	2.06	
	BSP %	23.81	25.46	10 - 20
Exchangeable Potassium	meq/100g	0.22	0.18	
	BSP %	3.08	2.22	3 - 8
Exchangeable Sodium	meq/100g	0.24	0.37	
	BSP %	3.36	4.57	< 5
Exchangeable Aluminium	meq/100g	0.32	0.32	
	BSP %	4.48	3.96	< 2.0

Laboratory Analysis CSBP Labs, Bibra Lake, WA

EnProve Ag & Environment
PO Box 817 Warrnambool Victoria 3280 www.enprove.com.au phone: 0448 866 205

Pastoral Improvement:

The existing pastoral coverage is fair, although low-yielding, with a well-established mix of perennial ryegrass, native pasture and clover. It has a higher-than-average number of agricultural weeds that will need to be managed (weeds account for about 40 % of plant coverage). The estimation is that the property is currently producing two tonnes of dry matter per hectare per annum. Following the soil and pastoral programs should allow this level to be increased to a conservative 4 tonnes of dry matter.

A mixture of grass species is often the best way forward for small lot beef grazing. A section of species that have activity at different times of the year can allow for the constant grazing required. It should also contain a high ryegrass content to allow for the production of hay in springtime. A mixture of 70% perennial ryegrass (e.g. Vic rye and AR150), 15% fescue (or similar) and 15% clover are ideal (refer to the agronomist's annual recommendations).

For hay production, the best strategy would be controlling undesirable plants, having the ability to lock away a production area, and applying 100 kilograms of nitrogen fertiliser (or fodder boosta) during growth.

Another consideration could be the use of a summer crop (typically a brassica), which produces a very high plant weight but requires an annual sowing investment.

Improving pasture production is important as it will allow for stock to grow quickly and allow the production of fodder for feedout in the drier months. Fodder production areas will need to be secured to exclude stock during spring.

Rotational Grazing System:

Rotational grazing will be adopted to improve pasture use efficiency and allow greater recovery time between grazings. Rotational grazing involves moving livestock through a series of paddocks, so when they have finished grazing the last paddock in the series, the first paddock has recovered to allow the rotation to recommence. Rotations are generally organised around the plant growth cycles and aim to optimise pasture utilisation. Plant growth determines paddock moves in rotational grazing - the faster the growth, the more moves and vice versa. Younger, smaller stock are moved less often than older, heavier stock.

Grass reaches the best growth rate about 35 days after grazing, and higher yields are achieved by allowing paddocks to be ungrazed for more than 35 days. More paddocks mean a more extended, ungrazed period is possible in each paddock. Typically, rotational grazing can produce 20-50% more grass from the same grazing area.

Livestock:

The chosen breeding herd is Black Angus beef cattle, which have very strong marketability. Black cattle have the highest sale price for both meat processing and breeding stock. That also means they are the highest cost to add to a herd and can require significant investment before the breeding program allows solid returns. An Angus bull will be brought in seasonally for servicing cows.

Required Infrastructure:

Most of the required infrastructure is already on site. There is a constructed earthen loading ramp, but a proper set of stockyards will be built. The water facility is good, with a water tank reserve in case of pump

breakdown; new troughs and pipes have been recently installed. There is no farm shedding, and a new shed will be constructed to hold equipment and hay.

The fencing is in good condition, although the rear fence is missing and will be replaced before operations commence. Additional internal fencing would be beneficial to create smaller paddocks if rotational grazing is to be implemented.

An all-weather track will be constructed for the house site. This has not been included in the farm infrastructure expenditure.

Fencing Requirements:

All external fences are stockproof and constructed of 7-strand wire with at least two barbed wire strands. The bottom wires are to be high enough to allow native animals to pass if required. An electric outrigger wire can be added to deter stock if needed.

Any fence or gate that becomes damaged or ineffective will need to be replaced immediately.

Staffing:

The management of the farm calls for one person to manage the farm (in this case, the presence of a resident and property owner). As with any stock rearing, the requirement for someone to be nearby to monitor audible and visual signs of animal distress for animal health and welfare is very important.

As with these types of enterprises they contribute to the local economy by utilising local contractors for construction work, farm maintenance, transport industries and agricultural support industries.

Fire Management:

The land use does not contribute to any fire risk to the area. The land is in a designated bushfire prone area, although not of any greater risk than normal farmland. Fire management plans should be drawn for the property.

Plenty of water is available for fire fighting if required, with the dam holding water all year round.

Allowance for possible future expansion:

There is limited scope for any major increase in the activity beyond the proposed productivity changes, primarily due to the significant land price pressures. The presence of lifestyle lots around the property and higher-value agricultural activities means land prices are decidedly non-viable for a grazing activity.

Opportunity Cost / Diversification:

The property appears to have an ad-hoc use for grazing and fodder, a lower-returning agricultural activity. A property like this is unlikely to be integrated into another farming property due to land size, property value and disconnect. The proposed use is a high-value grazing activity, and it is very difficult to see a better use for this small lot, and the returns are very good.

Agriculture is dynamic; markets change and evolve; climate change impacts agricultural suitability, and farm circumstances alter. As with any business, the farming method and type should be constantly evaluated and, if required, adjusted to meet new circumstances.

Financial Projections:

The proposal calls for an investment in farm infrastructure and pastoral improvement of $10,000, the purchase of breeding cows in year one and the investment in a dwelling and shedding of over $500,000.

After the initial development period, the enterprise return is expected to be over $56,000 a year in cattle sales. The true value of the enterprise is the increase in the herd asset, and it is expected that the breeding herd value will be valued at $95,000.

The indicative budget assumes that cattle are sold for meat only. Closing the herd like this creates a valuable breeding herd, and the offspring are often in demand as breeders and become significantly more valuable than meat animals (creating a stud).

Indicative Farm Profit/Loss (excluding dwelling, shedding and machinery costs and not adjusted for CPI):

Income/Cost Item	Year 1	Year 2	Year 3	Year 4	Year 5+
Cattle Sales (400 Kg @ $5 per kg)	$0	$6,000	$10,000	$14,000	$38,000
Grow out cattle return	$18,000	$18,000	$18,000	$18,000	$18,000
Total Indicated Revenues	**$18,000**	**$24,000**	**$28,000**	**$32,000**	**$56,000**
Cattle Maintenance (Vet, breeding, medication.) ~25%	$0	-$1,500	-$2,500	-$3,500	-$9,500
Breeding Cattle Purchase	-$15,000	$0	$0	$0	$0
Pasture /Fertility/ Weed Costs	-$10,000	-$3,000	-$2,000	-$2,000	-$2,000
Infrastructure Investment / Maintenance	-$10,000	-$2,000	-$2,000	-$2,000	-$2,000
Variable Costs ~7%	-$1,260	-$1,680	-$1,960	-$2,240	-$3,920
Apportioned Rates, Insurance, Utilities	-$3,000	-$3,000	-$3,000	-$3,000	-$3,000
Net Return	**-$21,260**	**$12,820**	**$16,540**	**$19,260**	**$35,580**

Notes:
Year 1 identifies breeding herd purchases and proposed pastoral changes made.
Excludes building and equipment costs, which can be financed in many different ways.

Herd Asset Value (assumes keeping all female calves as breeders until year 5):

	Year 1	Year 2	Year 3	Year 4	Year 5
Cattle Value (Breeding Herd)	$15,000	$25,000	$$40,000	$60,000	$95,000

These values are conservative in approach and could be termed natural growth; an aggressive expansion program could be adopted, requiring higher stock investment.

Environmental Factors:

Natural Resource Management:

The property has no major natural resource features, although a significant ephemeral waterway (Spring Creek) crosses the property from west to east. This is already fenced and has been revegetated. There are no remaining bushland areas. Map 5 shows the site was fully cleared earlier than 1939.

Vegetation:

There are no remnant vegetation assets on the property. There are some good quality revegetation works with eucalypts around the dam and in the shelterbelts and a well-established riparian tea tree regrowth on Spring Creek in a fenced area. Revegetation and riparian fencing were completed in the mid-2000s, and those projects have been successful and will be retained. Most of the boundary has native shelterbelts either on this site or the adjoining titles. No additional shelterbelt work is required to improve the farming, although planting paddock trees would be beneficial to provide shade for stock, although that growth takes many years to mature.

The management of established shelterbelts is relatively straightforward and should be part of the normal fenceline check and farm management routine. The major issue is the loss of limbs or fallen trees onto fencelines, shorting the fence or stretching the wire and cattle (young stock particularly) can sense it and bolt. After storms and strong winds, check fencing for fallen limbs and trees. Woody weeds like boxthorn, mirror bush, and blackberry can also be established in the protection of shelterbelts and should be controlled early. If shelterbelt porosity is noted, then additional plantings could be considered to fill gaps (use fast-growing, coppicing revegetation like sugar gums, which provide the best cover and have productive use for firewood).

Erosion and Compaction:

The property has a low erosion risk. It is gently sloping, has no high-velocity drainage channels and is well vegetated with pasture and Spring Creek with Tea Tree. The proposed activity is not an intensive one and does not require the use of heavy machines beyond a tractor. Most vehicle activity will be on formed tracks.

Groundwater:

Groundwater is at a minimum depth of 10 metres and is at low risk of exposure from any form of nutrients infiltrating from the surface. Maintaining plant coverage will assist in keeping soil nutrient levels lower to minimise further risk.

Drainage:

The property has no constructed drainage, relying on landfall to 2 waterways for water clearance. These waterways are intermittent and run only after periods of significant rainfall.

Adverse impacts on adjacent land:

There is not expected to be any major change to the amenity of the adjacent land from the agricultural enterprise. It may be from time to time that some animal odour or noise may be generated, but it is the

same as any agricultural enterprise. Truck transport would need to access the property occasionally, but this would be less than once a week.

Adverse impacts from adjacent land:

The enterprise is not expected to be impacted by neighbouring activities.

Development Timeline:

Year	Actions
2023	Permits House and shed construction begins Weed Control Program Begins (Mirror Bush) General Site Clean-up for appearance, access safety and fire safety. First cattle on-site, breeding program begins.
2024	House construction completed Shed construction completed Initial weed control is completed, and monitoring and maintenance begin. Ongoing weed monitoring. Spread agricultural lime and fertiliser. Pasture renovation in at least one paddock Ongoing fencing monitoring/repairs Fill in any gaps in the revegetation area
2025	Weed control monitoring and maintenance. Ongoing pest animal monitoring. Spread agricultural lime and fertiliser. Pasture renovation in at least one paddock Ongoing fencing monitoring/repairs
2026	Weed control monitoring and maintenance. Ongoing pest animal monitoring. Spread agricultural lime and fertiliser. Pasture renovation in at least one paddock Ongoing fencing monitoring/repairs
2027	Weed control monitoring and maintenance. Ongoing pest animal monitoring. Spread agricultural lime and fertiliser. Ongoing fencing monitoring/repairs

Animal Welfare and Biosecurity:

Animal welfare, in this instance, will be very good. The practice of cattle breeding and calf rearing is almost entirely about animal welfare in that it closely monitors animals and provides constant and ongoing care. A list of best practice animal welfare guidelines is available from http://animalwelfarestandards.net.au/. This a comprehensive and generally common-sense approach to caring for farm animals driven largely by the buyer's expectations and contagious disease control and prevention.

Biosecurity is about preventing and containing any disease and negative issues that could generally impact both the farm and agriculture.

Recommended Procedures for Biosecurity

- The farm should have a documented Farm Biosecurity Plan
- All livestock movements onto the farm have known health status (e.g. Livestock Health Statement/Declaration or equivalent)
- All introduced livestock are inspected for signs of ill health or disease on arrival at the property and kept in isolation for a period
- Livestock are inspected regularly for ill health and disease, and appropriate action is undertaken where necessary.
- The risk of livestock straying onto or from the property is minimised.
- There are systems in place to notify a veterinary practitioner or animal health officer if unusual disease, illness or mortality is observed.
- Where reasonable and practical, the movement of people, vehicles and equipment entering the property are controlled and, where possible, movements recorded.
- Any other procedures or practices that contribute to minimising the risk or spread of disease.

The property has the required Property Identification Code (PIC).

Site Photos:

Image 1: Drone image looking south over property

Image 2: Looking south over the property from the front gate

Image 3: Drone image looking south over property

Image 4: Road frontage

Image 5: Drone image looking west over the rear of the property and the house site

Image 6: The main dam on Spring Creek

Image 7: Fenceline along Spring Creek showing mirror bush incursion, which will be controlled

Image 8: Good quality native shelterbelts

Image 9: Wasted hay due to no shedding

Image 10: Gorse already sprayed as part of improvement program

Grassy Woodland (EVC 175)

MORNINGTON PENINSULA Shire

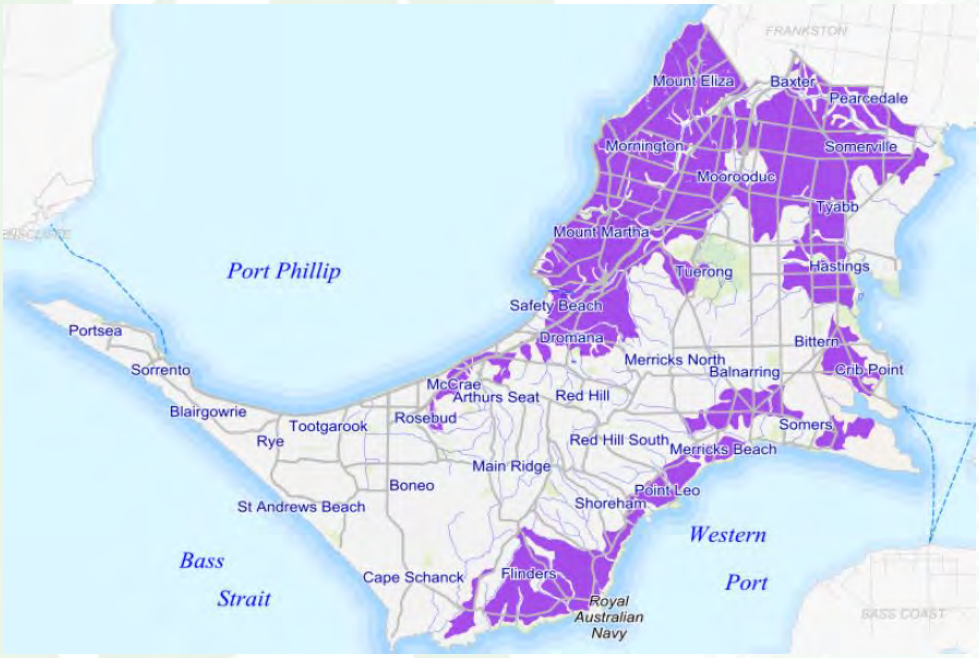
Ecological Vegetation Classes on the Mornington Peninsula

An Ecological Vegetation Class (EVC) is the standard unit for classifying native vegetation types in Victoria. Over 60 EVCs occur across the diverse landscape of the Mornington Peninsula. This EVC profile presents local environmental information for a specific EVC and is a useful reference for anyone interested in understanding, protecting, and restoring the unique biodiversity that occurs in their area.

Grassy Woodland - Description

Woodland to 20 metres tall. Occurs on gentle hills and plains in areas of moderate rainfall on relatively well-drained topsoils with clay subsoils at depth 20 to 50 cm. Strongly associated with Baxter Sandstone. One of the most species-rich ecosystems in temperate Australia, rich in grasses, orchids and lilies. Note: Snow Gum and Narrow-leaf Peppermint do not occur throughout this EVC and are appropriate for planting only where they are site-indigenous.

Pre-1750 distribution	Very extensive on northern and eastern Mornington Peninsula. See map below.
Present distribution	Scattered and rare
Peninsula status	Endangered
Bioregional status	Endangered
Typical site	Earimil Creek Bushland Reserve, Mount Eliza



Grassy Woodland (EVC 175)

MORNINGTON PENINSULA Shire

Grassy Woodland - Plant List

Scientific name	Common name	Height	Available in nurseries
Trees		**m**	
Acacia mearnsii	Black Wattle	15	✓
Acacia melanoxylon	Blackwood	15	✓
Allocasuarina littoralis	Black Sheoak	15	✓
Allocasuarina verticillata	Drooping Sheoak	15	✓
Banksia marginata (tree form)	Silver Banksia	10	✓
Bursaria spinosa subsp. *spinosa*	Sweet Bursaria	8	✓
Eucalyptus ovata subsp. *ovata*	Swamp Gum	20	✓
Eucalyptus pauciflora subsp. *pauciflora* (not all areas)	Snow Gum	15	✓
Eucalyptus radiata subsp. *radiata* (not all areas)	Narrow-leaf Peppermint	20	✓
Eucalyptus viminalis subsp. *pryoriana*	Manna Gum	20	✓
Exocarpos cupressiformis	Cherry Ballart	8	
Shrubs		**cm**	
Acacia paradoxa	Hedge Wattle	200	✓
Cassinia aculeata subsp. *aculeata*	Common Cassinia	250	✓
Cassinia arcuata	Drooping Cassinia	200	
Correa reflexa	Common Correa	200	✓
Daviesia latifolia	Hop Bitter-pea	500	✓
Dillwynia cinerascens	Grey Parrot-pea	100	✓
Epacris impressa	Common Heath	120	✓
Goodenia ovata	Hop Goodenia	200	✓
Hibbertia riparia	Erect Guinea-flower	100	✓
Hovea heterophylla	Common Hovea	100	
Kunzea sp.	Burgan	500	✓
Leptospermum continentale	Prickly Tea-tree	200	✓
Leucopogon virgatus	Common Beard-heath	50	✓
Olearia ramulosa	Twiggy Daisy-bush	150	✓
Ozothamnus ferrugineus	Tree Everlasting	400	✓
Platylobium obtusangulum	Common Flat-pea	100	✓
Pultenaea gunnii subsp. *gunnii*	Golden Bush-pea	200	✓
Rhytidosporum procumbens	White Marianth	40	
Solanum laciniatum	Large Kangaroo Apple	300	✓
Grasses		**cm**	
Anthosachne scabra	Common Wheat-grass	80	
Austrostipa mollis	Supple Spear-grass	120	
Austrostipa pubinodis	Tall Spear-grass	130	
Austrostipa rudis	Veined Spear-grass	130	✓
Austrostipa semibarbata	Fibrous Spear-grass	90	

Grassy Woodland (EVC 175)

MORNINGTON PENINSULA Shire

Scientific name	Common name	Height	Available in nurseries
Deyeuxia quadriseta	Reed Bent-grass	150	✓
Dichelechne crinita	Long-hair Plume-grass	100	✓
Eragrostis brownii	Common Love-grass	50	✓
Imperata cylindrica	Blady Grass	50	✓
Lachnagrostis aemula	Leafy Blown-grass	80	✓
Lachnagrostis filiformis	Common Blown-grass	60	
Microlaena stipoides	Weeping Grass	70	✓
Pentapogon quadrifidus	Five-awned Spear-grass	70	
Poa morrisii	Soft Tussock-grass	80	✓
Poa sieberiana	Grey Tussock-grass	80	✓
Rytidosperma caespitosum	Common Wallaby-grass	80	✓
Rytidosperma geniculatum	Kneed Wallaby-grass	25	✓
Rytidosperma laeve	Smooth Wallaby-grass	60	
Rytidosperma pilosum	Velvet Wallaby-grass	100	✓
Rytidosperma racemosum var. racemosum	Stiped Wallaby-grass	60	
Rytidosperma setaceum	Bristly Wallaby-grass	100	✓
Themeda triandra	Kangaroo Grass	100	✓
Ground covers		**cm**	
Acaena agnipila	Hairy Sheep's Burr	50	
Acaena echinata	Sheep's Burr	40	
Acaena novae-zelandiae	Bidgee-widgee	20	✓
Acaena ovina	Australian Sheep's Burr	60	
Acianthus caudatus	Mayfly Orchid	25	
Acianthus exsertus s.l.	Gnat Orchid	30	
Acianthus pusillus	Small Mosquito Orchid	20	
Acrotriche prostrata	Trailing Ground-berry	5	✓
Acrotriche serrulata	Honey-pots	30	✓
Apalochlamys spectabilis	Showy Cassinia	200	
Aphelia pumilio	Dwarf Aphelia	3	
Arthropodium milleflorum	Pale Vanilla-lily	100	✓
Arthropodium strictum	Chocolate Lily	120	✓
Asperula scoparia	Prickly Woodruff	15	✓
Billardiera scandens	Common Apple-berry	120	✓
Bossiaea prostrata	Creeping Bossiaea	10	✓
Brachyscome decipiens	Field Daisy	20	
Brunonia australis	Blue Pincushion	50	✓
Bulbine bulbosa	Bulbine Lily	50	✓
Burchardia umbellata	Milkmaids	65	✓
Caesia calliantha	Blue Grass-lily	70	✓
Caesia parviflora	Pale Grass-lily	75	
Caladenia carnea	Pink Fingers	25	
Caladenia dilatata	Green-comb Spider-orchid	40	
Caladenia pusilla	Tiny Caladenia	10	

Grassy Woodland (EVC 175)

MORNINGTON PENINSULA Shire

Scientific name	Common name	Height	Available in nurseries
Calochilus robertsonii	Purplish Beard-orchid	45	
Carex breviculmis	Common Grass-sedge	30	
Carex inversa	Knob Sedge	50	
Centella cordifolia	Centella	20	✓
Centrolepis aristata	Pointed Centrolepis	10	
Centrolepis strigosa subsp. *strigosa*	Hairy Centrolepis	10	
Chamaescilla corymbosa	Blue Stars	15	
Chiloglottis valida	Common Bird-orchid	6	
Chrysocephalum apiculatum	Common Everlasting	60	✓
Chrysocephalum semipapposum	Clustered Everlasting	100	
Convolvulus erubescens	Pink Bindweed	15	✓
Coronidium scorpioides	Button Everlasting	50	✓
Corybas incurvus	Slaty Helmet-orchid	2	
Cymbonotus preissianus	Austral Bear's-ears	10	
Dianella brevicaulis	Small-flower Flax-lily	50	✓
Dianella longifolia	Pale Flax-lily	130	✓
Dianella revoluta s.l.	Black-anther Flax-lily	80	✓
Dichondra repens	Kidney-weed	4	✓
Dipodium punctatum	Hyacinth Orchid	100	
Diuris orientis	Wallflower Orchid	45	
Drosera aberrans	Scented Sundew	5	
Drosera auriculata	Tall Sundew	50	
Drosera auriculata	Pale Sundew	50	
Empodisma minus	Spreading Rope-rush	200	
Epilobium billardiereanum subsp. *cinereum*	Variable Willow-herb	100	
Eriochilus cucullatus	Parson's Bands	20	
Euchiton involucratus	Common Cudweed	50	
Euchiton japonicus	Creeping Cudweed	40	
Euchiton sphaericus	Star Cudweed	50	
Ficinia nodosa	Knobby Club-sedge	100	✓
Gahnia radula	Thatch Saw-sedge	100	✓
Galium australe	Tangled Bedstraw	40	
Galium gaudichaudii	Rough Bedstraw	30	
Galium leiocarpum	Maori Bedstraw	30	
Gastrodia sesamoides s.l.	Cinnamon Bells	120	
Geranium solanderi s.l.	Austral Cranesbill	30	✓
Glossodia major	Wax-lip Orchid	30	
Gonocarpus tetragynus	Common Raspwort	30	✓
Goodenia geniculata	Bent Goodenia	10	✓
Hackelia suaveolens	Sweet Hound's-tongue	30	
Haloragis heterophylla	Varied Raspwort	50	
Hydrocotyle callicarpa	Small Pennywort	8	
Hydrocotyle foveolata	Yellow Pennywort	10	
Hydrocotyle laxiflora	Stinking Pennywort	15	✓
Hypericum gramineum	Small St John's Wort	40	✓

Grassy Woodland (EVC 175)

MORNINGTON PENINSULA Shire

Scientific name	Common name	Height	Available in nurseries
Hypericum japonicum	Matted St John's Wort	8	
Hypoxis hygrometrica	Golden Weather-glass	20	
Isolepis marginata	Little Club-sedge	10	
Isolepis platycarpa	Broad-fruit Club-sedge	20	
Juncus bufonius	Toad Rush	20	
Juncus pallidus	Pale Rush	150	✓
Juncus planifolius	Broad-leaf Rush	50	
Kennedia prostrata	Running Postman	5	✓
Lagenophora stipitata	Common Bottle-daisy	20	✓
Lagenophora sublyrata	Slender Bottle-daisy	35	
Laphangium luteoalbum	Jersey Cudweed	50	
Lepidosperma curtisiae	Little Sword-sedge	25	
Lepidosperma filiforme	Common Rapier-sedge	90	
Lepidosperma gunnii	Slender Sword-sedge	40	
Lepidosperma laeve	Clustered Sword-sedge	55	
Lepidosperma laterale	Variable Sword-sedge	80	✓
Leptoceras menziesii	Hare Orchid	25	
Leptorhynchos squamatus subsp. *squamatus*	Scaly Buttons	15	
Leptorhynchos tenuifolius	Wiry Buttons	60	✓
Linum marginale	Native Flax	60	✓
Lomandra filiformis	Wattle Mat-rush	50	✓
Lomandra longifolia	Spiny-headed Mat-rush	100	✓
Lomandra multiflora subsp. *multiflora*	Many-flowered Mat-rush	80	✓
Luzula meridionalis	Common Woodrush	30	
Machaerina acuta	Pale Twig-sedge	50	
Microseris sp.	Yam Daisy	60	✓
Microtis parviflora	Slender Onion-orchid	50	
Microtis unifolia	Common Onion-orchid	90	
Myosotis australis	Austral Forget-me-not	30	
Opercularia ovata	Broad-leaf Stinkweed	10	✓
Opercularia varia	Variable Stinkweed	10	✓
Oxalis exilis	Shady Wood-sorrel	8	
Oxalis perennans	Grassland Wood-sorrel	15	
Patersonia fragilis	Short Purple-flag	60	
Pauridia glabella	Yellow star	30	
Pelargonium australe	Austral Stork's-bill	60	✓
Picris angustifolia subsp. *angustifolia*	Native Picris	80	
Pimelea humilis	Common Rice-flower	30	✓
Plantago varia	Variable Plantain	40	
Podolepis jaceoides	Showy Podolepis	60	✓
Poranthera microphylla	Small Poranthera	15	
Pterostylis curta	Blunt Greenhood	30	
Pterostylis melagramma	Tall Greenhood	80	
Pterostylis nutans	Nodding Greenhood	30	
Pterostylis parviflora	Tiny Greenhood	25	

Grassy Woodland (EVC 175)

MORNINGTON PENINSULA Shire

Scientific name	Common name	Height	Available in nurseries
Pterostylis pedunculata	Maroonhood	25	
Ranunculus lappaceus	Australian Buttercup	50	✓
Ranunculus pumilio	Ferny Small-flower Buttercup	30	
Ranunculus sessiliflorus	Annual Buttercup	30	
Schoenus apogon	Common Bog-sedge	25	
Schoenus tesquorum	Soft Bog-sedge	45	
Senecio glomeratus	Annual Fireweed	120	
Senecio hispidulus	Rough Fireweed	100	
Senecio phelleus	Rock Fireweed	100	
Senecio pinnatifolius	Variable Groundsel	120	✓
Senecio quadridentatus	Cotton Fireweed	120	✓
Senecio squarrosus	Leafy Fireweed	40	
Solenogyne dominii	Smooth Solenogyne	2	
Solenogyne gunnii	Hairy Solenogyne	11	
Stylidium graminifolium	Grass Trigger-plant	80	✓
Styphelia humifusa	Cranberry Heath	50	✓
Thelymitra antennifera	Rabbit Ears	25	
Thelymitra flexuosa	Twisted Sun-orchid	20	
Thelymitra ixioides	Spotted Sun-orchid	60	
Thelymitra nuda	Plain Sun-orchid	40	
Thelymitra pauciflora	Slender Sun-orchid	50	
Thysanotus tuberosus subsp. *tuberosus*	Common Fringe-lily	50	✓
Tricoryne elatior	Yellow Rush-lily	70	
Veronica calycina	Hairy Speedwell	50	✓
Veronica gracilis	Slender Speedwell	60	✓
Veronica plebeia	Trailing Speedwell	20	
Viola betonicifolia subsp. *betonicifolia*	Showy Violet	20	
Viola hederacea	Ivy-leaf Violet	15	✓
Wahlenbergia gracilenta	Annual Bluebell	35	
Wahlenbergia gracilis	Sprawling Bluebell	80	
Wahlenbergia multicaulis	Many-stemmed Bluebell	75	✓
Wahlenbergia stricta subsp. *stricta*	Tall Bluebell	90	✓
Wurmbea dioica subsp. *dioica*	Common Early Nancy	30	
Xanthorrhoea minor subsp. *lutea*	Small Grass-tree	100	✓
Xanthosia dissecta s.l.	Cut-leaf Xanthosia	15	✓
Xanthosia huegelii	Heath Xanthosia	10	
Ferns		**cm**	
Adiantum aethiopicum	Common Maidenhair	35	
Lindsaea linearis	Screw Fern	20	
Pteridium esculentum subsp. *esculentum*	Austral Bracken	100	
Climbers, epiphytes			
Amyema pendula subsp. *pendula*	Drooping Mistletoe		
Billardiera scandens	Common Apple-berry		✓

Grassy Woodland (EVC 175)

MORNINGTON PENINSULA Shire

Scientific name	Common name	Height	Available in nurseries
Cassytha melantha	Coarse Dodder-laurel		
Cassytha pubescens	Downy Dodder-laurel		
Clematis aristata	Mountain Clematis		✓
Clematis microphylla	Small-leaved Clematis		✓
Comesperma volubile	Love Creeper		✓
Glycine clandestina	Twining Glycine		✓
Muellerina eucalyptoides	Creeping Mistletoe		
Thysanotus patersonii	Twining Fringe-lily		✓

Venant Solutions Pty Ltd
Level 1, Suite 101
26-30 Rokeby Street
Collingwood VIC 3066
PO Box 877

Our Ref: JS: L.M00488.FloodReport.001.00.docx

3 January 2024

65 Walsh St
South Yarra
VIC 3141

Attention: Tom Harley and Sarah Kennedy

Dear Tom and Sarah

RE: 155 BOYDS ROAD, FLINDERS – FLOOD HYDRAULIC REPORT

Venant Solutions has completed a flood assessment of the proposed development at 155 Boyds Rd, Flinders (the Site). In a letter dated 04/07/2023 (MW Ref: MWA-1296754) Melbourne Water has requested an amended development application that shows access to the proposed development meets the following flood safety criteria in the 1% AEP (Annual Exceedance Probability):

- Depth should be no greater than 500 mm
- Velocity should be no greater than 2.0 m/s
- The product of depth and velocity should be no greater than 0.40 m^2/s

This letter presents the details of the assessment undertaken and how the design compares to Melbourne Water's requirements for flood safety and impacts.

Background

The Site is currently used for cattle grazing and features a farm dam and vegetation along Spring Creek which runs from west to east through the property. The upstream catchment is approximately 3 km^2 and is largely undeveloped. Current structures include a farm shed in the southwest corner of the property and a pumping station by the farm dam. A driveway runs along the west boundary of the Site with a crossing (ford) over the creek. From a Site inspection it was found that a 450 mm pipe runs under the ford. The Site location is shown in Figure 1.

The proposed development includes construction of a dwelling on the southside of Spring Creek, requiring crossing of the creek to allow access from Boyds Rd in the north. The creek bed level near the ford is approximately 52.1 m AHD. It is proposed that the existing ford be upgraded to a road level of 52.85 m AHD and 6 | 1200 x 450 mm box culverts be installed underneath to allow for conveyance of flow. If it is preferred pipes could be used with equivalent area.

2

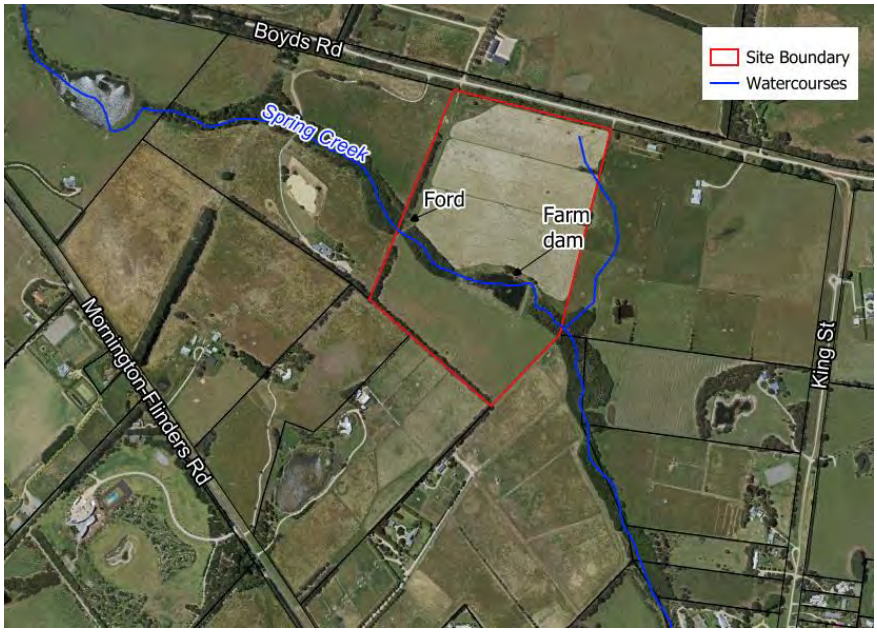


Figure 1 Site Locality

Flood Assessment

A new TUFLOW model was developed for this assessment with the model inflow boundary provided by Melbourne Water.

A TUFLOW 2D hydraulic model was used to define the flood behaviour of the Site and assess the proposed development. The model layout is shown in Figure 2 and was developed in accordance with guidance provided in the by the Australian Rainfall and Runoff Guidelines (2019) and the Melbourne Water's AM STA 6200 Flood Mapping Projects Specifications (2020). TUFLOW version 2023-03-AA-iSP-w64 was used for this assessment. The models were run with TUFLOW's HPC solver.

Details of the existing conditions model development include:

- Model grid size of 1 m was used.
- The base topography was defined by a LiDAR DEM created from the Greater Melbourne LiDAR Project captured in November 2017.
- The adopted Manning's 'n' surface roughness values are summarised in Table 1 for each surface (material) type.
- 1% AEP flow plot output data at the Site ford was provided by Melbourne Water. The data was used as an inflow hydrograph and applied sufficiently upstream of the ford so as to not influence results. The hydrograph had a peak flow of 8.5 m^3/s.
- The model downstream boundary (outflow) was located sufficiently far away from the area of interest to not influence the results of the assessment and were modelled using normal depth HQ) boundaries with a slope of 0.015.
- The farm dam could not be accessed during the site visit so it is unknown if there is an outlet pipe. It was assumed there is no pipe and that the dam would be full during the 1% AEP event. An initial water level was applied to the farm dam set at the outlet level of 50.2 m AHD. The farm dam bund was also reinforced with a thin z-shape line using LiDAR levels.
- The ford was reinforced with a thin z-shape line using LiDAR levels.

3

- A 1D pipe was used to model the existing 450 mm RCP under the ford. Pipe invert levels were estimated by measuring the distance between the pipe obverts and the road level during a site inspection, and observing the invert levels were at the creek bed level. A z-shape region was used to flatten the bed level around pipe exits to the invert level (consistent with site observations).

Table 1 Adopted Manning's 'n' Values

Surface type (Material)	Manning's 'n'
Short grass/minimal vegetation	0.04
Thick grass	0.06
Thick vegetation (trees)	0.09
Spring Creek main channel	0.05
Farm dam	0.04
Dirt road	0.03
Pumping station	0.3

Existing Conditions

Mapping of the existing conditions modelling results is provided as follows:

- Figure 3: Proposed Case Peak 1% AEP Depth
- Figure 4: Proposed Case Peak 1% AEP Velocity
- Figure 5: Proposed Case Peak 1% AEP Velocity × Depth

The existing conditions results show depth and velocity within Melbourne Water's safety criteria, however the maximum Velocity x Depth (VD) product is approximately 0.55 m^2/s and hence exceeds the safety criterion.

Developed Conditions

The proposed dwelling is located well outside the flood extent on ground above 56 m AHD and so was not modelled. To meet VD safety criteria it is proposed to raise the ford to a minimum level of 52.85 m AHD. To represent the proposed ford a z-shape region was applied along the existing ford and set to 52.85 m AHD. The existing pipe was removed and a 1D pipe was used to represent the 6 | 1200 x 450 mm box culverts. Existing pipe invert levels (52.1 m AHD upstream and 52.0 m AHD downstream) were assumed in the upgraded culverts. If necessary, the invert of the box culverts can be adjusted to match the actual creek bed levels rather than estimated level used here without impacting of the 1% AEP results presented in this report. This is because the culverts are operating under outlet-controlled flow which means the invert level is not affecting the culvert flow calculation in the model.

Mapping of the proposed case flood assessment results is provided as follows:

- Figure 6: Proposed Case Peak 1% AEP Depth
- Figure 7: Proposed Case Peak 1% AEP Velocity
- Figure 8: Proposed Case Peak 1% AEP Velocity × Depth
- Figure 9: Change in Peak 1% AEP Flood Level

Flood Safety

Figure 6, Figure 7, and Figure 8show the peak flood depth, velocity, and VD of the proposed ford, respectively.

There are 2 small regions on the ford in the VD mapping showing VD above 0.4 m^2/s. This is due to the orientation of the model grid. The model grid is oriented approx. 40° from the north/south axis to be in the

direction of flow along Spring Creek and improve modelling accuracy. The cells in the mapping output however can only be oriented north/south. Cells showing VD above 0.4 m^2/s on the road are actually located in the creek.

Results show the maximum depth, velocity, and VD on the road to be within Melbourne Water's safety criteria.

Flood Impacts

Figure 9 shows the change in peak flood level mapping for the 1% AEP event. In this figure change in flood level is mapped in accordance with the colour ranges shown in the legend. The green shades show areas where there would be a reduction in flood level with the upgraded ford and the brown/red shades show where there would be increases. The lemon shade shows where changes are within the 10 mm modelling tolerance.

The modelling shows that all increases in flooding in excess of 10 mm is confined to within the Site with no material flood impact on neighbouring properties.

Summary

The analysis reported on herein shows:

- Safety requirements for access/egress have been met
- The proposed works do not impact on neighbouring properties during the 1% AEP event
- The proposed works do not obstruct flow and provides for passage of floodwaters

Please do not hesitate to contact the undersigned should you require any further information.

Yours sincerely,

Joseph Salloum
Project Engineer

Mark Jempson
Director (Reviewer)

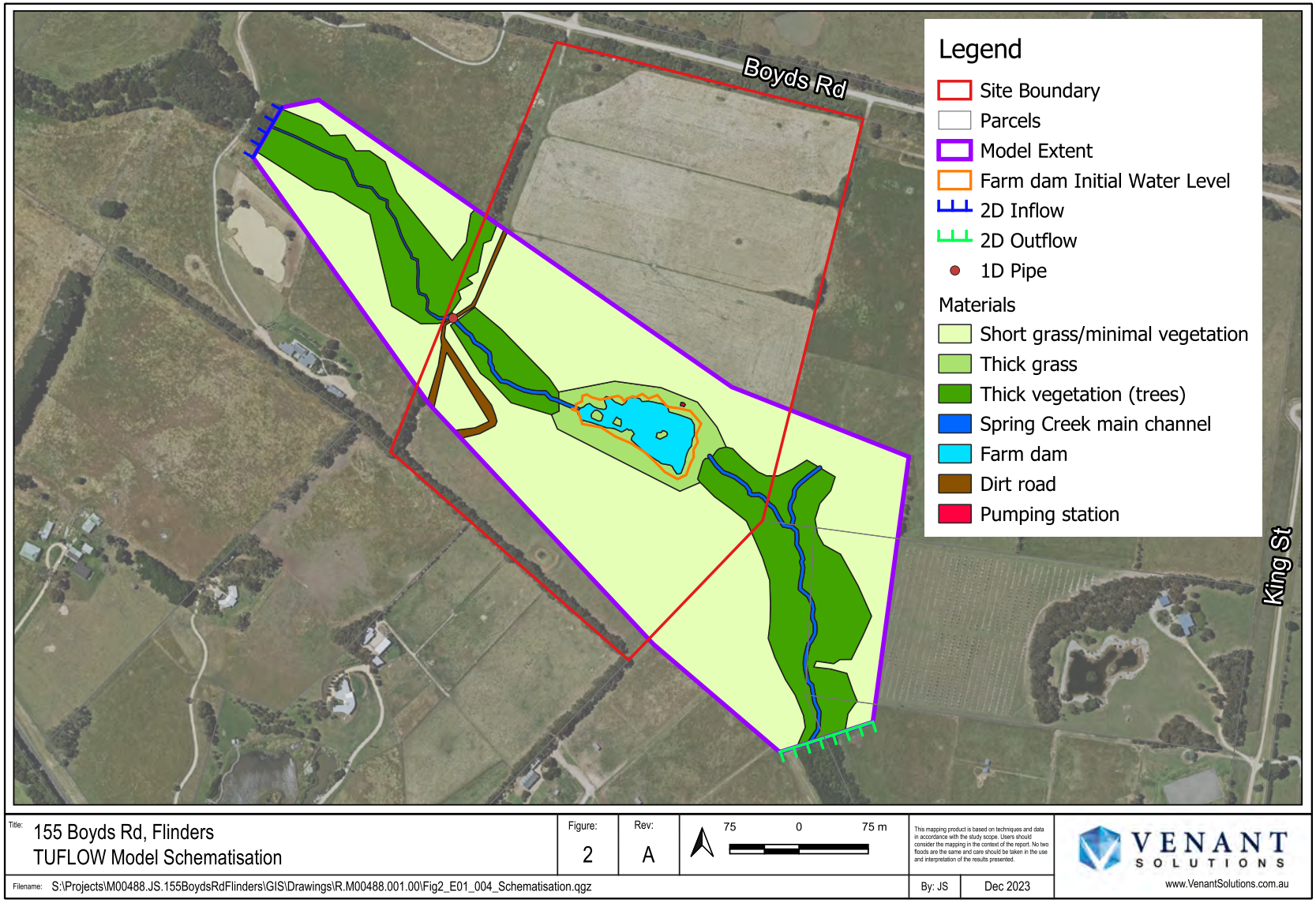
References

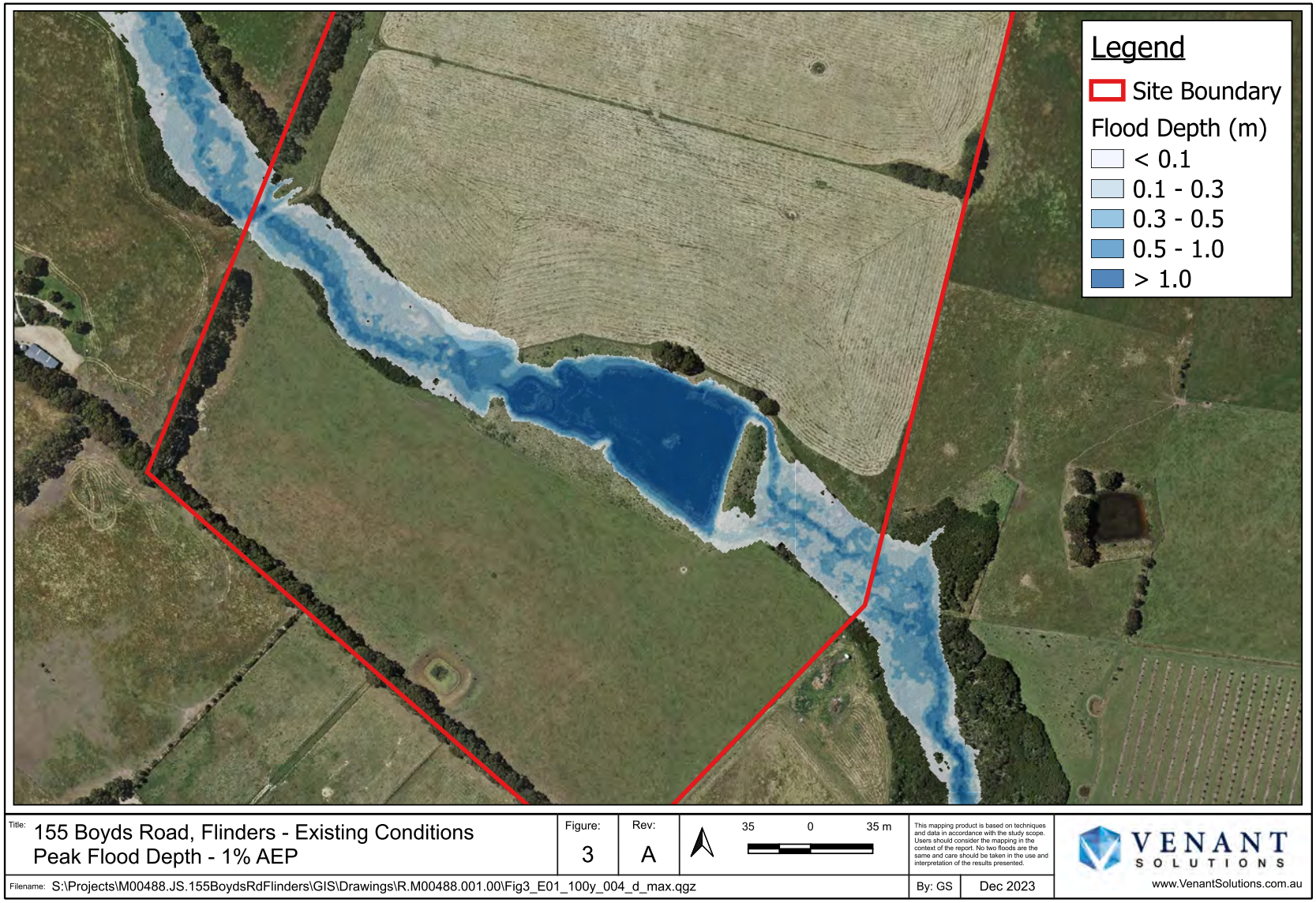
Ball J, Babister M, Nathan R, Weeks W, Weinmann E, Retallick M, Testoni I (Ed) (2019), Australian Rainfall and Runoff: A Guide to Flood Estimation, Commonwealth of Australia (Geoscience Australia).

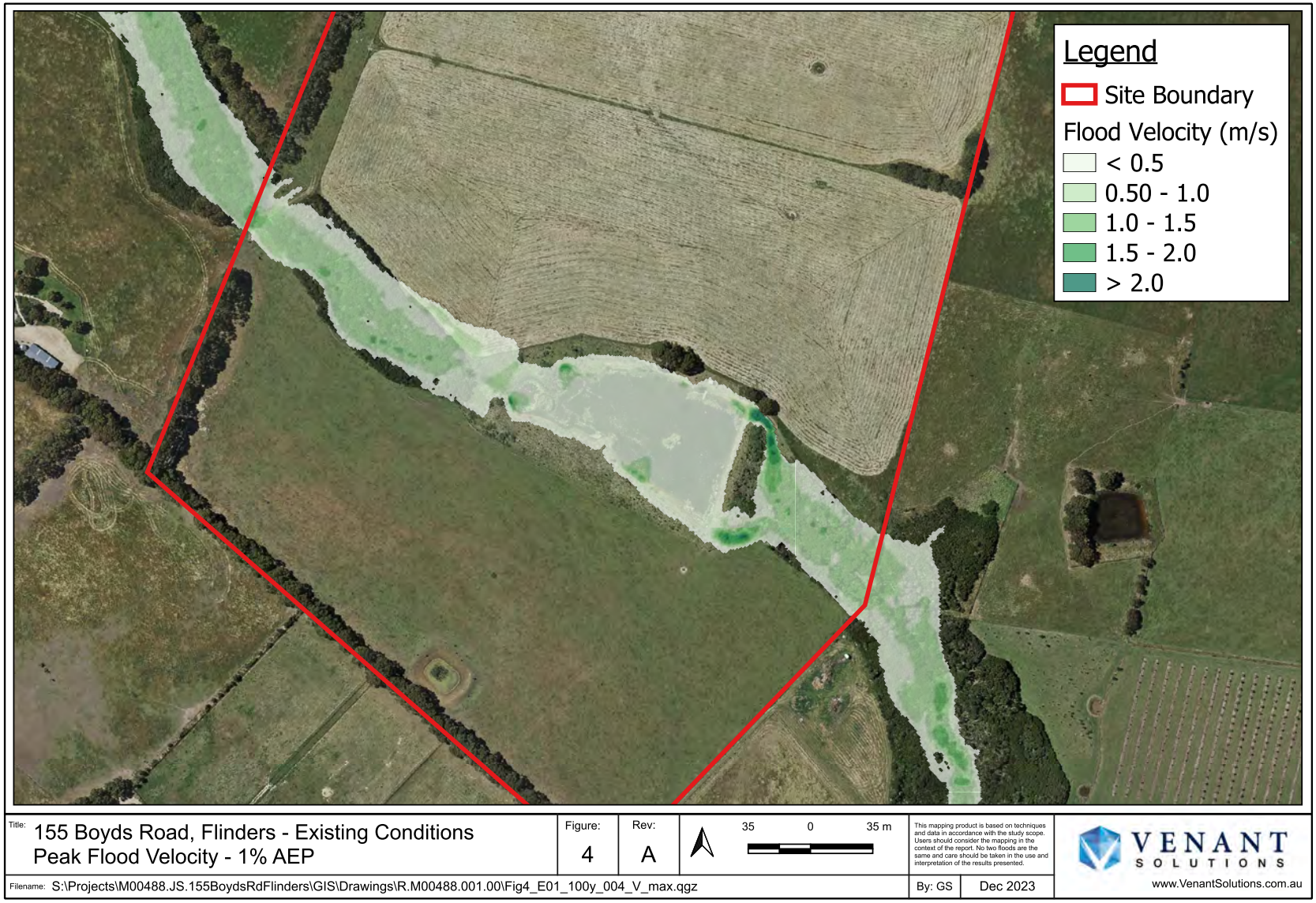
(MW) Melbourne Water Corporation (2020), AM STA 6200 Flood Mapping Projects Specification, Melbourne Water.

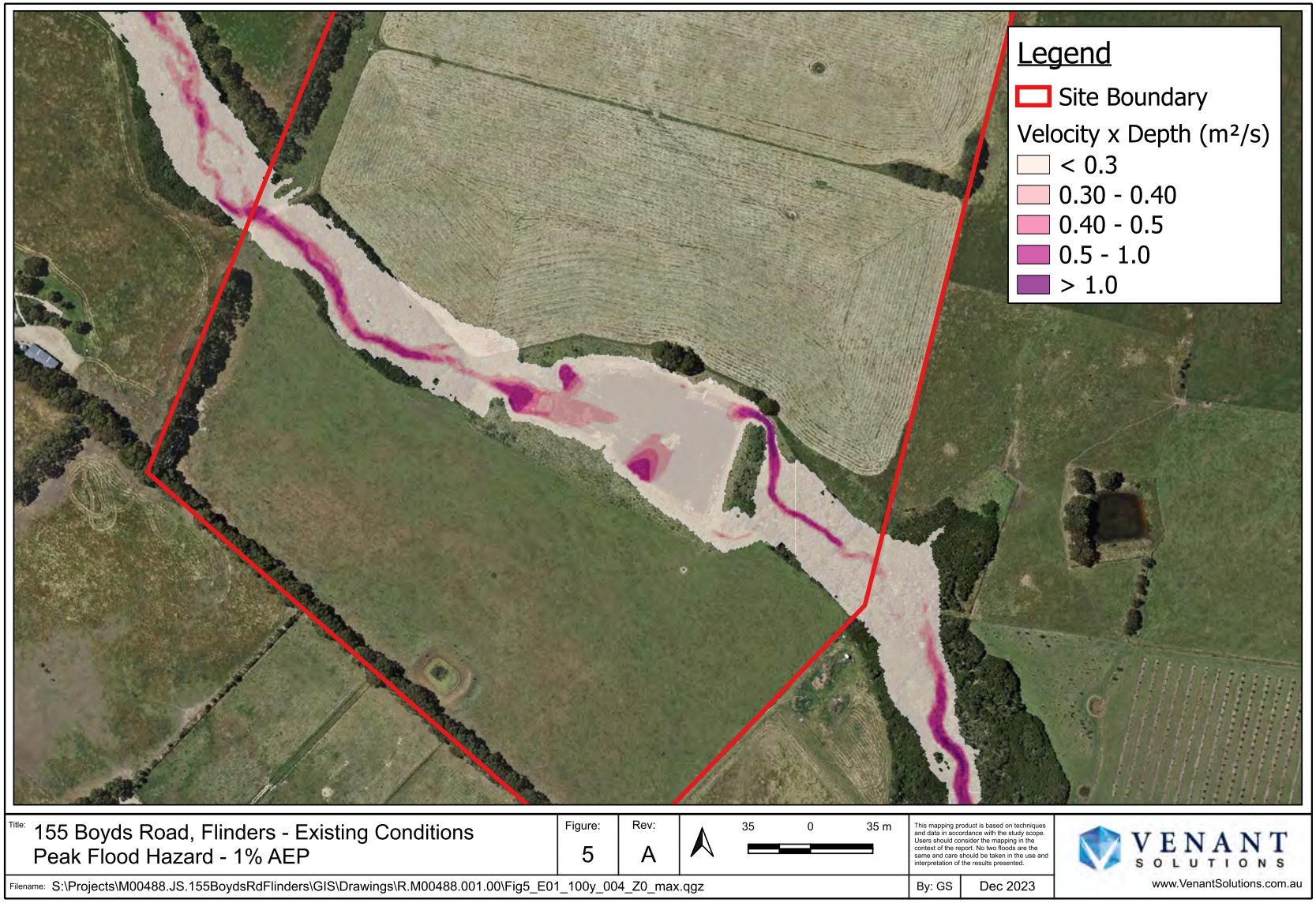
(DELWP) Department of Engineering, Land, Water and Planning (2019), Guidelines for Development in Flood Affected Areas (2019, DELWP.

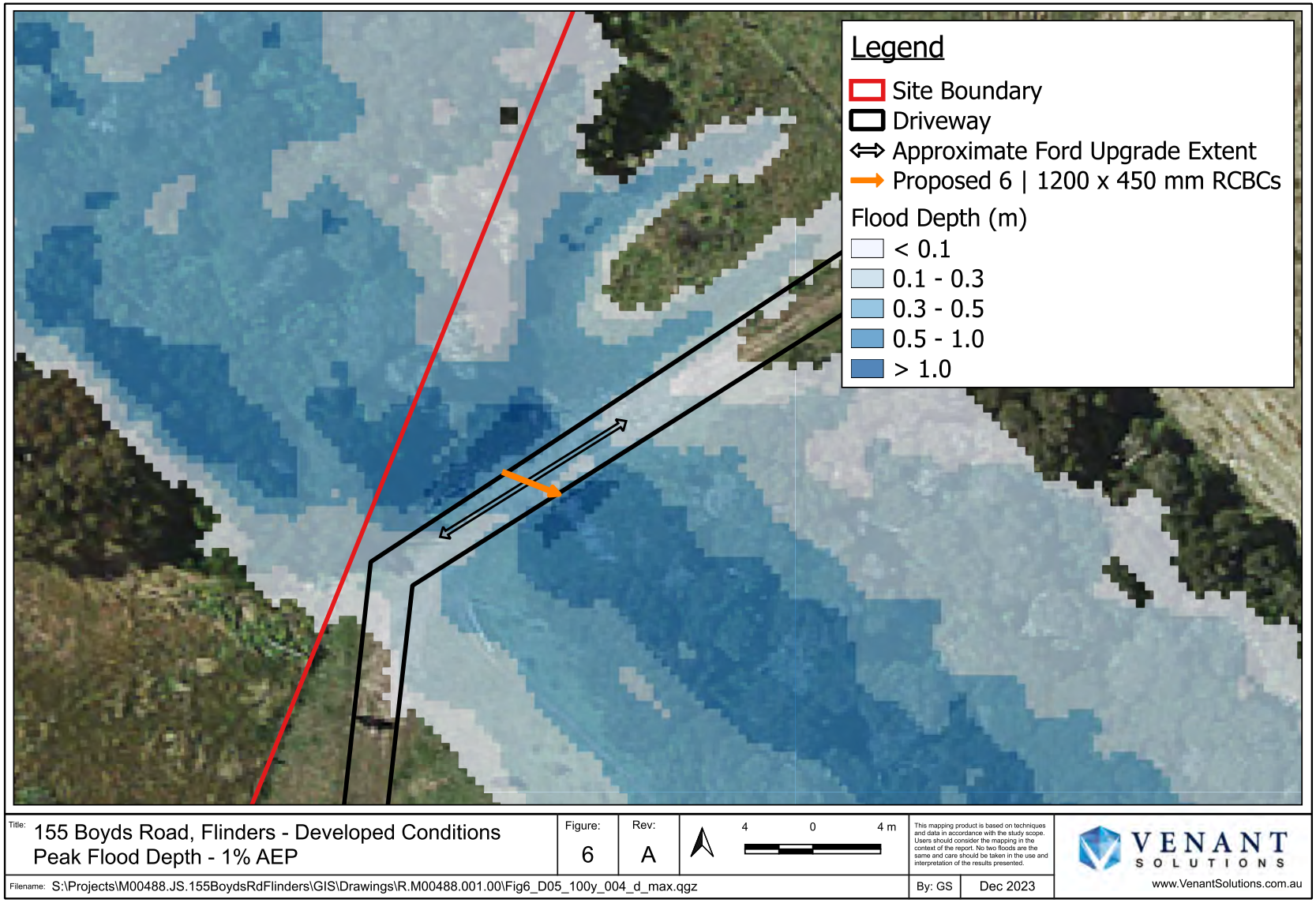
L.M00488.FloodReport.001.00.docx

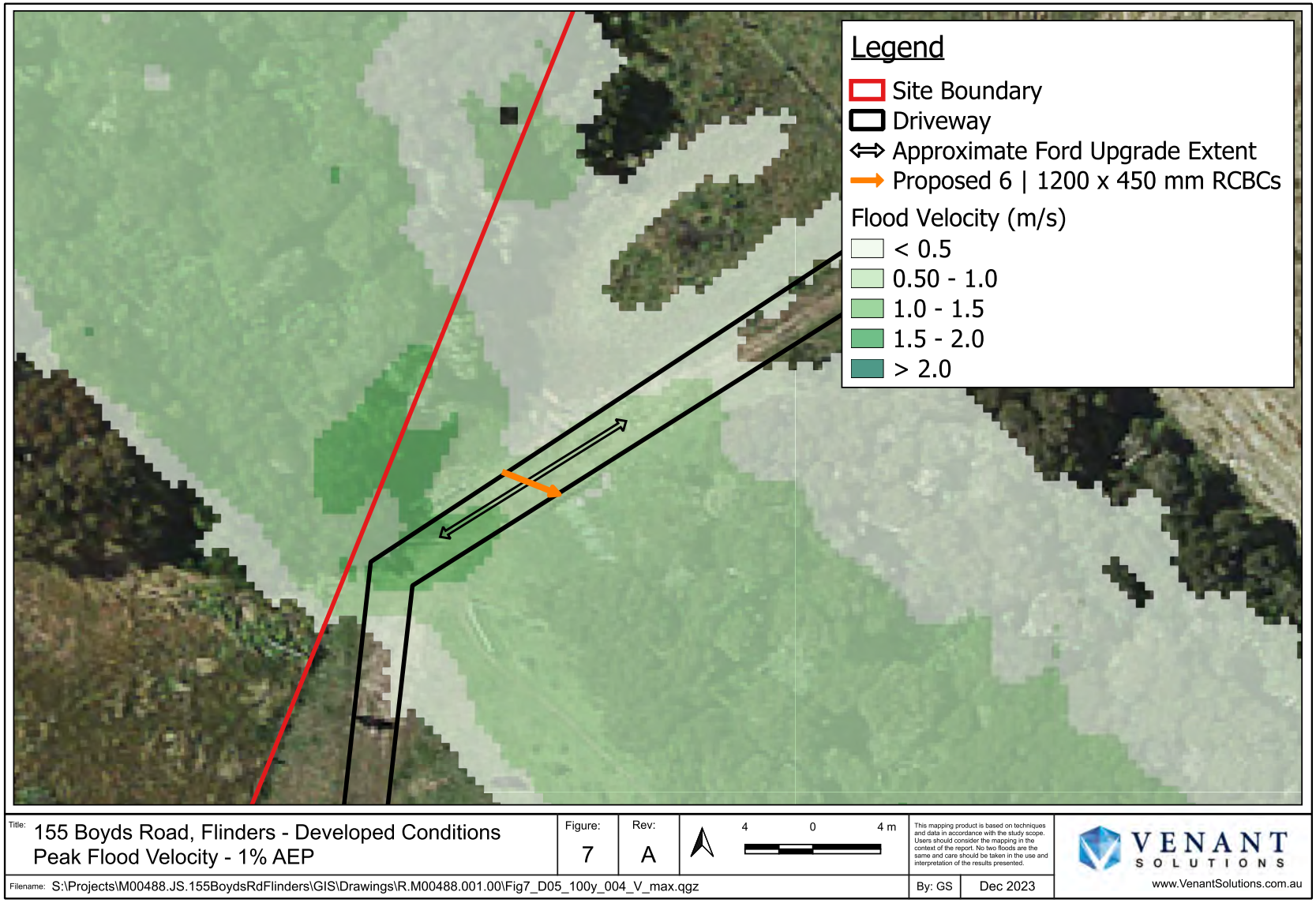

Boyds Rd
King St
Legend
Site Boundary
Parcels
Model Extent
Farm dam Initial Water Level
2D Inflow
2D Outflow
1D Pipe
Materials
Short grass/minimal vegetation
Thick grass
Thick vegetation (trees)
Spring Creek main channel
Farm dam
Dirt road
Pumping station
Title: 155 Boyds Rd, Flinders
TUFLOW Model Schematisation
Figure: 2
Rev: A
75 0 75 m
This mapping product is based on techniques and data in accordance with the study scope. Users should consider the mapping in the context of the report. No two floods are the same and care should be taken in the use and interpretation of the results presented.
Filename: S:\Projects\M00488.JS.155BoydsRdFlinders\GIS\Drawings\R.M00488.001.00\Fig2_E01_004_Schematisation.qgz
By: JS
Dec 2023
VENANT SOLUTIONS
www.VenantSolutions.com.au

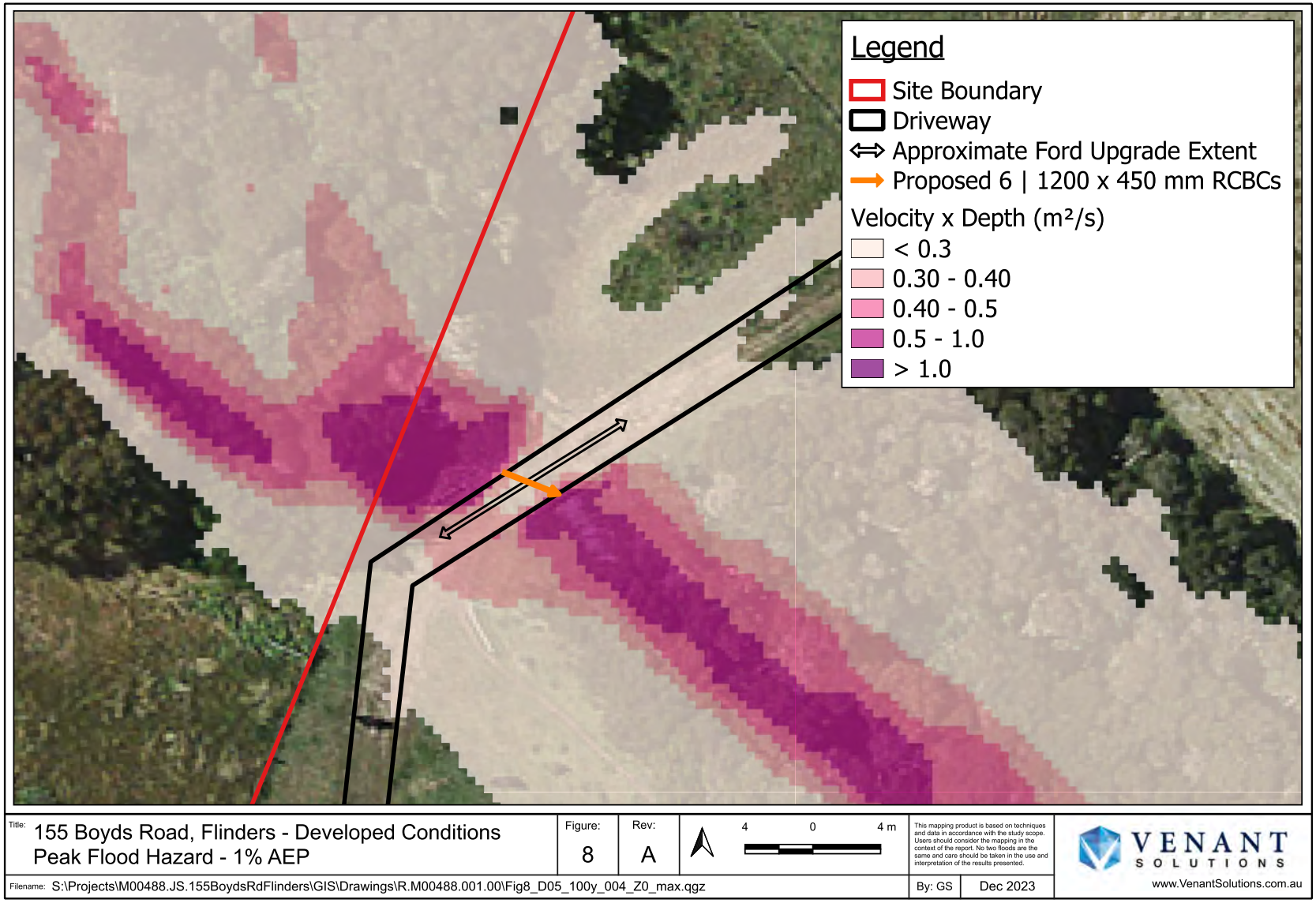

Legend
Site Boundary
Flood Depth (m)
< 0.1
0.1 - 0.3
0.3 - 0.5
0.5 - 1.0
> 1.0
Title: 155 Boyds Road, Flinders - Existing Conditions
Peak Flood Depth - 1% AEP
Figure: 3
Rev: A
35 0 35 m
This mapping product is based on techniques and data in accordance with the study scope. Users should consider the mapping in the context of the report. No two floods are the same and care should be taken in the use and interpretation of the results presented.
Filename: S:\Projects\M00488.JS.155BoydsRdFlinders\GIS\Drawings\R.M00488.001.00\Fig3_E01_100y_004_d_max.qgz
By: GS
Dec 2023
VENANT SOLUTIONS
www.VenantSolutions.com.au

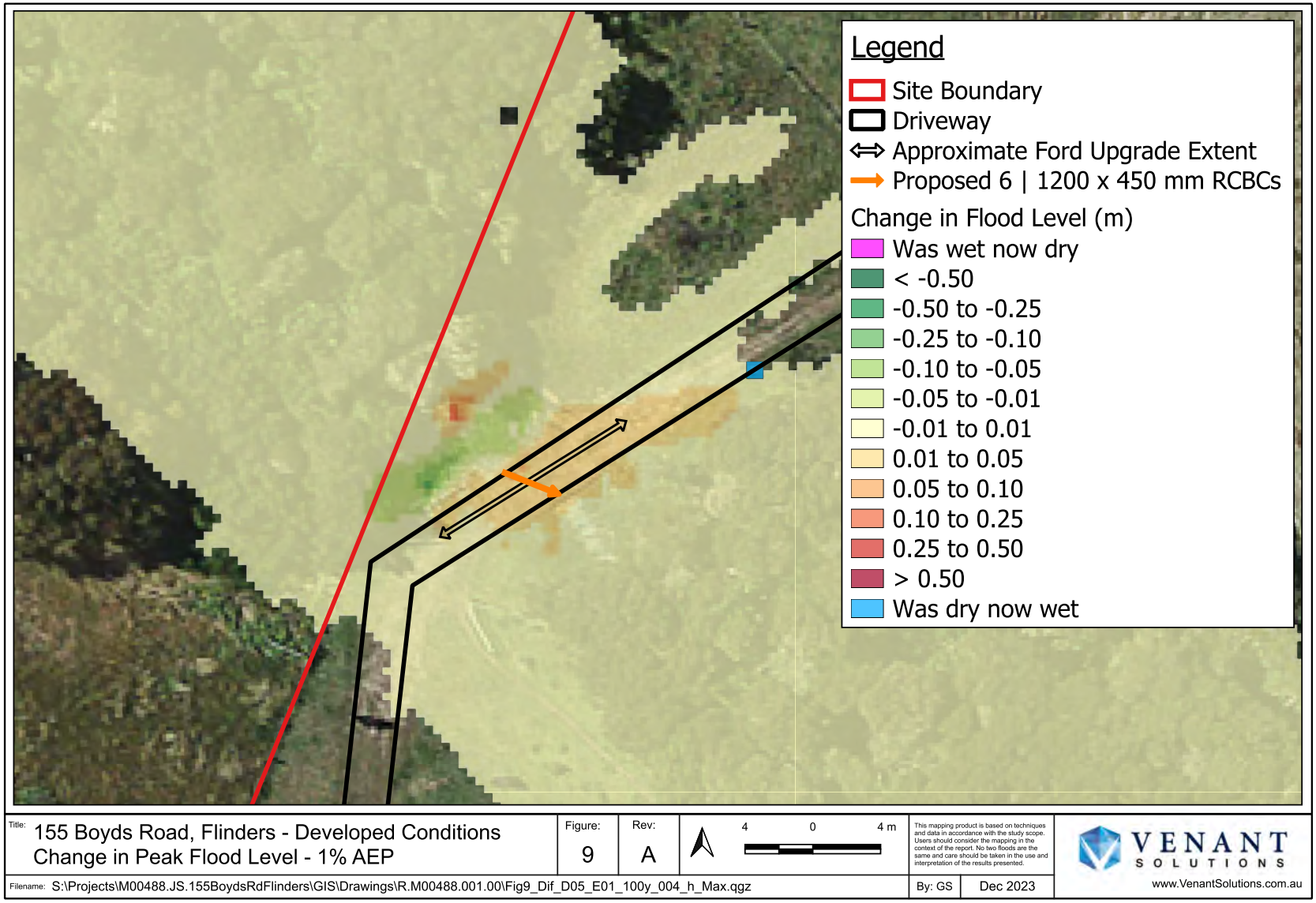

Legend
Site Boundary
Flood Velocity (m/s)
< 0.5
0.50 - 1.0
1.0 - 1.5
1.5 - 2.0
> 2.0
Title: 155 Boyds Road, Flinders - Existing Conditions
Peak Flood Velocity - 1% AEP
Figure: 4
Rev: A
35 0 35 m
This mapping product is based on techniques and data in accordance with the study scope. Users should consider the mapping in the context of the report. No two floods are the same and care should be taken in the use and interpretation of the results presented.
Filename: S:\Projects\M00488.JS.155BoydsRdFlinders\GIS\Drawings\R.M00488.001.00\Fig4_E01_100y_004_V_max.qgz
By: GS
Dec 2023
VENANT SOLUTIONS
www.VenantSolutions.com.au


Legend
Site Boundary
Velocity x Depth (m²/s)
< 0.3
0.30 - 0.40
0.40 - 0.5
0.5 - 1.0
> 1.0
Title: 155 Boyds Road, Flinders - Existing Conditions
Peak Flood Hazard - 1% AEP
Figure: 5
Rev: A
35 0 35 m
This mapping product is based on techniques and data in accordance with the study scope. Users should consider the mapping in the context of the report. No two floods are the same and care should be taken in the use and interpretation of the results presented.
Filename: S:\Projects\M00488.JS.155BoydsRdFlinders\GIS\Drawings\R.M00488.001.00\Fig5_E01_100y_004_Z0_max.qgz
By: GS
Dec 2023
VENANT SOLUTIONS
www.VenantSolutions.com.au


Legend
Site Boundary
Driveway
Approximate Ford Upgrade Extent
Proposed 6 | 1200 x 450 mm RCBCs
Flood Depth (m)
< 0.1
0.1 - 0.3
0.3 - 0.5
0.5 - 1.0
> 1.0
Title: 155 Boyds Road, Flinders - Developed Conditions
Peak Flood Depth - 1% AEP
Figure: 6
Rev: A
4 0 4 m
This mapping product is based on techniques and data in accordance with the study scope. Users should consider the mapping in the context of the report. No two floods are the same and care should be taken in the use and interpretation of the results presented.
Filename: S:\Projects\M00488.JS.155BoydsRdFlinders\GIS\Drawings\R.M00488.001.00\Fig6_D05_100y_004_d_max.qgz
By: GS
Dec 2023
VENANT SOLUTIONS
www.VenantSolutions.com.au


Legend
Site Boundary
Driveway
Approximate Ford Upgrade Extent
Proposed 6 | 1200 x 450 mm RCBCs
Flood Velocity (m/s)
< 0.5
0.50 - 1.0
1.0 - 1.5
1.5 - 2.0
> 2.0
Title: 155 Boyds Road, Flinders - Developed Conditions
Peak Flood Velocity - 1% AEP
Figure: 7
Rev: A
4 0 4 m
This mapping product is based on techniques and data in accordance with the study scope. Users should consider the mapping in the context of the report. No two floods are the same and care should be taken in the use and interpretation of the results presented.
Filename: S:\Projects\M00488.JS.155BoydsRdFlinders\GIS\Drawings\R.M00488.001.00\Fig7_D05_100y_004_V_max.qgz
By: GS
Dec 2023
VENANT SOLUTIONS
www.VenantSolutions.com.au


Legend
Site Boundary
Driveway
Approximate Ford Upgrade Extent
Proposed 6 | 1200 x 450 mm RCBCs
Velocity x Depth (m²/s)
< 0.3
0.30 - 0.40
0.40 - 0.5
0.5 - 1.0
> 1.0
Title: 155 Boyds Road, Flinders - Developed Conditions
Peak Flood Hazard - 1% AEP
Figure: 8
Rev: A
4 0 4 m
This mapping product is based on techniques and data in accordance with the study scope. Users should consider the mapping in the context of the report. No two floods are the same and care should be taken in the use and interpretation of the results presented.
Filename: S:\Projects\M00488.JS.155BoydsRdFlinders\GIS\Drawings\R.M00488.001.00\Fig8_D05_100y_004_Z0_max.qgz
By: GS
Dec 2023
VENANT SOLUTIONS
www.VenantSolutions.com.au


Legend
Site Boundary
Driveway
Approximate Ford Upgrade Extent
Proposed 6 | 1200 x 450 mm RCBCs
Change in Flood Level (m)
Was wet now dry
< -0.50
-0.50 to -0.25
-0.25 to -0.10
-0.10 to -0.05
-0.05 to -0.01
-0.01 to 0.01
0.01 to 0.05
0.05 to 0.10
0.10 to 0.25
0.25 to 0.50
> 0.50
Was dry now wet
Title: 155 Boyds Road, Flinders - Developed Conditions
Change in Peak Flood Level - 1% AEP
Figure: 9
Rev: A
4 0 4 m
This mapping product is based on techniques and data in accordance with the study scope. Users should consider the mapping in the context of the report. No two floods are the same and care should be taken in the use and interpretation of the results presented.
Filename: S:\Projects\M00488.JS.155BoydsRdFlinders\GIS\Drawings\R.M00488.001.00\Fig9_Dif_D05_E01_100y_004_h_Max.qgz
By: GS
Dec 2023
VENANT SOLUTIONS
www.VenantSolutions.com.au

EnProve
AG & ENVIRONMENT

PO Box 817, Warrnambool Vic 3280
Ph: 0448 866 205
Email: enprove@enprove.com.au
Web: www.enprove.com.au
ABN: 71 462 965 882

8th March 2024

Jackie Prossor
Prossor Town Planning

Via email: jackie@prossortownplanning.com.au

Letter of Farming Advice:

New Residential Dwelling 155 Boyds Road Flinders

I have been a farming consultant for more than 20 years, worked with over 4,000 farmers, soil tested over 20,000 farm paddocks and designed more than 600 farms.

When I am asked my opinion on what makes a good house site, it will always be the same. The spot where you can monitor your farm the best. That includes the paddocks, crops, all animals and the entry points.

Other factors to consider are prevailing weather, sun aspect, existing facilities and vegetation, landform and land shaping and safety. The quality of the amenity and the outlook should also be a consideration, farmers spend most of their time on their properties and should be rewarded with the enjoyment of the property they have invested in and spent thousands of hours developing and maintaining.

On this farm, the best site for monitoring and minimising disturbance is fairly self-evident. The front paddocks are clearly the most productive, with well-established pasture. Quality pasture can take years to establish fully; when you have it, protect it. The rear paddock, conversely, seems to have been excluded from that management and has low fertility, poor pasture development, and a very significant weed cover. That is likely to be attributed to being wetter ground, and it appears to contain a number of small water springs, which create areas of inundation and could, therefore, become non-trafficable. To improve the usability of this area, a new track would need to be constructed across that entire paddock to allow wet weather access. In this case, that track coincides with the placement of the dwelling and so isn't considered much of an agricultural loss but will allow the paddock to be used without creating damage, so an overall agricultural gain, in fact.

The placement of a dwelling can have an enormous impact on the viability and success of a property. A dwelling should be placed to allow the optimum visual and aural monitoring of a cattle herd. Large cattle properties have a mortality rate of 10-18%. That is because most animal activity is outside of the visual or aural monitoring range; animal death is considered a business cost. On smaller farms, a single animal death is a far higher percentage impost on the finances, and viability relies on having a low mortality rate. An animal death is more likely to be felt emotionally as well; farmers spend a lot of time with their stock.

On fully monitored farms, mortality decreases to below 2% loss. Distressed animals can be readily heard bellowing and assistance rendered. On this farm birthing stock and young calves will be held at the most sheltered corner of the site at the west. The established trees and lee of the hill will protect these vulnerable animals from the cold winter winds and rain. That area is nearby to the

EnProve
AG & ENVIRONMENT

PO Box 817, Warrnambool Vic 3280
Ph: 0448 866 205
Email: enprove@enprove.com.au
Web: www.enprove.com.au
ABN: 71 462 965 882

dwelling and adjoins the entry track, constant monitoring will automatically occur day and night, both audibly and every time a vehicle passes on the driveway.

Farmers undertake a duty of care when they take responsibility for farm animals; more recently, that duty of care has been formalised by the Australian Government, and the Victorian government is currently reviewing their policy and can be expected to adopt those standards in the next two years.

In summary:
The federal government's Animal Health Australia notes the 'risk to welfare of cattle' is the potential for a factor to affect the welfare of cattle in a way that causes pain, injury or distress to cattle. The outcome could include sunburn, hypothermia, heat stress, dehydration, exhaustion, abortion, injury, metabolic disease or death. Risks can be managed by undertaking reasonable actions to prevent or reduce them. 'Cattle' includes a single bovine animal.
Good husbandry principles that also meet the basic physiological and behavioural needs of cattle include:

- a level of nutrition adequate to sustain good health and welfare
- access to sufficient water of suitable quality to meet physiological needs
- social contact with other cattle
- sufficient space to stand, lie and stretch their limbs and perform normal patterns of behaviour
- handling facilities, equipment and procedures that minimise stress to the cattle.
- procedures to minimise the risk of pain, injury or disease.
- provision of appropriate treatment, including humane killing if necessary
- minimising the risk of predation
- provision of reasonable precautions against extremes of weather and the effects of natural disasters
- selection and breeding of cattle appropriate for the environment and the level of planned herd management to be provided.
- assessment of the need to undertake any husbandry procedures that may result in significant short-term pain against alternative strategies for the long-term welfare of the cattle.
- undertaking any husbandry procedures required for planned herd management in a manner that reduces the impact of these procedures and minimises risks to cattle welfare.

Clearly, farmers close to their stock, visually and audibly monitoring their stock, will be best placed to comply with the new legislation. Landholders engaged in rearing cattle will be considered legally responsible for the welfare of their cattle and must take their obligations extremely seriously. The placement of a dwelling should not only allow optimum visual and audible monitoring of their farms but also allow an understanding of any stressors cattle may be feeling and any threats occurring to the animals. In this instance, the proponents have identified the best site to allow almost total monitoring of their farm and comply with the outlined good husbandry principle.

The current planning scheme is currently lagging badly on animal welfare and the new planning clause 53: Animal Production (in draft) will hopefully address this. The so-called protection of agricultural land must never be used to trump the responsibility of animal welfare, and thankfully, there are new policies and legislations under consultation to address this poor policy.

EnProve
AG & ENVIRONMENT

PO Box 817, Warrnambool Vic 3280
Ph: 0448 866 205
Email: enprove@enprove.com.au
Web: www.enprove.com.au
ABN: 71 462 965 882

I do endorse the chosen house site; it seemed obvious to me why it was chosen. I don't understand why the council would want to dismiss the obvious advantages of the proposed dwelling placement.

Agriculturally, it allows excellent monitoring of the entire farm and the cattle, whichever part of the farm they are on. The improvement in access means a poor-quality paddock will be improved rather than remaining hidden down the back. The idea of keeping the maternity stock in the most sheltered part of the farm made good sense, and the dwelling location is near that stock, so any birthing complications or weak calves can be quickly attended to.

Farm crime has become rife and is a major consideration for every farmer now. Many farms are raided 2-3 times a year, and anyone in the house will readily see the front gate and will know if someone has entered the site.

Because of these factors, the farmers in the dwelling will be far better placed to meet their social obligations and, more and more, their legal obligations to provide the best animal welfare care they can.

Please feel free to contact me for any further clarification.

Dean Suckling
Agricultural & Environmental Consultant

PROSSOR

TOWN PLANNING

Planning Submission

155 Boyds Road, Flinders

www.prossortownplanning.com.au

PROSSOR
TOWN PLANNING

Document Type	Planning Report
Address	155 Boyds Road, Flinders
Proposal	Use and development of the land for a Dwelling
Author(s)	Jackie Prossor – Director, Prossor Town Planning
Author contact	jackie@prossortownplanning.com.au, 0409 100 433
Client	T Harley
Council	Mornington Peninsula Shire
Date	June 2023

Copyright © Prossor Town Planning Pty Ltd
This document is subject to and issued in accordance with the agreement between the land owners T Harley and Prossor Town Planning Pty Ltd acts in all professional matters as a faithful advisor to its Clients and exercises all reasonable skill and care on the provision of its professional services. The information presented herein has been compiled from a number of sources using a variety of methods. Except where expressly stated, Prossor Town Planning Pty Ltd does not attempt to verify the accuracy, validity or comprehensiveness of any information supplied to Prossor Town Planning by third parties. Prossor Town Planning makes no warranty, express or implied, or assumes any legal liability or responsibility for the accuracy, validity or comprehensiveness of the document, or the misapplication or misinterpretation by third parties of its contents.

Reference herein to any specific commercial product, process or service by trade name, trademark, manufacturer, or otherwise, does not necessarily constitute or imply its endorsement, recommendation, or favouring by Prossor Town Planning. The document cannot be copied or reproduced in whole for any purpose without the prior written consent of either Prossor Town Planning or the client.

PROSSOR
TOWN PLANNING

Contents

1. Introduction

2. Land Context – Subject Site and Surrounds

3. The Proposal

4. Planning Scheme Assessment

5. Conclusion

PROSSOR
TOWN PLANNING

1. Introduction

This application proposes the use and development of the land for a Dwelling which is in association with Agriculture (cattle breeding and rearing). The dwelling has been sited and designed to minimise any significant environmental or landscape impacts and to maximise the land available for Agriculture. There is no vegetation removal required and the building footprint is well setback from Spring Creek.

The subject land is located within the Green Wedge Zone, Schedule 3 under the Mornington Peninsula Planning Scheme and is affected by the following Overlays;

- Clause 42.01 - Environmental Significance Overlay – Schedules 12 and 17 (ESO12, ESO17)
- Clause 42.03 - Significant Landscape Overlay – Schedule 6 (SLO6)

A Planning Permit is required under the following provisions:

- Clause 35.04-1 (GWZ) – Use of the land for a Dwelling
- Clause 35.04-5 (GWZ) – Buildings and works associated with Section 2 use (Dwelling)
- Clause 42.01-2 (ESO12) - Buildings and works associated with Section 2 use (Dwelling)
- Clause 42.01-1 (ESO17) – Works (associated with the driveway only)
- Clause 42.03-1 (SLO6) - Buildings and works associated with Section 2 use (Dwelling)

The key issues requiring consideration when reviewing the Mornington Peninsula Planning Scheme, visiting the site and considering the proposal are;

- Is the use, siting and design of the dwelling appropriate having regard to the purpose of the GWZ?
- Does the Agricultural enterprise justify the Dwelling use?
- Will the development result in unacceptable environmental impacts particularly having regard to Spring Creek?
- Does the built form respond to the rural landscape?
- Is the proposal consistent with the Planning Policy Framework?

This report aims to address these questions and demonstrate that the proposal should receive Council's full support on the basis that the proposal responds to the rural character of the area, the objectives of the Green Wedge Zone and is appropriately sited and designed to avoid significant environmental impacts.

PROSSOR
TOWN PLANNING

2. Site Context

2.1 Location

The subject site is located on the southern side of Boyds Road, Flinders 588 metres north-west from the Urban Growth Boundary and 1.84 kilometers from the foreshore reserve. Land use in the vicinity (located within the GWZ area) varies from agriculture to rural residential living. The topography of the area is undulating.

Boyds Road is an unsealed local road with no kerb/channeling and runs in a north-west > south-east direction. Vegetation along the road reserve is moderate and provides partial screening to some properties.

There is a diverse built form character in the area; however, the dominant feature of the area is vegetation and open paddocks. Buildings contain varying appearances. Pitched roof forms are common as is the use of weatherboard cladding. Buildings within the GWZ area are generally clustered together with many located centrally or within close proximity of the frontage. There is an irregular pattern of subdivision in the area.

The following aerial photograph depicts the subject site (highlighted) and surrounding locality.

Fig 1: Aerial image of the subject site and surrounds (source: Landchecker)

PROSSOR
TOWN PLANNING

2.2 Existing Land Use & Development

The subject site is irregular in shape, has a frontage to Boyds Road of 342 metres and a total site area of 20.9 hectares. With the exception of a small shed, the site is currently undeveloped and is used for cutting hay and occasional stock. Vehicle access via a crossover and gravel driveway adjacent to the western boundary. The site is generally void of vegetation with the exception of vegetation that lines the boundaries and along Spring Creek which is located towards the rear. Spring Creek runs in a north-west > south-east direction. The site is also developed with a large dam in this location.

The following photographs provide more details of the site and surrounding area;

Image 1: Entrance to the subject site – view south along western boundary

PROSSOR
TOWN PLANNING

Image 2: Entrance to the subject site

Image 3: View across the subject site towards to adjoining land to the south east

Image 4: Subject site – view to the south east

Image 5: View towards the road (north) within subject site- existing driveway evident

PROSSOR
TOWN PLANNING

Image 6: View to the south-east

Image 7: View to the south towards dwelling location

PROSSOR
TOWN PLANNING

Image 8: Existing dam – view to the north east

Image 9: Dwelling location – view to the north-west

PROSSOR
TOWN PLANNING

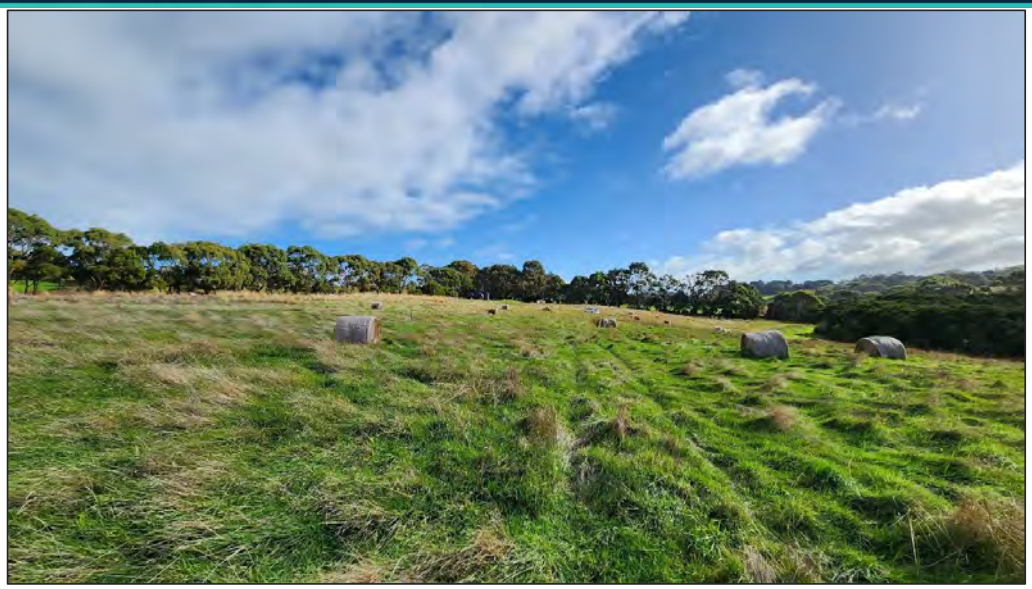


Image 10: Dwelling location – view to the west

Image 11: Dwelling location – view to the north east

PROSSOR
TOWN PLANNING

Image 12: View to the south east towards dwelling location

Image 13: View to the frontage (north) from the rear of the site

PROSSOR
TOWN PLANNING

Image 14: Existing shed on subject site to be retained

Image 15: Entrance at 175 Boyds Road (adjoining land to the west)

2.3 Easements, restrictions & covenants

The site is known as Land in Plan of Consolidation 166704M.

There are no Covenants or Section 173 Agreements registered on title.

There are no easements affecting the land.

2.5 Aboriginal Cultural Heritage

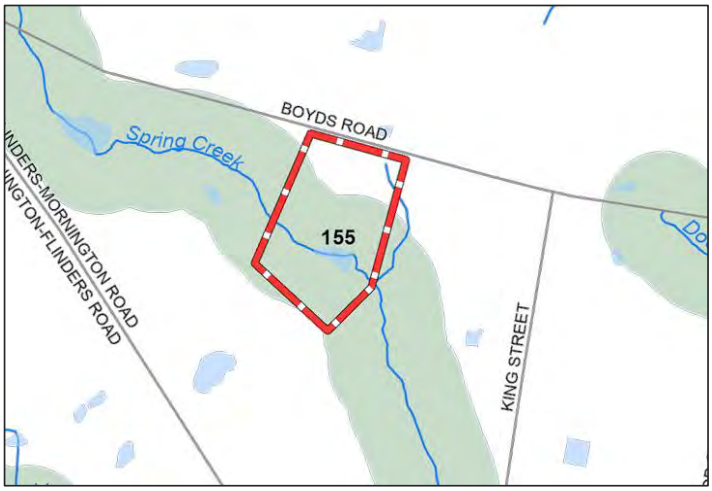


Fig 2: ACHS mapping – source: https://mapshare.vic.gov.au/vicplan/

Whilst the site is affected by Aboriginal Cultural Heritage Significance, under the Regulations, the preparation of a Cultural Heritage Management Plan (CHMP) is not required for a single dwelling.

3. The Proposal

The proposal involves the use and development of the land for a Dwelling with a 2000sqm domestic envelope. The Dwelling use will support an Agricultural enterprise (cattle breeding and rearing). A Farm Management Plan has been prepared in support of this application which provides further details.

The dwelling is single storey, is located at the rear of the site and is setback 77.4m from the rear boundary and 163m from the western boundary. A maximum height of 6.8m above natural ground level is proposed. The dwelling comprises:

- Open plan kitchen/living/dining
- Secondary living and meals area
- 6 bedrooms (3 bedrooms with ensuite)
- Office

- 2 bathrooms
- Laundry
- Primary outdoor area with swimming pool on the northern end
- 4 vehicle carport.

External materials comprise:

- Timber batten (natural)
- Cement (black)
- Metal roofing (mid Grey)
- Aluminium frames (black)
- Glazing

Earthworks (maximum fill 595mm), are required to accommodate the dwelling. Vehicle access is via the existing gravel driveway which is to be extended towards the new dwelling.

There is no vegetation removal required to facilitate the development.

4. Planning Scheme Assessment

4.1 Planning Policy Framework

Clause 02.03-2 - Environmental and landscape values

Relevant strategic directions:

- *Maintain the rural character of land adjoining main roads and tourist routes, ensuring the ongoing visual amenity and recreational value of the outlook from these roads.*
- *Protect and conserve habitat areas and linking corridors to encourage wildlife survival.*
- *Maintain the integrity of strategic landscapes between and around the Peninsula's townships.*

Clause 02.03-3 - Environmental risks and amenity

Council's strategic directions for 'Environmental risks and amenity' are to:

- *Protect the unique environmental and landscape values of the Peninsula.*
- *Preserve the stability of land by avoiding development in areas prone to erosion.*

Clause 02.03-5 – Built form and Heritage

Strategic Directions:

- *Ensure the location, design and construction of buildings and works are compatible with the built form and landscape character of the surrounding area.*
- *Conserve sites and locations of heritage significance, relating to both Aboriginal and European heritage.*

The proposal is consistent with the above strategic directions.

The siting and design of the dwelling ensures any environmental or landscape impacts are minimised. The dwelling is sited in an area which is cleared of vegetation. The open landscape will remain the dominant feature of the land in addition to established vegetation. The proposed siting and design of the dwelling is consistent with other rural-residential allotments in the area and has regard to the proposed agricultural operation and existing paddocks providing passive surveillance over the entire property. The rural character of the area will not be compromised.

Whilst the site is affected by Aboriginal Cultural Heritage Significance, a CHMP is not required. The site is not affected by any other heritage significance.

Clause 11.01-1 R2 - Green Wedges

The objective of this policy is to protect the green wedges of Metropolitan Melbourne from inappropriate development.

The proposal meets the objective and strategies of the policy as:

- The proposed dwelling land use is to support an agricultural enterprise which directly aligns with the purpose of the Green Wedge Zone.
- The dwelling is well setback from Boyds Road minimising the impact on the rural landscape;
- The dwelling is consistent with other rural-residential properties in the area in terms of scale and siting.

Clause 11.01-1L-01 - Settlement - Mornington Peninsula
Relevant Strategy:

- *Maintain the existing transition area of lower density residential development to non-urban areas.*

Clause 11.03-5S – Distinctive Areas and Landscapes

The objective of this policy is: *"To protect and enhance the valued attributes of identified distinctive areas and landscapes."*

The Mornington Peninsula Localised Planning Statement (2014) must be considered as relevant.

The overarching objective of this Statement is: "*To recognise that maintaining the special values of the Mornington Peninsula is dependent on integrated and balanced planning, involving all agencies and having regard to the needs and aspirations of current and future generations."*

The subject site is located within the "Mornington Peninsula Green Wedge" area in this document with the relevant objectives being to *"ensure conservation of natural systems and biodiversity on the Mornington Peninsula"* and *"To recognise and protect the value of the Mornington Peninsula for agriculture and to support and encourage sustainable agricultural land use".*

Whilst the site is located in the Green Wedge Zone, the dwelling use is in association with Agriculture which directly aligns with the purpose of the Zone. The environmental qualities of the

site will not be compromised. There is no vegetation removal required and the dwelling is suitably setback from Spring Creek.

Refer to the GWZ3, ESO12 and SLO6 assessments for more detail.

Clause 12.01-1S – Protection of Biodiversity

Objective: *To assist the protection and conservation of Victoria's biodiversity.*

Clause 12.01-1L - Protection of biodiversity - Mornington Peninsula

Strategy: *Avoid the spread of environmental weeds and encourage the re-establishment of indigenous vegetation.*

Clause 12.05-1S - Environmentally sensitive areas

Objective*: To protect and conserve environmentally sensitive areas.*

Clause 12.05-2S – Landscapes

Objective: *To protect and enhance significant landscapes and open spaces that contribute to character, identity and sustainable environments.*

The proposal is consistent with the above policies under Clause 12.

Given the total site area, the proposed development will not impact upon any scenic vistas or rural landscapes. The dwelling is low profile and will remain subordinate to established vegetation particularly along Spring Creek. There are no significant environmental or biodiversity consequences as a result of the proposal. There is no vegetation removal required to accommodate the development. The building footprint is suitably setback from Spring Creek which runs through rear of the site.

Clause 13.02 – Bushfire

Objective

- *To strengthen the resilience of settlements and communities to bushfire through risk-based planning that prioritises the protection of human life.*

Whilst the site is not affected by the BMO, it is located wholly within a Bushfire Prone area as depicted below, therefore regard to the policy must be given:

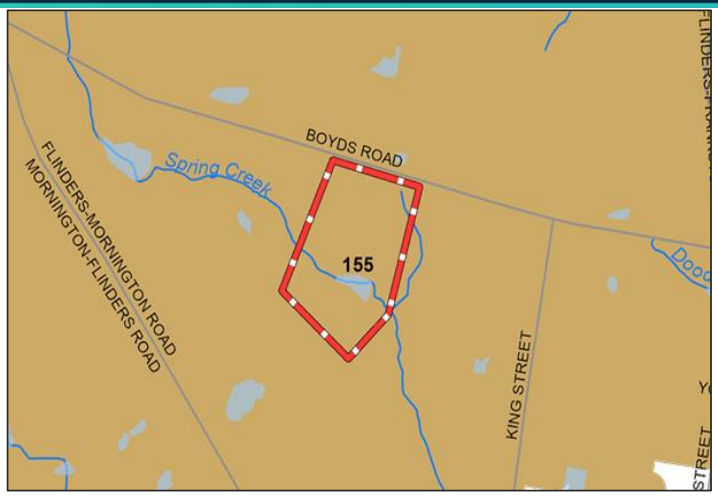


Fig 3: BPA mapping – source: https://mapshare.vic.gov.au/vicplan/

The dwelling is suitably sited on the land with respect to the likely bushfire threat and dense pockets of vegetation located north-west (Mornington Peninsula National Park). Vehicle access on the site is suitable (all weather and clear of obstructions) and in the event of a bushfire, suitable access onto Boyds Road is provided which leads away from the bushfire threat when travelling north-east (onto Frankston-Flinders Road). At the issuing of a Building Permit, the appropriate BAL will be applied.

Clause 14.01–1 S – Protection of agricultural land

The objective of this policy is to protect the state's agricultural base by preserving productive farmland.

Clause 14.01 – 1L - Protection of agricultural land - Mornington Peninsula
Relevant Strategies:

- *Avoid the encroachment of more sensitive land uses into recommended air or noise buffer distances which are established to insulate potentially offensive activities.*
- *Discourage development without an identified use.*

Clause 14.01-2 S - Sustainable agricultural land use
Objective: "*To encourage sustainable agricultural land use.*"

The development is consistent with the above policies under Clause 14 as:

- The siting of the dwelling does not impede the proposed agricultural activity from being carried out. The vast majority of the land remains undisturbed and available for cattle breeding/rearing.
- The development will not impact any established agricultural operations in the vicinity given the substantial setbacks provided.
- The buildings are clustered on the site ensuring the land north of Spring Creek can be maximised for Agriculture.

Clause 15.01-6 S – Design for rural areas

The objective of this Policy is: "*To ensure development respects valued areas of rural character.*"

The development is not significant in scale relative to the site area. The dwelling incorporates site responsive materials and colours ensuing it is well integrated in this rural setting. The low profile built form in this site context will not dominate the broader landscape. The rural character is maintained.

Clause 15.01-6L - Design for rural areas - Mornington Peninsula

Strategy: *Avoid contributing to linear strip development, particularly along main roads and tourist routes.*

The development is suitably sited having regard to the agricultural enterprise to be carried out. There is no linear development pattern along Boyds Road as the setbacks and siting of dwellings/buildings vary. The siting of the proposed dwelling is consistent with the recently constructed dwelling at 175 Boyds Rd.

Clause 16.01-3S - Rural Residential Development

The objective of this policy is "*to identify land suitable for rural living and rural residential development.*"

The proposal is not excessive as the dwelling is reasonable in scale relative to the site area to support the needs of rural living and to support the agricultural enterprise.

4.2 Zone

Clause 35.04 - Green Wedge Zone, Schedule 3

Fig 4: GWZ3 mapping – source: https://mapshare.vic.gov.au/vicplan/

The purpose of the Green Wedge Zone is:

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

Pursuant to Clauses 35.04-1 and 35.04-5, a planning permit is required for the use and development of the land for a Dwelling. The proposal is consistent with the Green Wedge Zone as detailed below:

- The use of a dwelling will support cattle grazing and rearing (Animal Husbandry). A Farm Management Plan, prepared by Enprove Ag and Environment, has been submitted in support of this application which outlines the suitability of the land for this enterprise, projected earnings as well as associated risks/recommendations. The site has been identified as suitable for cattle breeding/rearing due to the following reasons:
  - Site topography
  - Suitable climate with adequate rainfall and growing season to allow pasture growth and to supply the stock water required for the enterprise;
  - Existing infrastructure on the site (including fencing)
  - Site area

  As with any operation, there is investment required however the as the FMP concludes this operation is viable. Given the breeding aspect, close monitoring is required therefore the use for a dwelling will provide significant benefits. The Dwelling land use will be secondary therefore directly aligning with the purpose of the Green Wedge Zone. In the absence of approval for a dwelling, the obligation to implement the FMP does not exist thereby the agricultural benefits of the site may not be realised.
- The siting of the dwelling ensures no impacts or conflicts with established agricultural operations in the vicinity. The dwelling is well setback from all title boundaries.
- With the exception of the dwelling being within 100m of a waterway, the proposal complies with all setbacks within the Zone ensuring the rural character is not compromised. The building footprint will not impact Spring Creek which is setback approximately 72m. The dwelling will be delineated from Spring Creek (i.e. fenced off). Storm water runoff from the dwelling will be suitably drained so as to not impact the watercourse. This is expected to form part of conditions on any permit issued.
- Adequate area is available on site to accommodate a new waste water system to cater for the needs generated by the new dwelling.

- The dwelling incorporates a responsive material and colour selection ensuring it appropriately integrates with its rural setting. The built form is low profile, of high architectural merit and will not dominate the broader landscape.

4.3 Overlays

Clause 42.01 - Environmental Significant Overlay, Schedule 12

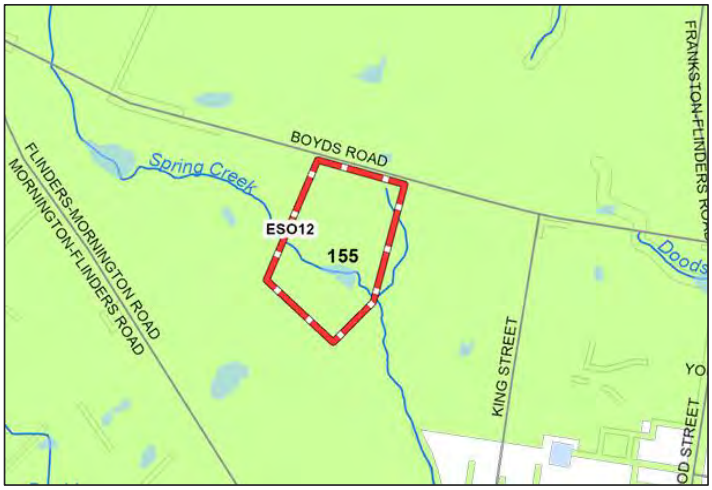


Fig 5: ESO12 mapping – source: https://mapshare.vic.gov.au/vicplan/

Objectives:

- *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.*
- *To promote siting and design of buildings and works that is responsive to the open rural and coastal landscape character and vistas of this area, and that maintains the scenic value of roads and recreation routes.*
- *To avoid the construction of broiler chicken sheds in this area.*
- *To protect the landscape values of the area.*

Pursuant to Clause 42.01-2, planning approval is required for buildings and works associated with a Section 2 use (Dwelling).

As the entire site is affected by this overlay, opportunities to site the dwelling outside the affected area are not achievable. However, the proposal is consistent with the objectives of this overlay as the dwelling is suitably sited having regard to Spring Creek and associated native vegetation. The

building footprint is suitably setback from Spring Creek with the watercourse and associated vegetation delineated with fencing.

The development will not impact existing native vegetation and has been sited to avoid Tree Protection Zones of established vegetation.

The built form will not protrude above established vegetation to be retained. The dwelling will not become a dominant feature of the site given the site area and extent of established vegetation on the site and in the broader vicinity.

The dwelling has been sited at the rear of the site to maximise the land available north of Spring Creek for Agriculture.

Having regard to the above, the environmental characteristics of the site will not be compromised as a consequence of the proposal.

Clause 42.01 - Environmental Significant Overlay, Schedule 17

Fig 6: ESO17 mapping – source: https://mapshare.vic.gov.au/vicplan/

Objectives:

- *To maintain environmental flows and the quality of water within streams and watercourses.*
- *To maintain the capacity of streams and watercourses to carry natural flows.*
- *To prevent erosion of banks, stream beds and adjoining land and the siltation of watercourses, drains and other features.*
- *To protect and conserve flora and fauna habitats (including those of fish and invertebrates) within and along streams and watercourses.*
- *To ensure that development does not occur on land liable to flooding.*
- *To ensure that subdivision and development is compatible with the environmental values of streams and watercourses*

Pursuant to Clause 42.01-2, a planning permit is required for all works and in this instance, pertains to the proposed driveway works within the ESO17 affected area.

This area of works is over the existing bridge and driveway area and will not impact any established vegetation along Spring Creek therefore any existing habitat corridor will not be adversely impacted. The works will not result in the erosion of any embankment or impact any natural flows from Spring Creek. The driveway works are not excessive and will allow suitable vehicle access to the dwelling. Whilst not mandatory, it's expected that a Section 52 Notice will be given to Melbourne Water for comment.

Clause 42.03 – Significant Landscape Overlay, Schedule 6

Fig 7: SLO6 mapping – source: https://mapshare.vic.gov.au/vicplan/

- *To protect and enhance the visual, natural and cultural heritage values of classified landscapes.*
- *To protect classified landscapes from visual intrusion resulting from the inappropriate siting, design or materials of buildings and works.*
- *To encourage siting, design and landscaping of buildings and works which is responsive to the landscape values of classified landscapes.*
- *To maintain vegetation as an important element of classified landscapes.*

Planning approval is required under this Overlay for buildings and works associated with a Section 2 use (Dwelling).

The dwelling is well sited to ensure it is not visually intrusive within this classified landscape. As the broader landscape is undulating, the dwelling will not present as dominant.

The maximum 6.8m building height is not excessive in this site context and will not dominate the broader landscape. The dwelling will remain subordinate to established vegetation on the site, within the road reservation and in the immediate vicinity. The external materials selected are of muted tones with low reflectivity which ensures the dwelling is well integrated in this rural/ environmental setting.

Earthworks required will not compromise the topographic features of the site. The vast majority of the site will remain undisturbed.

The dwelling will not present as dominant to adjoining or near-by rural residential land and is of a reasonable scale.

There is no vegetation removal required ensuring the landscape values of the area are not compromised.

4.4 Particular Provisions

Not applicable.

4.5 Interim Policy for Dwellings in the GWZ

Whilst this policy does not have any statutory weight, the proposal is considered consistent with the policy in that;

- The domestic building envelope is less than 10% (2000sqm = 0.95%)
- The Dwelling use is associated with Agriculture which is directly linked with the purpose of the Green Wedge Zone.
- The dwelling has been designed to provide a high level of amenity to the future occupants of the dwelling, without impacting on the scenic landscape of Boyds Road.

5. Conclusion

The use and development of the land for a Dwelling on this site appropriately responds to the characteristics of the property and the surrounding environs, as well as the objectives of the Planning Policy Framework.

- The Dwelling use will support an agricultural enterprise (cattle grazing and rearing) and will be a secondary land use.
- The development will not conflict with established agricultural operations in the vicinity.
- The proposal will not impact the broader landscape or environmental qualities of the area.
- The built form is low profile with the dwelling to be a subordinate element of the site.

On balance the proposal is worthy of support and we look forward to a positive outcome in due course.

Officer Report - P23/1156

APPLICATION SUMMARY

Planner	Prash Manickavasagam
Date	22/08/2024
Application Number	P23/1156
Address	CP166704. Known as 155 Boyds Road FLINDERS VIC 3929
Applicant	C/- Prossor Town Planning
Planning Scheme	Mornington Peninsula Planning Scheme
Zone & Overlays	GWZ2, ESO12, ESO17, SLO6
Public Notice	Yes
Objections	No
Decision	Grant a planning permit

PROPOSAL

Proposal	Use and development of a new dwelling consisting of six bedrooms, five bathrooms/ensuites and large carport with three car spaces. The associated works include: • upgrade and extension to existing driveway. • construction of a swimming pool. • earthworks, including fill of up to 1.145 metres.
Decision Documents	The documents assessed were those advertised with the application, including: • Development plans prepared by Pleysier Perkins dated 16 January 2024. • Landscape Plan prepared by Kate Seddon dated April 2023. • Farm Management Plan prepared by EnProve Ag & Environment dated 24 November 2023. • Land Capability Assessment prepared by A.C. Geotechnical dated 10 July 2020.

PERMIT TRIGGERS

	Clause	Trigger?	Rationale
Zone			
Green Wedge Zone 2 (GWZ2)	Cl.35.04-1	Yes	***Use:*** A planning permit is required for a Section 1 use (dwelling).
	Cl.35.04-5	Yes	***Buildings and/or works:*** A planning permit is required to construct a single dwelling and vary setback requirements
	Cl.35.04-3	No	***Subdivision:*** No subdivision proposed.

Overlays			
Environmental Significance Overlay Schedule 12 (ESO12)	Cl.42.01-2	Yes	A planning permit is required to construct a building or construct or carry out works.
Environmental Significance Overlay Schedule 17 (ESO17)	Cl.42.01-2	Yes	A planning permit is required to construct a building or construct or carry out works.
Significant Landscape Overlay Schedule 6 (SLO6)	Cl.42.03-2	Yes	A planning permit is required to construct a building or construct or carry out works.

SUBJECT SITE

Site Conditions	
Lot:	Land in Plan of Consolidation 166704M, known as 155 Boyds Road Flinders. Total site area of approximately 20.8968 ha
Existing conditions:	Vacant rural land with gravel vehicle access from Boyds Road along the western side boundary. Spring Creek is sited towards the middle to rear of the site.
Topography:	Falls from front to mid-section at Spring Creek by approximately 25 metres. Rise from mid-section at Spring Creek to the rear by approximately 20 metres.
Vegetation:	Scattered along western side boundary and rear boundary, and along Spring Creek. No vegetation proposed to be removed
Vehicle access:	Existing single width gravel crossover from Boyds Road will be utilised.
Street trees:	No impact
Impacts on adjoining land vegetation:	None
Surrounding Land	
Abutting zone(s) / overlays(s)	None
North:	178 Boyds Road – rural residential buildings and associated rural outbuildings. Vegetation along paddock fencing and boundaries. 3x dams. 61.3341 ha
South:	2275 Mornington-Flinders Road – rural residential buildings and associated rural outbuildings. Vegetation along paddock fencing, surrounding the large dam and boundaries. 12.9001 ha 2263 Mornington-Flinders Road - rural residential buildings and associated rural outbuildings. Scattered vegetation along boundaries and surrounding the buildings. 8.0027 ha
East:	93 Boyds Road – rural residential building and associated rural outbuilding. Vegetation scattered along paddock fencing and boundaries. 2x dams. 21.5869 ha 2305 Mornington-Flinders Road – rural residential building and associated rural outbuilding. Vegetation scattered along paddock fencing and boundaries. 26.7264 ha

West:	175 Boyds Road – rural residential buildings and associated rural outbuildings. Vegetation along boundaries and along Spring Creek centrally located across the site. Large dam. 20.0029 ha
Site Context	
Cultural Heritage Management Plan (CHMP)	A CHMP is not required as the development of one or two dwellings is an exempt activity under the Aboriginal Heritage Regulations 2007.
Bushfire Prone Area:	Yes
Flood Prone Areas:	Yes. The subject land is identified as flood prone under regulation 153 and 154 of the Building Regulations 2018. Pursuant to FL1419/23 floor levels have been considered and approved. The plans assessed match the levels as set.
Restrictions and/or easements on title:	N/A
Permit/Site history	
	The following previous decisions are relevant to the subject site:
	• P07/1344 – planning permit approved on 13 August 2007 to construct a dwelling. The dwelling was not constructed and permit approval has expired.

Aerial Photo showing subject site - GIS February 2024

Subject Land: N

BACKGROUND

The application was lodged on 14 June 2023. Prior to the Council making a determination on the application, the applicant lodged a Section 79 appeal (Review of a failure to determine the application within time) to VCAT on 21 August 2024.

Council must still determine its position on the proposal and what decision it would have made had the appeal not been lodged. This report sets out an assessment of the proposal and provides a recommendation to Council.

PUBLIC NOTIFICATION

The application was advertised by sending direct notice to adjoining properties.

No objections have been received to date.

Section 52 Notifications

Person/body notified	Response	Officer Response
Melbourne Water	No objections, subject to conditions.	Adopted in full
National Trust	No objections, subject to conditions including: - to control exotic weed Karamu (Coprosma robusta) - Fence off dam - Natural regeneration of a 20-30m buffer around the dam	Adopted in part

REFERRALS

Referral	Type	Response	Officer Response
Rural Business Officer	Internal	No objection, identified items regarding re-vegetation and soil management that require further detail. These will form conditions of approval.	Adopted in full
Health	Internal	No objections, subject to conditions. Not to endorse LCA report.	Adopted in full

Referral Assessment – National Trust (adopted in part)

The comments received from National Trust are:

> *'It would appear from the Land Capability Assessment that excavation and filling impacts on water flow and treatment of the effluent and disposal of waste water is a major factor. Whilst options have been suggested, including the necessity to de-sludge the septic system on an average three year cycle along with other numerous recommendations it does conclude that the use of an on-site wastewater treatment disposal system etc., is environmentally sustainable 'IF THE RECOMMENDATIONS MADE IN THE REPORT ARE FOLLOWED'. The report also states (Pg.20) key setback distance required for non-potable creeks, dams and channels is 30m.*
>
> The Land Capability Assessment has been assessed by the Environmental Health Department, and subject conditions will be added to the permit. It is considered that the Environmental Health

Department has taken into account the concerns raised by National Trust. Also, the proposed secondary treated effluent field is located 48.31m from the creek.

Further, current best practice dam management (which supports the values of SLO6) on this property include:

- *Fencing off the dam to exclude cattle. From the photographs supplied this dam appears to be fenced off.*
  As suggested, the dam is fenced off.

- *Ideally allowing natural regeneration of a 20 – 30m buffer around the dam, (with the exception of the dam wall). This regeneration needs to be managed to remove any weeds while encouraging indigenous plants and help to restore the values of this significant landscape and filter out unwanted impurities, resulting in better water quality as well as helping to absorb greenhouse gasses.*
  A condition has been added to maintain a minimum of 30m wide vegetated buffer zone, generally along the to the centrally located dam.

- *Undertaking weed management on the dam wall (eastern side) and if necessary, planting indigenous grasses only.*
  A condition will be added to the permit to include above under the Farm Management Plan.

While the Farm Management plan is to be applauded for spraying the Gorse, it is noted that the plants identified in the plan as Mirror Bush (Photo 7) are in fact the exotic weed Karamu (Coprosma robusta) which is a much more invasive and destructive weed than Mirror Bush (Coprosma repens) Currently, the Shire, Melbourne Water and Landcare are spending vast amounts of money in the area, in an effort to contain this weed which is threatening to destroy bushland and the significant landscape values on the Peninsula. It is vital that this weed is eradicated as a priority/condition of a permit for this property.

The weed and pest management of the submitted Farm Management Plan (pg 11) addresses the above and is to be controlled with a woody weed herbicide such as metsulfuron (brush-off). Further detail will be conditioned with the FMP.

Taking the above comments and reports into consideration the National Trust concludes the preference for a 'replantation buffer around the creek be required as part of conditioning for 30m either sides', as being the best proposal for health and environmental well being of Spring Creek.

A condition has been added to maintain a minimum of 30m wide vegetated buffer zone, along either side of the creek line.

ASSESSMENT

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

Planning Policy Framework
The proposal responds to the objectives, purposes, and strategies of the Planning Policy Framework. An assessment against the rural character of the area has been undertaken within this report and found the proposal responsive. This aligns with the directions of Clause 11.03-5S: Distinctive areas and landscapes; and Clause 15.01-6S: Design for rural areas.

The '*Mornington Peninsula Localised Planning Statement'* and the above Planning Policy Framework provisions set out a position with respect to the residential occupation of rural land, ensuring that it is tied to sustainable land use, agriculture, land management, biodiversity, cultural heritage and landscape character. The objectives contained within these provisions have been translated into the site-specific controls which are detailed and assessed below.

Additionally, one of the strategies under Clause 14.02-1S – Catchment planning and management, aims to retain natural drainage corridors with vegetated buffer zones at least 30 metres wide along the each side of a waterway to:

- Maintain the natural drainage function, stream habitat and wildlife corridors and landscape values,
- Minimise erosion of stream banks and verges, and
- Reduce polluted surface runoff from adjacent land uses.

It is noted that the current arrangement on the lot does not retain a vegetated buffer on either side of the creek running through the lot of 30 metres. Therefore, a condition will be included to show a vegetation buffer of 30m either side of the creek.

Overall, it is considered that the proposal is consistent with the objectives and policy provisions set out in the framework provisions for the reasons set out in more detail below.

Zone

Green Wedge Zone Schedule 2 (GWZ)

A permit is required for:

- use of the site for a dwelling (Section 2 Use).
- building and works associated with a use in Section 2 of Clause 35.04-1.

A permit is required to vary the following setback requirement under Clause 35.04-5:

- *100 metres from a waterway, wetlands or designated flood plan*: The proposed dwelling is setback 72.185 metres from Spring Creek sited to the north.

The proposed development meets the following setback requirements under Clause 35.04-5 as follows:

- *100 metres of a dwelling not in the same ownership:* the closest dwelling is sited more than 100 metres of the proposed dwelling.
- *100 metres from a Road Zone Category 1 or land in a Public Acquisition Overlay to be acquired for a road, Category 1:* The site does not abut a RDZ1 or PAO1.
- *40 metres from a Road Zone Category 2 or land in a Public Acquisition Overlay to be acquired for a road, Category 2:* The site does not abut a RDZ2 or PAO2.
- *20 metres from any other road*: Proposed development is setback approximately 450 metres from Boyds Road.
- *5 metres from any other boundary*: Nearest boundary to the south is approximately 77 metres.

Subject to conditions, the proposed development is considered acceptable as:

- The proposed use and development of a new dwelling is considered acceptable and complies with the decision guidelines relating to General, Rural, Environmental and Design and Siting Issues as required in Clause 34.05-6.

- As part of the application documents, a Farm Management Plan has been submitted and concerns were raised by Councils Rural Business Officer. A revised FMP plan was submitted prepared by EnProve Ag & Environment dated 24 November 2023 and no further concerns have been raised.

- The proposed development is of an appropriate design, scale and height and is not considered to dominate the landscape, with the dwelling containing a maximum building height of 7.01 metres due to the sloping topography of the site and pitched roof. The proposed dwelling is of a similar size compared to other dwellings located within the surrounding area also found within the Green Wedge Zone.

- The siting of the dwelling to the rear of the site is also consistent with the development pattern found along Boyds Road, where dwellings are located either to the rear or front portion of the Lot. However, concerns have been raised with the siting of the dwelling and the broader implications that this will have on maximising the agricultural viability of the land to the south of the creek. Therefore, to minimise residential intrusion into potential existing agricultural land, particularly to the southeast of the lot, a condition will be imposed on the permit to relocate the dwelling closer to the western boundary.

- The siting and design of the proposed development will not impact upon the property's ability to sustain future agriculture enterprises.

- The proposed development is sited and designed to have a low visual impact, being single storey in form, responsive to the rural landscape and not impacting upon any scenic views enjoyed from the road.

- The external finishes which comprise of stained timber cladding and corrugated iron cladding for external walls and metal sheet roofing all contain colours which are generally muted or low reflectivity values. It is considered the proposed dwelling's visual appearance within the natural setting of the site will not result in any detriment within the landscape.

Agricultural impact

The application would not result in the further fragmentation of agricultural land due to the large 20 hectare size. The application does not seek to subdivide the land, nor could it given the insufficient lot size of the subject site.

While the applicant advises that the central location within the rear paddock is ideal for monitoring cattle, this siting significantly diminishes the available agricultural land, when taking into consideration the overall residential curtlidge and associated driveway. Considering that property access is from the west and the presence of a shed & driveway along the west boundary, a condition would be imposed to reduce the dwelling's siting from its proposed 163 metre setback from the western boundary to 50 metres. This relocation would not require the removal any vegetation and would not significantly increase the required earthworks. Additionally, it would limit the extension of the existing gravel driveway further into the property. The image below demonstrates that the visibility of the northern part of the lot from the approximate relocated location, to be conditioned, is not detrimentally impacted, and still allows satisfactory views for monitoring cattle.

Officer photo 21/06/2023 from southwest part of the lot where the dwelling is to be relocated facing the northern part of the lot. A dwelling located at the front part of the lot on the adjoining land and the dam within the lot are visible.

The current application proposes a dwelling to support the establishment of a Black Angus cattle grazing and breeding program on the subject site. The submitted Farm Management Plan (FMP) advises that the land is currently used for production of hay once a year and has few modern agricultural grasses and little infrastructure with limited fertiliser history. However, subject to improvements to the quality of on-site monitoring, pasture, soil and appropriate grazing management the subject site could have a carrying capacity of 19 Angus cows with calf at foot. The FMP states that the breeding program proposed could not commence without a dwelling on the land due to importance of stock monitoring to ensure the health and welfare of calves, particularly during calving season.

Given the location of the site within larger agricultural allotments, it is considered that the use and development of a dwelling on the land is unlikely to unreasonably constrain nearby agricultural uses, through sensitivity to noise or other emissions (e.g. weed spraying) or the introduction of pest species. Furthermore, the proposed dwellings with associated FMP would enhance the agricultural productivity of the subject site.

It is concluded that there is limited scope for the proposed use and development to adversely impact the agricultural values associated with the area. Overall, the application will not further fragment agricultural land or constrain existing/future agricultural activity, subject to conditions.

Landscape impact

The application proposes a dwelling suitable within the context of the subject site and surrounds. Due to the topography of the site and existing vegetation along the road reserve and within the site, it is considered the visibility of the proposed dwelling from surrounding land will be minimal.

There is substantial mature vegetation and undergrowth present along the boundaries of the land. This vegetation is of a size and depth to provide substantial screening of the dwelling from the adjoining roads and from neighbouring properties.

The height of the dwelling is modest and complies with the relevant planning controls and relevant rural policy. The dwelling is to be clad with materials and colours that well integrate appropriately into the landscape.

The dwelling provides a reasonable degree of visual interest with a mixture of materials and pitched roof form. Subject to conditions in regard to re-siting the dwelling closer to the western side boundary, it is considered that in relation to landscape impact the proposed siting to the rear of the allotment is optimal on this land. The development does not require any vegetation removal to be undertaken.

It is considered that the design represents a reasonable response to the combination of site constraints, the landscape character of the area and the relevant planning controls.

Environmental impact

The development will utilise an on-site wastewater disposal system that, subject to conditions, is acceptable to Council's Environmental Health Officer.

Overlays

Environmental Significance Overlay Schedule 12 (Southern Basalt Slopes) and Schedule 17 (Streamlines)

The proposed development is considered reasonable, subject to conditions, as:

- The proposal requires no additional native vegetation removal ensuring that the existing native vegetation, bio-diversity and habitat areas are not detrimentally affected.
- The proposal requires earthworks (cut of up to 1 metre and fill of 1.145 metres) preventing significant adverse impacts on land and soil stability. There is minimal risk of erosion and landslip is not increased by the proposal.
- The proposed development is sited and designed to minimise any adverse impacts on the landscape values associated with the land.
- The subject site includes a large portion of vegetation which will be retained.
- It is considered that the proposal will be unlikely to result in unreasonable material detriment or any loss of amenity to any other person.
- The extent of approval relevant to the ESO17 is limited to the increase of the creek crossing from 52.1 metres AHD to 52.85 AHD. These works are minor, will not adversely impact the floor of water through Spring Creek. Melbourne Water have also been provided notice of the application and submitted no objection, subject to conditions, which have been incorporated in the recommendation.

Significant Landscape Overlay Schedule 6 (National Trust Classified Landscapes)

The proposed development is considered reasonable, subject to conditions, as:

- The proposed development has been designed to meet the site constraints and reduce the extent of excavation works whilst minimising any potential damage to existing vegetation being retained on the site.
- The proposal requires no additional native vegetation removal ensuring that the existing native vegetation, bio-diversity and habitat areas are not detrimentally affected.
- The proposed dwelling is sited and designed to minimise any adverse visual impacts on the landscape values associated with the land.
- It is considered that the proposal does not significantly increase the potential for detriment to result and does not further detract from the purpose of the zone or objectives of the overlays affecting the subject site.
- The proposed dwelling does not significantly increase the imposition of residential built form across the subject site.
- As discussed above, by way of relocating the dwelling closer to the western boundary, it would positioned between the established vegetation along the Spring Creek and the rear and west boundaries.
- Notice of the application has been given to the National Trust and no concern were raised with the scale or siting of the dwelling.

Particular Provisions

Clause 51.02 Metropolitan Green Wedge Land

The subject site is a rural property void of significant development. Due to the site area, it is considered the proposed dwelling is not considered to have any negative impacts on any existing agricultural use of the land nor will it hinder any potential agricultural use of the site. The proposed dwelling is sited within an area of the site which is well setback from adjoining properties and mostly void of vegetation.

Green Wedge Management Plan

Mornington Peninsula Shire Council adopted the *Green Wedge Management Plan* on 17 December 2018. The Plan was updated in response to further submissions in April 2019. Pursuant to Section 60(1A)(g) of the Act, before decision on an application, the responsible authority, may consider any other strategic plan, policy statement, code or guideline which has been adopted by a Minister, government department, public authority or municipal council.

The plan contains a Green Wedge Dwelling Policy for the use and development of land for a dwelling within the Green Wedge Zone. It is policy that land within the Green Wedge should not be used or developed for the purpose of a dwelling unless in conjunction with the use of the land a limited range of operations. It is noted that the use of the land for a dwelling is established, and the proposed replacement dwelling will not prevent rural undertakings on the land.

In addition, siting and design guidelines apply to a dwelling under this policy. An assessment of the proposed dwelling against these requirements follows:

Requirement	Assessment
Any dwelling and all buildings and works associated with the dwelling, including but not limited to swimming pools, domestic outbuildings, tennis courts, ornamental gardens, stables, ménages and other buildings and works ancillary to the dwelling, including domestic effluent disposal fields, to the extent that is reasonably possible, but excluding buildings required for agricultural purposes, including haysheds and pump sheds, should be contained within a defined building envelope shown on the Land Management Plan, consisting of no more than 10 % of the site area or 2,000 square metres, whichever is the lesser.	Complies. The proposed works, including dwelling and septic dispersal field are located in an envelope of approximately 1994 square metres.
Any dwelling should be located so as to minimise the impact on agricultural use (existing and potential), and on biodiversity values, both on the site and on adjoining land, consistent with maintaining landscape and conservation values.	Complies. The proposed development is sited to the rear of the allotment and the net area for agricultural use is proposed to be sited towards the front and centre. No vegetation removal is proposed
A dwelling should be located to avoid the need for removal of existing vegetation for fire prevention purposes and having regard to the requirements Bushfire Management Overlay.	Complies. No vegetation removal is proposed.
A dwelling should be located to protect existing native vegetation and maintain opportunity for revegetation to achieve future connectivity between significant stands of native vegetation in the area.	Complies. No native vegetation removal is proposed.

A dwelling, and associated infrastructure and driveways, should be located and sited in accordance with an approved Land Management Plan, providing maximum opportunities for sustainable agricultural use consistent with the retention of native vegetation. This does not apply if the land is within a Significant Landscape Overlay or forms part of a green break between nearby towns; in which case, a site providing minimal landscape impact, particularly avoiding ridgelines, is required.	Complies. A land capability assessment and farm management plan have been provided.
A dwelling should be sited so as to maximise, as far as reasonably practicable, the separation distance from any nearby existing use that is liable to produce offensive off-site noise, odour, light or air emissions. A dwelling should be sited having regard to the need to protect future opportunities for the extraction of stone or minerals	Complies. The proposed dwelling is adequately setback from adjoining boundaries and land uses.
All buildings and works that form part of a dwelling should be sited and designed to complement each other and protect the landscape character of the area.	Complies. The dwelling is designed and sited with minimal vegetation impacts, and adequate separation from any waterways.
Dwellings should be designed and sited having regard to the principles of Ecologically Sustainable Development.	Complies. The proposal has been well designed for this.
All habitable rooms of a dwelling, including those which are included in a habitable outbuilding or which are used for the provision of bed and breakfast accommodation, should be contained in a single building or if more than one building is proposed connected by covered walkways of less than 10 metres in length.	Complies. All proposed new habitable rooms are contained within the one building.

CONCLUSION

The proposed use and development of a dwelling, buildings works to an existing creek crossing bridge and driveway is considered consistent with and acceptable have regarding to the relevant Planning Policy Framework, Zone and Overlay provisions. In combination with the proposed farm management operations and landscape outcomes, it will contribute to the orderly planning of the area and does not negatively affect the amenity of area.

Therefore, it is recommended that Council support the proposal.

CONDITIONS

Amended plans

1. Prior to the commencement of any use and development approved by this permit, 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 and three copies must be provided. The Plans must include:

    a) The dwelling's setback from the western common boundary reduced to 50 metres. The orientation of the dwelling may be altered but the overall design of the dwelling must generally remain the same.

    b) A fenced vegetation buffer with a minimum width of 30 metres either side of Spring Creek, including the centrally located dam. The fencing may include a gate for utility access to the dam.

    c) The provision of fenced landscaping areas within each paddock to accommodate the planting of paddock trees.

    d) The Farm Management Plan prepared by *EnProve AG & Environment* amended to include the following:

        i. The dwelling location in accordance with condition 1. a).

        ii. A fenced vegetation buffer for a minimum width of 30 metres either side of Spring Creek, including the centrally located dam, and on-going management actions.

        iii. The planting of paddock trees in accordance with condition 1. c).

        iv. Weed management associated with the dams, Karamu (Coprosma robusta) and on-going management implemented as actions and include in the development timeline.

        v. Recommendations associated with soil treatment and on-going management implemented as actions and include in the development timeline.

    e) The creek crossing ford increased to 52.85 metres Australian Height Datum and 6 1200 mm by 450 mm box culverts installed beneath to allow for conveyance of floor.

    f) The submitted landscaping plan prepared by Kate Seddon Landscape Design amended to include:

vi. Changes required pursuant to Conditions 1. a), b) and c).

vii. A planting schedule of all proposed trees, shrubs and ground covers, including botanical names, common names, pot sizes, sizes at maturity and quantities of each plant;

viii. The delineation of all excavation, garden beds, paving, grassed areas, retaining walls, fences and other landscape works;

ix. A range of plant types from ground covers to large shrubs and trees;

x. All trees must to be installed at a minimum height when planted of 1.5 metres and shrubs installed at a minimum pot size of 150mm.

xi. At least 80% species selection by type and number must be indigenous to the local Ecological Vegetation Class (EVC 175 Grassy Woodland or EVC 53 Swamp Scrub) to the satisfaction of the Responsible Authority.

xii. The provision of notes regarding site preparation, planting instructions, plant establishment procedures and any specific maintenance requirements.

xiii. To remove the notation '*additional shed in future'.*

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).

Finishes

3. Prior to the initial occupation of the dwelling external finishes must be completed to a professional standard to the satisfaction of the Responsible Authority.

Materials and colours

4. The materials and colours of the exterior finish of the buildings must be in accordance with the Endorsed Plans unless with the further permission of the Responsible Authority.

Wastewater disposal

5. All wastewater from the dwelling must be treated and retained within the lot in accordance with the requirements of the Environment Protection Regulations under the *Environment Protection Act 2017* for an on-site wastewater management system.

Disturbed Surfaces

6. All disturbed surfaces on the land resulting from the development must be revegetated, battered and stabilised to the satisfaction of the Responsible Authority.

Vehicular access

7. Prior to the occupation of the dwelling, the driveway must be constructed and thereafter maintained and drained to the satisfaction of the Responsible Authority.

Implementation of the Farm Management Plan

8. Prior to the initial occupation of the dwelling (or other such time as approved in writing by the Responsible Authority), the land owner/occupier must demonstrate commencement of the Farm management plan as approved (or as varied by the written consent of the Responsible Authority) to the satisfaction of the Responsible Authority. The endorsed Farm Management Plan prepared by *EnProve AG & Environment* must be implemented and maintained in perpetuity, as part of the use of the approved dwelling, to the satisfaction of the Responsible Authority.

Implementation of landscape works

9. Within six months of the occupation of the dwelling hereby approved (or other such time as approved in writing by the Responsible Authority), landscape works as shown on the endorsed plans must be completed and then maintained in a healthy condition, to the satisfaction of the Responsible Authority. Any dead or diseased trees or shrubs must be replaced as soon as possible.

Melbourne Water

10. The dwelling must be setback a minimum of twenty (20) metres measured from the top of bank of Spring Creek.

11. The layout of the development must include a landscaped buffer zone a minimum five (5) metres in width located along the full length of Spring Creek to assist in the protection and restoration of the waterway.

12. Prior to the endorsement of plans, a detailed landscape plan must be submitted to Melbourne Water for approval. The plan must show:
    a. a survey (including botanical names) of all existing vegetation to be retained and/or removed;
    b. details of surface finishes of pathways and driveways;
    c. a planting schedule of all proposed trees, shrubs and ground covers, including botanical names, common names, pot sizes, sizes at maturity, and quantities of each plant;
    d. location of the landscaped buffer zone
    e. Only local native plants to be used and shown on the landscape plans.

13. The layout and location of the new waterway crossing over Spring Creek must be designed and constructed to the satisfaction of Melbourne Water.

14. Prior to the start of construction, a separate application must be made directly to Melbourne Water for any new or modified waterway crossing. Upon receipt of a formal application for the crossing of the waterway for construction purposes, detailed terms and conditions shall be provided for the proposed works.

15. Prior to commencement of construction a Site Environmental Management Plan (SEMP) must be submitted to Melbourne Water for approval, specifying relevant

actions in a practical way to ensure that they are implemented effectively. The SEMP must include a site map detailing the location and design of all measures including the following:

a. Silt fencing
b. Access tracks
c. Spoil stockpiling
d. Trenching locations
e. Machinery/Plan Locations

Permit expiry

16. This permit will expire if either one of the following applies:

a) The development is not completed within three years of the date of this permit.
b) The use is not commenced within three years of the date of this permit.

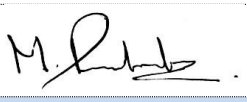
In accordance with Section 69 of the Planning and Environment Act 1987, an application may be submitted to the Responsible Authority for an extension of the periods referred to in this condition.

Notes

- This planning permit assessment did not involve a Clause 54 assessment.

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.



Prash Manickavasagam
Planner

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 02.03-7 Transport
Clause 02.03-8 Infrastructure
Planning Policy Framework (PPF)
Clause 11.01-1R Green Wedges – Metropolitan Melbourne
Clause 11.01-1L-01 Settlement – Mornington Peninsula
Clause 11.01-1L-02 Green Wedges – Mornington Peninsula
Clause 11.03-5S Distinctive areas and landscapes *Mornington Peninsula Localised Planning Statement (Victorian Government, 2014)*
Clause 12.05-1S Environmentally sensitive areas
Clause 12.05-2S Landscapes
Clause 13.02-1S Bushfire planning
Clause 13.07-1S Land use compatibility
Clause 14.01-S Protection of agricultural land
Clause 14.01-1R Protection of agricultural land – Metropolitan Melbourne
Clause 14.01-1L Protection of agricultural land – Mornington Peninsula
Clause 14.01-2S Sustainable agricultural land use
Clause 14.02-1A Catchment planning and management
Clause 14.02-2S – Water quality
Clause 15.01-6S Design for rural areas
Clause 15.01-6L Design for rural areas – Mornington Peninsula
Zone
Green Wedge Zone 2 (GWZ2)
Overlay/s
Environmental Significance Overlay, Schedule 12 (ESO12)
Environmental Significance Overlay, Schedule 17 (ESO17)
Significant Landscape Overlay, Schedule 6 (SLO6)
Particular Provisions
Clause 51.02 Metropolitan Green Wedge Land: Core Planning Provisions
General Provisions
Clause 65 Decision Guidelines
Clause 66 Referral and Notice Provisions
Operational Provisions
Clause 71.02 Operation of the Planning Policy Framework

28 February 2024

Prash Manickavasagam
Mornington Peninsula Shire Council
Private Bag 1000
ROSEBUD VIC 3939

Dear Prash

Proposal: The use and development of a dwelling and building and works to existing creek bridge generally in accordance with the submitted plans.
Site location: 155 BOYDS ROAD FLINDERS 3929

Melbourne Water reference: MWA-1296754
Council reference: P23/1156
Date referred:

Our Decision

Melbourne Water, pursuant to Section 55 of the Planning and Environment Act 1987, does not object to the proposal, subject to the following conditions:

Conditions

1. The dwelling must be setback a minimum of twenty (20) metres measured from the top of bank of Spring Creek.

2. The layout of the development must include a landscaped buffer zone a minimum five (5) metres in width located along the full length of Spring Creek to assist in the protection and restoration of the waterway.

3. Prior to the endorsement of plans, a detailed landscape plan must be submitted to Melbourne Water for approval. The plan must show:

a) a survey (including botanical names) of all existing vegetation to be retained and/or removed;
b) details of surface finishes of pathways and driveways;
c) a planting schedule of all proposed trees, shrubs and ground covers, including botanical names, common names, pot sizes, sizes at maturity, and quantities of each plant;
d) location of the landscaped buffer zone
e) Only local native plants to be used and shown on the landscape plans.

4. The layout and location of the new waterway crossing over Spring Creek must be designed and constructed to the satisfaction of Melbourne Water.

5. Prior to the start of construction, a separate application must be made directly

Melbourne Water ABN 81 945 386 953
990 La Trobe Street Docklands VIC 3008
PO Box 4342 Melbourne VIC 3001 Australia
T 131 722 F +61 3 9679 7099
melbournewater.com.au

to Melbourne Water for any new or modified waterway crossing. Upon receipt of a formal application for the crossing of the waterway for construction purposes, detailed terms and conditions shall be provided for the proposed works.

6. Prior to commencement of construction a Site Environmental Management Plan (SEMP) must be submitted to Melbourne Water for approval, specifying relevant actions in a practical way to ensure that they are implemented effectively. The SEMP must include a site map detailing the location and design of all measures including the following:

a) Silt fencing
b) Access tracks
c) Spoil stockpiling
d) Trenching locations
e) Machinery/Plan Locations

Advice to Council

Clause 14.02-1s - Catchment Planning and Management

The objective of this clause is to assist the protection and restoration of catchments, waterways, estuaries, bays, water bodies, groundwater, and the marine environment.

At this location Spring Creek is considered a first order stream. The layout of the development must include a landscaped buffer zone which is a minimum five (5) metres in width located along the full length of Spring Creek to assist in the protection and restoration of the waterway.

The property may be eligible for Melbourne Waters 'Liveable Communities, Liveable Waterways' grant which provides advice and funding for environmental works along waterways.

To access more information regarding other services or online applications that Melbourne Water offers please visit our website.

For general development enquiries contact our Customer Service Centre on 131722.

Regards,

L. Ripper

Louise Ripper
Statutory Referral Permit Services

Melbourne Water ABN 81 945 386 953
990 La Trobe Street Docklands VIC 3008
PO Box 4342 Melbourne VIC 3001 Australia
T 131 722 F +61 3 9679 7099
melbournewater.com.au

Attachment 11 – Planning Policy
The planning policies relevant to the proposal are listed below.

PLANNING POLICY FRAMEWORK (PPF)

11.01-1R Green Wedges – Metropolitan Melbourne

Objective
To protect the green wedges of Metropolitan Melbourne from inappropriate development.

Strategies
- *Promote and encourage the key features and related values of each green wedge area.*
- *Support development in the green wedge that provides for environmental, economic and social benefits.*
- *Support existing and potential agribusiness activities, forestry, food production and tourism.*
- *Protect areas of environmental, landscape and scenic value such as biodiversity assets, national and state parks, Ramsar wetlands and coastal areas.*

11.03-5S Distinctive areas and landscapes

Objective
To recognise the importance of distinctive areas and landscapes to the people of Victoria and protect and enhance the valued attributes of identified or declared distinctive areas and landscapes

Planning is required to consider the *Mornington Peninsula Localised Planning Statement* (MPLPS).

The following strategies of MPLPS are of relevance to this application:

25. The character of the Peninsula's rural area, rural landscapes, coastlines and seascapes will be protected, including:
a) conservation of sites and areas of historic, scientific and cultural value
b) provisions to ensure the appropriate siting and appearance of buildings and works
c) provisions to prevent intrusive commercial development, including service stations and signage on major roads.
26. All development will be designed to respect and, where possible, enhance the natural environment, the rural landscape and scenic values of the Green Wedge.
27. Roads and access routes will be classified, with appropriate planning provisions to protect the safety, function and amenity of each route according to its role.
29. Due account will be given to the value of the Mornington Peninsula for agriculture and other rural pursuits and to the role of primary producers and other land managers.
30. Planning for the Peninsula will recognise the opportunities to combine agricultural land use at all scales with provision for conservation of environmental systems, recreation and agri-tourism.
32. The use of land for rural living will be managed to limit the impact on the sustainable agricultural use of land and to ensure recognition of the need of farms to operate without excessive constraint in a rural environment.
33. The residential occupation of rural land in the Green Wedge will be linked to and conditional upon measures to limit:
a) the impacts on agriculture, biodiversity, cultural heritage significance and landscape character
b) the impact of the proposed dwelling on both the existing and potential use of adjoining rural land.
34. The residential occupation of rural land in the Green Wedge will be linked to and conditional upon the occupiers clear recognition and acceptance of the potential for agricultural use of nearby land to affect future amenity and a clear proposal to ensure a positive contribution to the objectives of sustainable agriculture, or the protection and enhancement of heritage, biodiversity and landscape values, or some combination of these goals consistent with the values, opportunities and constraints of each site.

12.03-1S River and riparian corridors, waterways, lakes, wetlands and billabongs

Objective
To protect and enhance waterway systems including river and riparian corridors, waterways, lakes, wetlands and billabongs.

Strategies
- *Conserve waterway systems and the landscapes and environmental values surrounding them by protecting ecological values, indigenous vegetation, terrestrial and aquatic habitats and encouraging biodiversity.*
- *Sensitively design and site development to maintain and enhance the waterway system and the surrounding landscape setting, environmental assets, and ecological and hydrological systems.*
- *Facilitating the restoration of waterway systems through the removal of weeds, invasive species and pests.*
- *Retaining and re-establishing vegetation, including grasslands and canopy trees, surrounding waterway systems to enhance and connect to the landscape setting, ensuring it responds to the bushfire risk of a location.*
- *Minimising the visual intrusion of development on the natural landscape views from major roads, bridge crossings, public open space, recreation trails and within waterway systems themselves.*
- *Ensuring development is visually subordinate to the local landscape setting, including through the use of vegetation to filter views of development.*
- *Ensuring development adjacent to waterways adopts high quality materials and respectful design and siting.*

12.05-1S Environmentally sensitive areas

Objective
To protect and conserve environmentally sensitive areas.

Strategies
Protect environmentally sensitive areas with significant recreational value from development that would diminish their environmental conservation or recreational values. These areas include the Dandenong and Macedon Ranges, the Upper Yarra Valley, Western Port and Port Phillip Bay and their foreshores, the Mornington Peninsula, the Yarra and Maribyrnong Rivers and the Merri Creek, the Grampians, the Gippsland Lakes and its foreshore, the coastal areas and their foreshores, Alpine areas and nominated urban conservation areas, historic buildings and precincts.

12.05-2S Landscapes

Objective
To protect and enhance significant landscapes and open spaces that contribute to character, identity and sustainable environments.

Strategies
- *Ensure significant landscape areas such as forests, the bays and coastlines are protected.*
- *Ensure development does not detract from the natural qualities of significant landscape areas.*
- *Improve the landscape qualities, open space linkages and environmental performance in significant landscapes and open spaces, including green wedges, conservation areas and non-urban areas.*
- *Recognise the natural landscape for its aesthetic value and as a fully functioning system.*
- *Ensure important natural features are protected and enhanced.*

13.07-1S Land use compatibility

Objective
To protect community amenity, human health and safety while facilitating appropriate commercial, industrial, infrastructure or other uses with potential adverse off-site impacts.

Strategies
- *Ensure that use or development of land is compatible with adjoining and nearby land uses*

14.01-1S Protection of agricultural land

Objective
To protect the state's agricultural base by preserving productive farmland.

Strategies
- *Identify areas of productive agricultural land, including land for primary production and intensive agriculture.*
- *Protect productive agricultural land from unplanned loss due to permanent changes in land use.*
- *Prevent inappropriately dispersed urban activities in rural areas.*
- *Protect strategically important agricultural and primary production land from incompatible uses.*
- *Limit new housing development in rural areas by:*
  - *Directing housing growth into existing settlements.*
  - *Discouraging development of isolated small lots in the rural zones from use for dwellings or other incompatible uses.*
- *Compatibility between the proposed or likely development and the existing use of the surrounding land.*
- *The potential impacts of land use and development on the spread of plant and animal pests from areas of known infestation into agricultural areas.*
- *Land capability.*

14.01-1R Protection of agricultural land – Metropolitan Melbourne

Strategies
Protect agricultural land in Metropolitan Melbourne's green wedges and peri-urban areas to avoid the permanent loss of agricultural land in those locations.

14.01-2S Sustainable agricultural land use

Objective
To encourage sustainable agricultural land use.

Strategies
- *Ensure agricultural and productive rural land use activities are managed to maintain the long-term sustainable use and management of existing natural resources.*
- *Support the development of innovative and sustainable approaches to agricultural and associated rural land use practices.*
- *Assist genuine farming enterprises to embrace opportunities and adjust flexibly to market changes.*

14.02-21S Catchment planning and management

Objective
To assist the protection and restoration of catchments, waterways, estuaries, bays, water bodies, groundwater, and the marine environment.

Strategies
- *Retain natural drainage corridors with vegetated buffer zones at least 30 metres wide along each side of a waterway to:*
  - *Maintain the natural drainage function, stream habitat and wildlife corridors and landscape values,*
  - *Minimise erosion of stream banks and verges, and*
  - *Reduce polluted surface runoff from adjacent land uses.*
- *Undertake measures to minimise the quantity and retard the flow of stormwater from developed areas.*

- *Require appropriate measures to filter sediment and wastes from stormwater prior to its discharge into waterways, including the preservation of floodplain or other land for wetlands and retention basins.*
- *Ensure that development at or near waterways provide for the protection and enhancement of the environmental qualities of waterways and their instream uses.*
- *Ensure planning is coordinated with the activities of catchment management authorities.*

14.02-2S Water quality

Objective
To protect water quality.

Strategies
- *Protect reservoirs, water mains and local storage facilities from potential contamination.*
- *Ensure that land use activities potentially discharging contaminated runoff or wastes to waterways are sited and managed to minimise such discharges and to protect the quality of surface water and groundwater resources, rivers, streams, wetlands, estuaries and marine environments.*

15.01-2S Building design

Objective
To achieve building design and siting outcomes that contribute positively to the local context, enhance the public realm and support environmentally sustainable development.

Strategies
- *Ensure development responds and contributes to the strategic and cultural context of its location.*
- *Minimise the detrimental impact of development on neighbouring properties, the public realm and the natural environment.*

15.01-6S Design for rural areas

Objective
To ensure development respects valued areas of rural character.

Strategies
- *Ensure that the siting, scale and appearance of development protects and enhances rural character.*
- *Protect the visual amenity of valued rural landscapes and character areas along township approaches and sensitive tourist routes by ensuring new development is sympathetically located.*
- *Site and design development to minimise visual impacts on surrounding natural scenery and landscape features including ridgelines, hill tops, waterways, lakes and wetlands.*

ZONES/OVERLAYS

35.04 Green Wedge Zone

Purpose

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

Decision Guidelines

General

- *The Municipal Planning Strategy and the Planning Policy Framework.*
- *Any Regional Catchment Strategy and associated plan applying to the land.*
- *The capability of the land to accommodate the proposed use or development.*
- *How the use or development relates to rural land use, rural diversification, natural resource management, natural or cultural heritage management, recreation or tourism.*
- *Whether the site is suitable for the use or development and the compatibility of the proposal with adjoining land uses.*
- *The need to minimise adverse impacts on the character and appearance of the area or features of architectural, scientific or cultural heritage significance, or of natural scenic beauty.*
- *The potential for accommodation to be adversely affected by vehicular traffic, noise, blasting, dust and vibration from an existing or proposed extractive industry operation if it is located within 500 metres from the nearest title boundary of land on which a work authority has been applied for or granted under the Mineral Resources (Sustainable Development) Act 1990.*

Rural issues

- *The maintenance of agricultural production and the impact on the rural economy.*
- *The environmental capacity of the site to sustain the rural enterprise.*
- *The need to prepare an integrated land management plan.*
- *The impact on the existing and proposed rural infrastructure.*
- *The potential for the future expansion of the use or development and the impact of this on adjoining and nearby agriculture and other land uses.*
- *The protection and retention of land for future sustainable agricultural activities.*

Environmental issues

- *The impact of the use or development on the flora and fauna on the site and its surrounds.*
- *The need to protect and enhance the biodiversity of the area, including the retention of vegetation and faunal habitat and the need to revegetate land including riparian buffers along waterways, gullies, ridgelines, property boundaries and saline discharge and recharge area.*
- *How the use or development relates to sustainable land management and the need to prepare an integrated land management plan.*
- *The location of on site effluent disposal areas to minimise impact of nutrient loads on waterways and native vegetation.*

Design and siting issues

- *The need to minimise any adverse impacts of siting, design, height, bulk, and colours and materials to be used, on landscape features, major roads and vistas.*
- *The location and design of existing and proposed infrastructure services which minimises the visual impact on the landscape.*
- *The need to minimise adverse impacts on the character and appearance of the area or features of archaeological, historic or scientific significance or of natural scenic beauty or importance.*
- *The need to locate and design buildings used for accommodation to avoid or reduce the impact from vehicular traffic, noise, blasting, dust and vibration from an existing or proposed extractive industry operation if it is located within 500 metres from the nearest title boundary of land on which a work authority has been applied for or granted under the Mineral Resources (Sustainable Development) Act 1990.*

42.01 Environmental Significance Overlay – Schedule 12 – Southern Basalt Slopes

Statement of environmental significance

This area forms part of the catchment of Main Creek and other streamlines that discharge to Westernport Bay and the Bass Strait, and abuts the Greens Bush area of the Point Nepean National Park. It is also an

area of strategic landscape importance, forming part of the coastal hinterland of Westernport Bay and the coastal cliffs of Bass Strait. This area defines the rural edge to the coastal village of Flinders.

Objectives

- *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.*
- *To promote siting and design of buildings and works that is responsive to the open rural and coastal landscape character and vistas of this area, and that maintains the scenic value of roads and recreation routes.*
- *To protect the landscape values of the area.*

42.01 Environmental Significance Overlay – Schedule 17 – Streamlines

Statement of environmental significance

The streamlines of the Mornington Peninsula are an integral element of the environmental systems that support biodiversity, and directly impact on the coastal and marine environments. Streamlines also often provide relatively undisturbed habitat corridors between larger areas of remnant vegetation. The catchment areas of streams and watercourses on the Peninsula are relatively small, increasing sensitivity to inappropriate development.

Objectives

- *To maintain environmental flows and the quality of water within streams and watercourses.*
- *To maintain the capacity of streams and watercourses to carry natural flows.*
- *To prevent erosion of banks, stream beds and adjoining land and the siltation of watercourses, drains and other features.*
- *To protect and conserve flora and fauna habitats (including those of fish and invertebrates) within and along streams and watercourses.*
- *To ensure that development does not occur on land liable to flooding.*
- *To ensure that subdivision and development is compatible with the environmental values of streams and watercourses.*

42.03 Significant Landscape Overlay – Schedule 6 – National Trust Classified Landscapes

Statement of nature and key elements of landscape

National Trust classified landscapes have been identified as key landscape features. The National Trust classification combines the immediate visual values of the landscape with an assessment of cultural heritage significance. Development within these areas may substantially effect the perception of landscape quality unless it is carefully sited and designed.

Objectives

- *To protect and enhance the visual, natural and cultural heritage values of classified landscapes.*
- *To protect classified landscapes from visual intrusion resulting from the inappropriate siting, design or materials of buildings and works.*
- *To encourage siting, design and landscaping of buildings and works which is responsive to the landscape values of classified landscapes.*
- *To maintain vegetation as an important element of classified landscapes.*

Decision Guidelines

- *The comments of the National Trust where proposals may significantly effect the classified landscape.*
- *The protection and appropriate enhancement of the landscape, having regard to:*

  - *Protecting landscape areas and vantage points of high quality.*
  - *Maintaining visual sequences along access routes.*
  - *The conservation of significant areas of natural vegetation and significant stands of trees along scenic roads and on adjoining land.*
  - *The control of the density of buildings and subdivision in areas of scenic value.*
- *Whether the siting, height, scale, materials and form of proposed buildings and works, including infrastructure service lines, has been designed to have least visual effect on the classified landscape.*
- *Whether approval of the proposed buildings and works is compatible with maintaining the visual, natural and cultural heritage significance of the landscape.*
- *The availability of reasonable alternative sites, alternative building designs or alternative construction practices for proposed buildings and works that would better meet landscape character objectives of this schedule, having regard to the size and topography of the land and the form and nature of the proposed buildings and works.*
- *The availability of reasonable alternative routes, alternative designs or alternative forms of installation for infrastructure service lines that would better meet landscape character objectives of this schedule.*
- *The benefit of permit conditions requiring all building materials to be non-reflective and of colours which are complementary to those of natural landscape.*
- *The benefit of conditions requiring the landscaping of buildings and works, while also having regard to the maintenance of existing viewlines and the open landscape character of some areas.*

PARTICULAR PROVISIONS

51.02 Metropolitan Green Wedge Land: Core Planning Provisions

Purpose
- *To protect metropolitan green wedge land from uses and development that would diminish its agricultural, environmental, cultural heritage, conservation, landscape natural resource or recreation values.*
- *To protect productive agricultural land from incompatible uses and development.*
- *To ensure that the scale of use is compatible with the non-urban character of metropolitan green wedge land.*
- *To provide deeming provisions for metropolitan green wedge land.*

52.06 Car parking

Purpose
- *To ensure that car parking is provided in accordance with the Municipal Planning Strategy and the Planning Policy Framework.*
- *To ensure the provision of an appropriate number of car parking spaces having regard to the demand likely to be generated, the activities on the land and the nature of the locality.*
- *To support sustainable transport alternatives to the motor car.*
- *To promote the efficient use of car parking spaces through the consolidation of car parking facilities.*
- *To ensure that car parking does not adversely affect the amenity of the locality.*
- *To ensure that the design and location of car parking is of a high standard, creates a safe environment for users and enables easy and efficient use.*

Number of car parking spaces required
Where a new use occurs, before it commences the number of car parking spaces listed in this clause for the particular use must be provided to the satisfaction of the responsible authority on the land.

The use of the land for a dwelling requires two spaces for a five-bedroom dwelling. A carport with three car capacity is provided, and has satisfied this requirement.

GENERAL PROVISIONS

65.01 Decision Guidelines

Before deciding on an application or approval of a plan, the responsible authority must consider, as appropriate:

- *The matters set out in section 60 of the Act.*
- *Any significant effects the environment, including the contamination of land, may have on the use or development.*
- *The Municipal Planning Strategy and the Planning Policy Framework.*
- *The purpose of the zone, overlay or other provision.*
- *Any matter required to be considered in the zone, overlay or other provision.*
- *The orderly planning of the area.*
- *The effect on the environment, human health and amenity of the area.*
- *The proximity of the land to any public land.*
- *Factors likely to cause or contribute to land degradation, salinity or reduce water quality.*
- *Whether the proposed development is designed to maintain or improve the quality of stormwater within and exiting the site.*
- *The extent and character of native vegetation and the likelihood of its destruction.*
- *Whether native vegetation is to be or can be protected, planted or allowed to regenerate.*
- *The degree of flood, erosion or fire hazard associated with the location of the land and the use, development or management of the land so as to minimise any such hazard.*
- *The adequacy of loading and unloading facilities and any associated amenity, traffic flow and road safety impacts.*
- *The impact the use or development will have on the current and future development and operation of the transport system.*

ADOPTED POLICIES

Green Wedge Management Plan
Mornington Peninsula Shire Council adopted the *Green Wedge Management Plan* at its meeting on 17 December 2018. The Plan was updated in response to further submissions in April 2019. Pursuant to Section 60(1A)(g) of the Act, before decision on an application, the responsible authority, may consider any other strategic plan, policy statement, code or guideline which has been adopted by a Minister, government department, public authority or municipal council.

The policy applies to the use and development of land for a dwelling, including caretaker's dwelling, and the development of land for the purpose of providing bed and breakfast accommodation in association with a dwelling, in any of the following zones:

- Green Wedge Zone - other than land within the Cape Schanck resort and lots under 1 hectare on the west side of Cape Schanck Road.
- Special Use Zone - Schedules 1, 2, 3 and 4.

It is policy that land within the Green Wedge should not be used or developed for the purpose of a dwelling unless in conjunction with the use of the land a limited range of operations. This includes a substantial, sustainable and productive agricultural land use
and/or substantial and sustainable habitat restoration on the balance of the property.

The proposal includes a Farm Management Plan (“FMP”) and a Land Management Plan (“LMP”) that meets this use, proposing to breed Angus cattle on the site and restore and maintain the streamline ecosystem and biodiversity of the site.

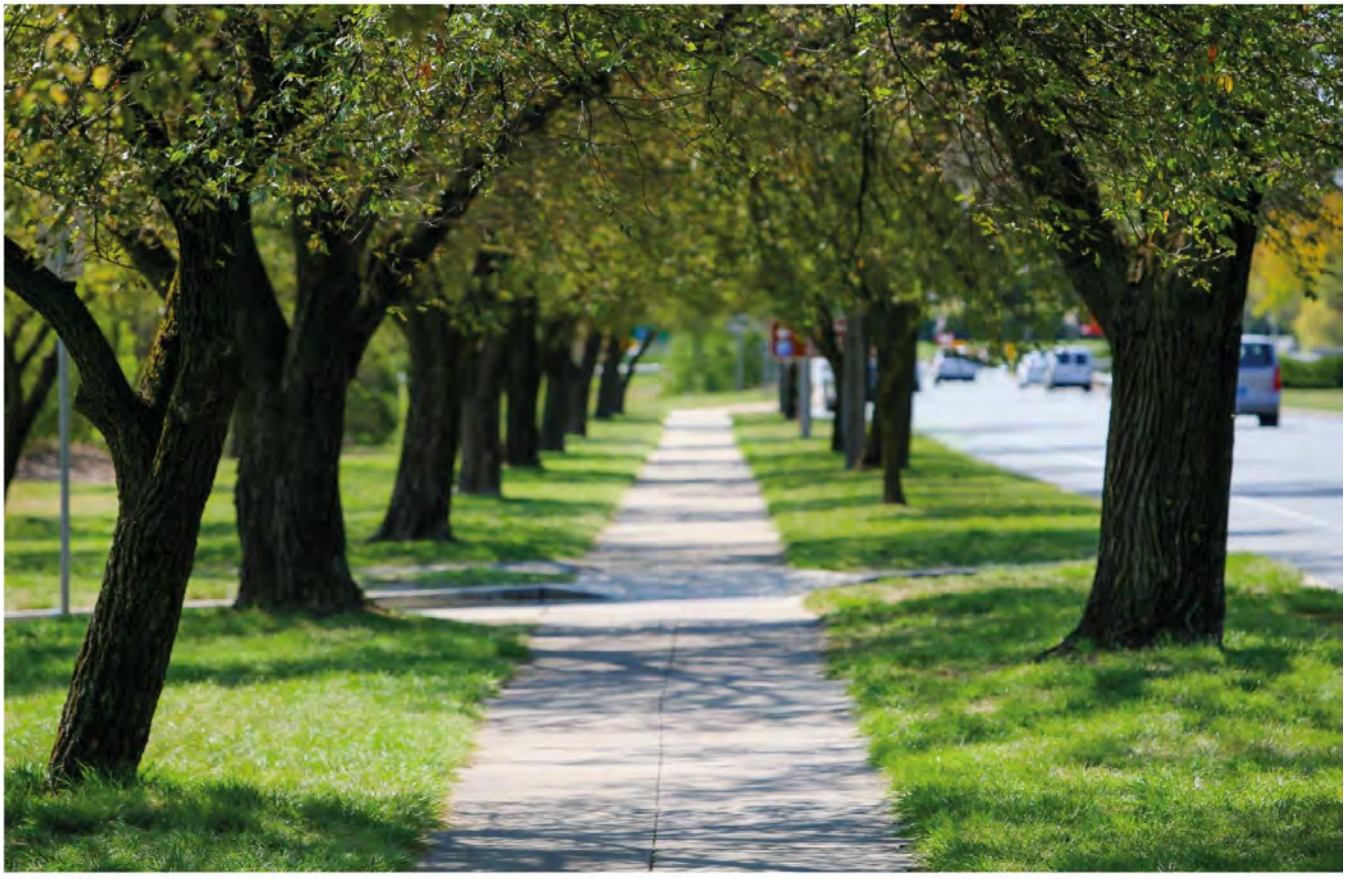
In addition, siting and design guidelines apply to a dwelling proposed within a rural zone. An assessment of the proposed dwelling against these requirements follows:

Requirement	Assessment
Any dwelling and all buildings and works associated with the dwelling, including but not limited to swimming pools, domestic outbuildings, tennis courts, ornamental gardens, stables, ménages and other buildings and works ancillary to the dwelling, including domestic effluent disposal fields, to the extent that is reasonably possible, but excluding buildings required for agricultural purposes, including haysheds and pump sheds, should be contained within a defined building envelope shown on the Land Management Plan, consisting of no more than 10 % of the site area or 2,000 square metres, whichever is the lesser.	Complies. The proposed works, including dwelling and septic dispersal field are located in an envelope of approximately 1994 square metres.
Any dwelling should be located so as to minimise the impact on agricultural use (existing and potential), and on biodiversity values, both on the site and on adjoining land, consistent with maintaining landscape and conservation values.	Complies. The proposed development is sited to the rear of the allotment and the net area for agricultural use is proposed to be sited towards the front and centre. No vegetation removal is proposed.
A dwelling should be located to avoid the need for removal of existing vegetation for fire prevention purposes and having regard to the requirements Bushfire Management Overlay.	Complies. No vegetation removal is proposed for fire prevention purposes.
A dwelling should be located to protect existing native vegetation and maintain opportunity for revegetation to achieve future connectivity between significant stands of native vegetation in the area.	Complies. No vegetation removal is proposed.
A dwelling, and associated infrastructure and driveways, should be located and sited in accordance with an approved Land Management Plan, providing maximum opportunities for sustainable agricultural use consistent with the retention of native vegetation. This does not apply if the land is within a Significant Landscape Overlay or forms part of a green break between nearby towns; in which case, a site providing minimal landscape impact, particularly avoiding ridgelines, is required.	Complies. The works are proposed in conjunction with the Farm Management Plan assessment that enhances the biodiversity of the site and provides agricultural undertakings.
A dwelling should be sited so as to maximise, as far as reasonably practicable, the separation distance from any nearby existing use that is liable to produce offensive off-site noise, odour, light or air emissions. A dwelling should be sited having regard to the need to protect future opportunities for the extraction of stone or minerals	Complies. The proposed dwelling shows generous setbacks to all boundaries. There are no existing uses that would contribute to offensive off-site noise, odour, light or air emissions.
All buildings and works that form part of a dwelling should be sited and designed to	Complies.

complement each other and protect the landscape character of the area.	The dwelling has been designed to have a low-scale presentation within the landscape. The dwelling consists of one continuous form and thus is not fragmented on the land. Furthermore, the dwelling shows use of muted and natural tones and materials consistent with the surrounding landscape.
Dwellings should be designed and sited having regard to the principles of Ecologically Sustainable Development.	Complies. The proposal has been well designed and sited in accordance with ESD principles.
All habitable rooms of a dwelling, including those which are included in a habitable outbuilding or which are used for the provision of bed and breakfast accommodation, should be contained in a single building or if more than one building is proposed connected by covered walkways of less than 10 metres in length.	Complies. All habitable rooms are contained within one building.

Our Urban Forest

2024-2034



MORNINGTON PENINSULA Shire

Our Urban Forest

MORNINGTON PENINSULA Shire

Mornington Peninsula Shire acknowledges Bunurong peoples who have been the custodians of this land for many thousands of years and continue to care for Country today. We pay respect to their Elders past and present.

We acknowledge that the land on which we meet is the place of age-old ceremonies, celebrations, initiation and renewal; and that Bunurong peoples' living culture continues to have a unique role in the life of this region.

Bunurong peoples have nurtured and protected our lands and waters long before Europeans arrived, and their deep connection to Country is woven into the fabric of the landscape. This is reflected in the intricate relationship between indigenous trees, vegetation, fauna and ecosystems, and we draw inspiration from their sustainable land management practices when looking to our future urban forest.

Our Urban Forest

MORNINGTON PENINSULA Shire

Contents

Mayor's message ... 5
Executive summary ... 6
Strategy at a glance ... 7
Introduction and background ... 8
What is the urban forest? ... 8
The benefits of our urban forest ... 9
Threats to our urban forest ... 11
Why we need the urban forest strategy ... 13
What the community told us ... 14
Our Urban Forest Strategy engagement ... 14
Council and Wellbeing Plan ... 14
Our Citizens' Panel ... 14
Nature strip policy engagement ... 15
Strategic context ... 16
Relevant State and metropolitan plans and strategies ... 16
Local plans and strategies ... 18
Our urban forest today ... 19
Who manages the urban forest? ... 19
Biodiversity on the Peninsula ... 19
Tree canopy cover ... 19
The trees in the urban forest ... 25
Climate vulnerability of the urban forest ... 25
Prioritising action ... 26
Priorities for the Shire ... 26
Setting canopy targets ... 29
Establishing a baseline ... 29
Where can we plant more trees ... 29
Public realm tree canopy targets ... 30
Our future forest ... 33
Theme 1: Growing and protecting ... 34
Theme 2: Thriving ... 36
Theme 3: Resilient ... 38
Theme 4: Equitable ... 40
Implementation ... 42
Greening the private realm ... 42

Our Urban Forest

Tree species selection on the peninsula 43
Integrated Water Management 43
Coastal Planning 44
Accessibility and Universal Design 44
Reporting and review 44
Glossary 45
References 46
Appendices 48
Appendix B – Canopy projections by township 49

Our Urban Forest

MORNINGTON PENINSULA Shire

Mayor's message

Ensuring a thriving urban forest is of critical importance for our region. With increased tree cover our urban areas will benefit environmentally, socially, economically, and be more resilient to the changes of our climate. This strategy takes a holistic approach that addresses multiple aspects of urban living, enhancing the overall quality of life and health for residents while promoting environmental stewardship and sustainability.

'Our Urban Forest' is a comprehensive framework for the Shire and community to protect, manage and enhance our urban green spaces and the invaluable biodiversity on the Peninsula, in the context of rising challenges from climate change, population growth and biodiversity loss.

The Strategy identifies an overall growth in canopy over the last 10 years, while also highlighting that there are significant losses of canopy cover on private land across every township. Despite these localised challenges, the strategy underscores myriad benefits that urban forests delivers, including the crucial role they play in mitigating urban heating, supporting our communities and ecosystems, and building resilience to current and future climate impacts.

Through this Strategy we acknowledge the traditional custodians of this land, the Bunurong people, who have cared for this land for countless generations and have a deep-rooted connection to the trees, animals and nature on the Peninsula.

We know that the lifetime of our urban forest is longer than this strategy and that the investment we make today will benefit many generations to come.

Councillor Simon Brooks, Mayor
Mornington Peninsula Shire Council

Image 1. Footpath, Blairgowrie

Our Urban Forest

MORNINGTON PENINSULA Shire

Executive summary

The Mornington Peninsula Shire has a rich and unique landscape of coasts and hills, substantial native biodiversity, a mix of urban character in its townships and importantly extensive tree canopy cover. The Peninsula's tree canopy cover, the key component of the urban forest, cools our urban areas, enhances liveability for residents, and attracts visitors. Our urban forest also plays a crucial role in supporting biodiversity and helping animals and ecosystems to flourish.

While the percentage of tree canopy cover is higher than most councils in metropolitan Melbourne, the tree canopy is not evenly spread across the Peninsula, with significant variations between different townships and areas within them. This leads to the impacts of climate change and urban heating being disproportionately felt by vulnerable communities, residents and ecosystems.

The Shire recognises that the urban forest is also vulnerable to the challenges of climate change, urban densification and urban heating. Our climate is changing with rising temperatures, reduced annual rainfall, and increased frequency and severity of storms and heatwaves. These changes threaten both community wellbeing and the health of the urban forest. The urban forest provides a myriad of benefits such as shade and cooling that enhance liveability and reduce the vulnerability of communities to extreme heat.

Urban development is expanding throughout the Peninsula to accommodate a growing population and the renewal of housing stock. Development may lead to the loss of tree canopy cover, further exacerbating the uneven distribution of canopy cover. Given these complex challenges, a strategic response from the Shire is crucial to maintaining and enhancing the resilience of the environment and community. Nature-based solutions are increasingly recognised as a cost-effective and holistic approach.

In response to these issues, the Shire has developed **Our Urban Forest Strategy**. This strategy aims to substantially increase resilient canopy cover across the Peninsula to mitigate the impacts of urban heat, enhance amenity, and support the unique natural environment and biodiversity of the region.

Image 2. Frankston-Flinders Rd, Tyabb

An analysis conducted in 2020 revealed that the average overall canopy cover of urban areas in the Mornington Peninsula Shire was 37.2%, one of the highest in metropolitan Melbourne. However, there is significant variation between townships, ranging from 14% in Safety Beach to 68% in Arthurs Seat, highlighting the need for more equitable canopy distribution.

The vision of Our Urban Forest Strategy is that the future Mornington Peninsula urban forest is growing, thriving and resilient, providing the diverse ecological, social and economic benefits to all people and creatures who live in the unique Peninsula forest.

This strategy sets an ambitious and evidence-based target that by 2034, vegetation is in place to achieve an average of **45% canopy cover in urban public spaces**, and shared objectives among the community and landholders across the peninsula.

Our Urban Forest Strategy guides and coordinates investment and action to protect, enhance, and expand vegetation and tree canopy in urban areas. Ultimately, the goal is to create a healthy community and environment for current and future generations to enjoy.

Our Urban Forest Strategy Overview

MORNINGTON PENINSULA Shire

Strategy at a glance

The Mornington Peninsula has a rich and unique urban forest, across every township and landscape. We face many threats and challenges, and so Our Urban Forest Strategy sets our vision for the future and how it is protected, managed and enhanced.

Our Urban Forest Strategy 2034 Vision
The future Mornington Peninsula urban forest is growing, thriving and resilient, providing the diverse ecological, social and economic benefits to all people and creatures who live in the unique Peninsula forest.

Theme	Description	Targets
Growing and protecting	Growing and protecting what we have is central to the strategy, so our urban forest is thriving, healthy, resilient and equitable into the future.	• By 2034, vegetation is in place to achieve an average of 45% canopy cover in urban public spaces (road reserves and open spaces) • No net canopy loss in any township by 2034 • All new trees planted are recorded and monitored for health and risk
Thriving	A thriving urban forest depends on coordination between everyone on the Peninsula. Residents, community groups, the Shire and other land managers will share ownership and integrate greening and nature-based solutions across boundaries.	• Tree and vegetation planting is included in all Shire capital works to meet canopy targets, with WSUD included where significant impervious surface is added • A collaborative network is established between the Shire, Traditional Owners and all relevant state government departments and organisations • Residents are supported and activated to plant and manage trees and vegetation on their land
Resilient	A resilient urban forest reduces our vulnerability to the changing environment – preparing for climate change, heatwaves, extreme weather events, flooding, urban heat, pests and disease outbreaks.	• Our community and environment has increased resilience to climate impacts including coastal inundation, flooding, extreme heat and drought • Our urban forest has improved diversity in species, age and health appropriate to future conditions • All townships have improved heat vulnerability scores
Equitable	The myriad benefits provided by our urban forest must be shared across all townships, communities and demographics in a fair and equitable manner. Our connection to nature, biodiversity and cool green spaces is a fundamental principle for all communities across all current and future planning.	• Canopy cover disparity between townships is reduced by 2034 • Community groups and schools are supported to plant and manage urban forest projects in open spaces • Reduced number and severity of injuries, damage and claims from public trees • All Principal Pedestrian Network routes have been planted to increase canopy cover target 60%

Our Urban Forest Strategy Overview

MORNINGTON PENINSULA Shire

Introduction and background

What is the urban forest?

The urban forest in the Mornington Peninsula Shire the Peninsula) comprises all the trees and other vegetation – and the soil and water that sustain them – on private and public land within the urban areas of the Peninsula[1]. It includes vegetation in streets, parks, gardens, bushland reserves, river and creek corridors, wetlands, railway corridors, foreshores and civic areas. It includes vegetation on public and private land.

Urban forests provide critical environmental services that support the liveability of the towns in which we live, work and visit. Climate change, urban heating and urban densification are significant challenges impacting the health and wellbeing of our community and the places we live. Cities throughout the world are turning to trees and other green infrastructure solutions to meet the climate challenge and to enhance the resilience of the environment and support community health and wellbeing.

Image 3. Sheoak, Mt Eliza

Urban forests can help sustain healthy urban ecological systems by providing critical habitat for urban biodiversity. They link areas of habitat within urban areas and connect to important habitats outside urban areas.

The urban forest, and trees in particular, are now recognised as essential infrastructure, indispensable to the liveability and resilience of every city or town.

The urban forest extends throughout the urban areas[2] of the Peninsula (Figure 1. The urban areas of Mornington Peninsula Shire).

It is located on private residential, commercial and industrial land, and public land owned and managed by Mornington Peninsula Shire Council (the Shire) and several other government agencies. A holistic view of the urban forest and its associated ecosystem services, across land uses and ownership is critical to consider the broader issues of climate change, urban heat effects and population growth.

In recognising the collective benefits of a green governance approach and the importance of green links, the primary focus of Our Urban Forest Strategy (the strategy) is the management of trees in the urban areas across the Peninsula.

[1] While the scope of this strategy is limited to urban areas, there are opportunities to deliver greening and cooling projects outside this area, such as in open spaces, reserves and streets adjacent to the Urban Growth Boundary.

[2] Urban areas are defined as all areas of the Peninsula located within the urban growth boundary. A full definition is provided in the glossary.

Our Urban Forest Strategy Overview

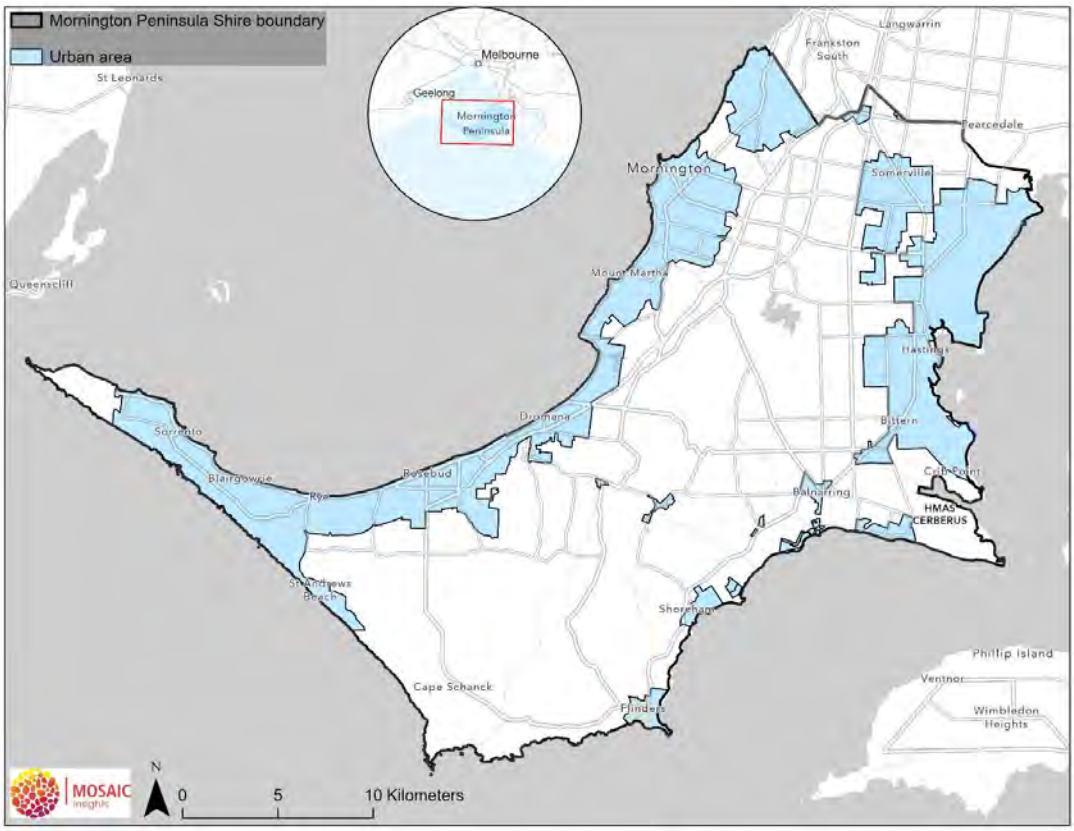


Figure 1. The urban areas of Mornington Peninsula Shire

The benefits of our urban forest

The urban forest provides a myriad of benefits to residents and visitors and is a critical component of the unique biodiversity on the Peninsula. Harnessing these benefits will assist the Shire and the community to respond and adapt to challenges from climate change (see text box below), urban densification and social vulnerability. They support the protection and enhancement of the natural environment and improve community connections to nature. Realisation of these benefits requires a resilient urban forest; one that has a balance of vegetation type, tree age, health and species.

Climate change and our urban forest
The Shire's Climate Emergency Plan (CEP) recognises that Mornington Peninsula's climate has already changed due to historic greenhouse gas emissions. Given our geography and latitude, the Peninsula will likely continue to experience climatic changes to a greater degree than state, national and global averages. Changes in the climate include rising temperatures, reduced annual rainfall, increased storm events, and increased frequency and severity of heatwaves and bushfires. The CEP sets out a pathway to increase the resilience of the community, with a peak goal of net zero emissions by 2040.

Our Urban Forest Strategy Overview

MORNINGTON PENINSULA Shire

The strategy will guide the delivery of on ground greening outcomes to unleash the potential of nature to maximise the many benefits provided by the urban forest, which include:

- **Climate resilience** – Trees play a significant role in adapting to, and mitigating, the effects of climate change. As described below, trees provide cooling and shading benefits, can protect infrastructure from deterioration (e.g. increasing the lifespan of road surfaces), reduce the risk of flooding after more frequent and extreme weather events, and sequester CO_2 from the atmosphere (Moore, 2020).
- **Mitigation of urban heat island (UHI) effect** – The rising temperatures and more frequent heatwaves with climate change present a particular challenge for urban areas because of the UHI effect. Urban areas are warmer than the surrounding rural land because roads, pathways, buildings and dark roofs absorb heat and radiate it back into the environment. Research in Adelaide found a difference in temperatures between urban and rural areas of 5.9 °C (Soltani & Sharifi, 2017). The UHI effect can be mitigated by increased tree canopy and vegetation, particularly when combined with water sensitive urban design to maximise the cooling effect (Cooperative Research Centre for Water Sensitive Cities, 2020).
- **Enhanced biodiversity in an urban context** – Biodiversity is critical on the Peninsula, particularly through our bushland reserves, coastal foreshores, national parks and green wedge. The urban environment can play a key role in supporting, protecting and enhancing these areas of high biodiversity value, and can foster improved plant and animal health, wellbeing and survival. Trees provide habitats and food sources for a large range of species and enhance wildlife corridors (Zart, 2022).
- **Community health and wellbeing benefits** – There are numerous benefits of urban forests for human health and wellbeing including increased happiness and mental health outcomes (Long, 2019), increased connection with nature (Weir, 2020), improved air quality from pollution reduction (Ren et al., 2023), protection from extreme heat (Armson et al., 2012), and even reduced crime and anti-social behaviour (Kondo et al., 2017).
- **Shading and cooling** – In addition to providing cool, shaded areas for people to shelter from the sun, trees can reduce ambient temperatures in urban areas by shading heat absorbing surfaces, absorbing heat, and through the process of evapotranspiration. Shading and cooling from trees is beneficial both for human health, allowing people to walk along cool streets to schools, shops, parks, and more, and for reducing the need for cooling (air conditioning), saving money and reducing emissions (Livesley, 2010). This is particularly relevant for key pedestrian routes as set out in our Pedestrian Access Strategy (2024).
- **Reduced flooding and erosion** – Trees play a vital role in reducing the risk of flooding in urban areas by slowing down runoff on its path to drains and sewer systems, allowing more time for the runoff to infiltrate the soil (Corrigan, 2023).
- **Amenity/economic benefit** – A key consideration of our urban forest is the benefit we get from living in leafy suburbs. As well as a more pleasant environment to live, work and play, studies show that properties in tree-lined streets are valued up to 30% higher than those without (Plant, 2006). Tree-lined, shady streets also reinforce a sense of place and Mornington Peninsula Shire identity and provide a beneficial experience for the large number of visitors to the Peninsula each year.
- **Integrated Water Management** – Managing our water resources on the Peninsula is one of our key objectives, and a well-planned urban forest can support our targets by reducing the need for watering with potable water, reducing stormwater pollution and alleviating flooding effects.
- **Carbon sequestration** – Trees and vegetation play a vital role in drawing carbon from the atmosphere and storing it in the trunks, branches, leaves and roots. This carbon is ‘sequestered’ which helps mitigate climate change. While it varies by species, size and age, trees can store an average of approximately 20 kg of carbon dioxide per year (Kilgore, 2024), so across our urban forest this can have a large effect.

Our Urban Forest Strategy Overview

MORNINGTON PENINSULA Shire

Threats to our urban forest

There are numerous threats and barriers to both existing trees in urban areas, and to increased greening in the future. The following threats have been considered through the development of the strategy:

- **Pests and diseases inhibit healthy growth** – Stress from changing climate may increase susceptibility of urban trees to pests and diseases, further risking their survival in increasing temperatures and other climate related threats (Tubby & Webber, 2010).

- **Climate change and urban heat** – Climate projections clearly show that we are going to experience higher temperatures, more frequent and extreme weather events, increasing coastal inundation and storm surge and other factors that will affect vegetation in our urban environment. The Peninsula is at particular risk of loss of land (and large amounts of the urban forest on the coastal fringe) to inundation. Events of extreme heat and ongoing UHI effects in urban areas can reduce the effectiveness of photosynthesis in trees and cause stress, limiting the growth of leaves and reducing their ability to provide benefits (Esperon-Rodriguez et al., 2021). It is critical that we plan our urban forest for the coming climate conditions.

- **Population growth and urban development** – Ongoing urban development through subdivision and development or extension of existing dwellings often leads to the loss of existing trees, trees that mature to a smaller height, and decreased opportunities to establish meaningful landscaping and planting of large canopy trees (The Nature Conservancy & Resilient Melbourne, 2019). Development often impacts the size of trees that can be installed in the nature strip before impacting on buildings, so smaller trees have to be planted. The installation of more driveway crossovers to service smaller lots also impacts the potential for trees to be installed within the public realm.

- **Costs involved in tree maintenance and infrastructure repairs (buildings, paths, fences etc)** – Installing, establishing and maintaining trees through their lifespan requires investment over a period of years. Lifetime maintenance costs of street trees in Australia is estimated to be between $2,800 and $5,300 per tree for trees with projected useful lifespan of 50 years (Moore, 2021). If insufficient funding is provided, then tree mortality rates are higher and longer-term costs such as impacts on overhead powerlines can be higher (particularly for trees planted in road reserves).

- **Risk of damage to public and private infrastructure** – Increasing the number of trees in our urban areas may lead to increased risk of insurance and liability claims, particularly where tree species and design are not appropriate for the site and conditions.

- **Tension between different uses of public land** – Maximising tree canopy while providing adequate open space for outdoor active and passive recreation, and active transport, can sometimes be in conflict, and provide constraints on opportunities to plant trees in (for example) sports fields.

Image 4. Deakin Cr, Baxter

Our Urban Forest Strategy Overview

MORNINGTON PENINSULA Shire

- **Poor soil conditions leading to stunted growth** – Growing conditions for street tree roots are generally harsh with restricted underground space, impervious surfaces that limit water availability, conflict with underground services and compacted soils. There are also risks of planting in open spaces on ex-landfill sites, as tree roots can damage the landfill caps leading to the release of landfill gases and potentially damage to trees.

- **Poor species selection and lack of species diversity** – Not all species are appropriate for providing canopy cover. Lack of diversity in species can lead to less resilient urban forests as pest and disease related threats will often threaten one species of tree and could wipe out a whole population of single species trees (Paquette et al., 2021).

- **Conflict with other infrastructure** – Trees are often removed in preference of underground utilities such as pipes and wires being provided as roots can cause damage to these services (Rogers, 2014). Roots can also cause damage to footpaths leading to tree removal.

- **Vandalism and illegal removal of trees and vegetation** – trees and vegetation removed outside of approved and permitted processes can cause significant losses for our urban forest, including remnant vegetation and newly planted trees. This damage can be caused by residents, developers or visitors, either intentionally or unintentionally.

- **Vehicle pollution/ traffic management and sight lines** – Pollution from vehicles can cause pollution damage in trees, resulting in symptoms such as early leaf shedding, delayed bud bursting, or slower and/or stunted growth (Moore, 2016). Trees are also often removed or pruned (reducing their shading benefits) if blocking sight lines for traffic.

- **Threats from increased visitation during peak season** – The large number of visitors make a crucial contribution to the economy of the Peninsula. It is important to maintain, protect and enhance vegetation while also accommodating influx of visitors in holiday periods. The foreshore and other highly visited locations are at particular risk. Threats from visitors could include vandalism and other damage from poor perceptions of trees (Moore, 2015).

- **Inequity in provision of ecosystem services** – Trees and open space can have uneven distribution. We know that there is very strong correlation between areas with low canopy cover and areas with higher rates of low socioeconomic status (Threlfall et al., 2022). This puts pressure on families and communities and risks widening social and economic inequality.

Our Urban Forest Strategy Overview

MORNINGTON PENINSULA Shire

Why we need the urban forest strategy

The strategy will provide guidance in the growing, protection and development of our urban forest. It will guide and coordinate our investment in maintaining, enhancing and expanding vegetation and trees in the urban areas of the Peninsula to support a healthy community and environment for current and future generations.

Image 5. Esplanade, Mount Martha

Our Urban Forest Strategy Overview

MORNINGTON PENINSULA Shire

What the community told us

Community input has directly informed the development of the strategy to ensure the vision and aspirations for the future urban forest reflect community values and priorities.

Our Urban Forest Strategy engagement

The Draft Our Urban Forest Strategy was released for public exhibition in May 2024. The community and stakeholders were able to view the draft strategy and provide feedback via:

- Online survey: 150 responses were received. Feedback covered the draft vision, themes, implementation opportunities, and collaboration.
- Map comments: 58 comments provided including information on what people identify as important areas of the Peninsula's urban forest, areas of the urban forest for improvement, and ideas for the future. These comments will be highly valuable in strategy implementation.
- Community pop-up sessions: six sessions were held throughout the Peninsula. Attendees made it clear that they believe increasing tree canopy will benefit them and the community and ranked all four draft strategy themes as extremely important.
- Community stakeholder workshop: representatives of community groups on the Peninsula were invited to attend an online community stakeholder workshop to explore barriers and opportunities for planting programs across the peninsula. The feedback from this workshop will be highly valuable in strategy implementation focusing on how Council, community groups, schools and other stakeholders can work together to deliver planting programs.
- External stakeholder workshop: a workshop was held with external stakeholders from key state government departments and other organisations to provide feedback on the draft and discuss implementation and partnership opportunities.

Overall, there was strong support for the draft strategy and recognition of the benefits provided from a growing, thriving, resilient and equitable forest.

Council and Wellbeing Plan

Community engagement was undertaken in 2016 to gather insights to inform the development of the Council Plan and the Municipal Health and Wellbeing Plan, and to inform other related Shire strategies and policy.

From this engagement, we know that the community and visitors highly value the diverse natural assets of the Peninsula, including beaches and coastline, parks, rural landscape, and clean, green environment. Community feedback also identified the need to find a balance between growth in housing and population and protecting the environment, township character and community.

Our Citizens' Panel

Since 2021, Mornington Peninsula Shire recruit a Citizens Panel of 50 people from randomly selected households to help shape the future of the Mornington Peninsula Shire. The Urban Forest Strategy was discussed at a 2023 Citizens Panel to build the foundations of the strategy.

The Panel undertook a visioning exercise to imagine what the urban forest might look like across the Peninsula in 2035. The responses aligned with the following themes:

- Improved planning for new developments
- Maintenance and management of existing and end-of-life trees for safety
- Increase volume and diversity of native/indigenous plantings to support fauna
- Improve and sustain amenity and liveable suburbs
- Better connection – bringing people together and linking green spaces.

The Panel took these aspirations for the future and developed a vision statement for the strategy:

Our Urban Forest Strategy Overview

MORNINGTON PENINSULA Shire

The Mornington Peninsula Shire Urban Forest Strategy will enhance streets, parklands and bush spaces in which people work, exercise and play by increasing the planting of native trees, shrubs and plants. It will identify zones that need extra foliage, including parklands, streetscapes and bushland. The Community will benefit from the healthier environment, cleaner air and shaded areas. Fauna and native birds will have corridors that will protect and nourish their habitat. Foliage will be managed and maintained to bring the Shire improved green surroundings, a calmer aesthetic, and a move towards carbon neutrality.

In response to the question 'what do we need to think about when prioritising where we plant trees?' the Panel noted the following in order of priority (Figure 2).

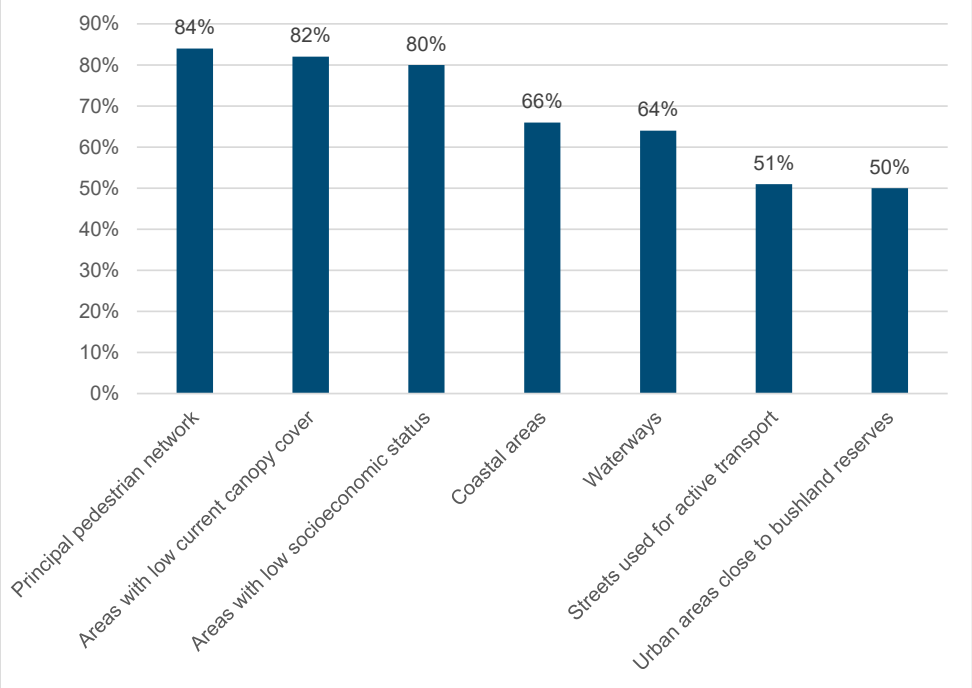


Figure 2. Citizen Panel planting prioritisation

Nature strip policy engagement

From engagement in 2022 specifically around the Shire's nature strip policy, it was clear the community are interested in what happens in their streetscape, in being part of the decision-making process, and in implementing outcomes.

Of the respondents, 60% were not happy with their current nature strip and almost all respondents would like to do something with or on the nature strip such as planting vegetation including shrubs and trees. The main drivers behind this are to improve the streetscape, mitigate climate change, increase native vegetation, and be part of a biolink.

Our Urban Forest Strategy Overview

MORNINGTON PENINSULA Shire

Strategic context

The strategic or policy context recognises that the urban forest is a living system that is non-jurisdictional and green governance and management of the various aspects of the urban forest is undertaken by multiple organisational systems.

Relevant State and metropolitan plans and strategies

Plan Melbourne 2017-2050

Plan Melbourne is the Victorian Government's plan to manage growth in the city and suburbs to 2050. It outlines how Melbourne will grow for the next 35 years through integrated land-use, transport and infrastructure planning.

Outcome 6 of Plan Melbourne is that Melbourne will be a sustainable and resilient city. A key direction (6.4) is to make the city greener and cooler. A key action (policy 6.4.1) is to support a cooler Melbourne by greening urban areas, buildings, transport corridors and open spaces to create an urban forest.

Living Melbourne: our metropolitan urban forest (2019)

Living Melbourne aims to extend and link existing urban greening, reforestation and nature initiatives across metropolitan Melbourne to improve wellbeing and reduce community exposure to hazards such as heatwaves and flooding. The strategy vision is 'our thriving communities are resilient, connected through nature'.

Living Melbourne is endorsed by the Victorian Government and directly responds to Plan Melbourne Action 91 (a whole-of-government approach to cooling and greening Melbourne).

Living Melbourne includes targets for local government authorities. For Mornington Peninsula the 2050 target is 30% tree canopy and 50% tree canopy and shrubs.

Our Urban Forest Strategy Overview

MORNINGTON PENINSULA Shire

Open Space for Everyone

Open Space for Everyone is the open space strategy for metropolitan Melbourne. It provides the strategic framework to guide the planning, acquisition, design, management, use and maintenance of the metropolitan open space network. The strategy includes a vision that 'Melbourne is a city in nature with a flourishing and valued network of public open space that is shared and accessible by everyone.'

Open Space for Everyone directly responds to Plan Melbourne Action 93 to prepare a metropolitan open space strategy that enhances recreation, amenity, health and wellbeing, species diversity, sustainable water management and urban cooling.

The strategy includes two goals relating to the urban forest: to create healthier biodiversity and enhance climate change resilience. One of the principles that underpins Open Space for Everyone (resilience and sustainability) includes the requirement to protect and strengthen urban forest canopy and the connectivity of habitat corridors.

Victorian Public Health and Wellbeing Plan 2023-27

The plan sets the direction for improving public health and wellbeing, providing a framework for coordinated action to ensure all Victorians have the opportunity for optimal health and wellbeing, so they can participate fully in their community, in education and employment.

One of the ten priority areas of the plan is 'tackling climate change and its impacts on health'. Key outcomes of the Victorian public health and wellbeing outcomes framework include:

- Outcome 5.1 Victorians belong to resilient and liveable communities
- Outcome 5.2 Victorians have access to sustainable built and natural environments.

The plan is clear that health and wellbeing depends on a healthy environment.

Healthy Waterways Strategy 2018

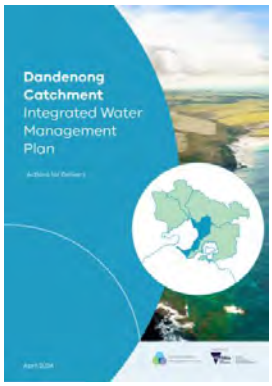
Vegetation (e.g. trees, shrubs, grasses, bulrushes) is identified as one of the nine key values used throughout the Healthy Waterways Strategy.

Street trees are identified in the strategy as a place-based approach to support delivery of the strategy's stormwater targets to manage flows as well as water quality.

The strategy also includes the Reimagining Your Creek program as a case study and highlights the use of a place-based approach including tree canopy cover to cool the area and respite areas to encourage the local community to stay longer. It particularly highlighted how the amenity provided by a waterway and the natural environment can integrate seamlessly into a local urban context to benefit residents.

Our Urban Forest Strategy Overview

MORNINGTON PENINSULA Shire



Dandenong Catchment Integrated Water Management Plan (April 2024)

The Dandenong Catchment IWM Plan aims to drive collaborative, integrated water management at a catchment scale.

The Mornington Peninsula Shire urban forest strategy is identified as a Structural Action in the plan.

To support strategic outcome 5 – 'healthy and valued urban and rural landscapes' the plan includes measure 5.1 Street trees that are supported with permanent (active or passive) irrigation from an alternative water supply.

The target linked to this measure is 11% and 23% of street trees are supported with permanent irrigation from an alternative water supply by 2030 and 2050 respectively, for the catchment.

Local plans and strategies

Our Urban Forest Strategy is supported and influenced by several current local strategies and policies (Figure 3).

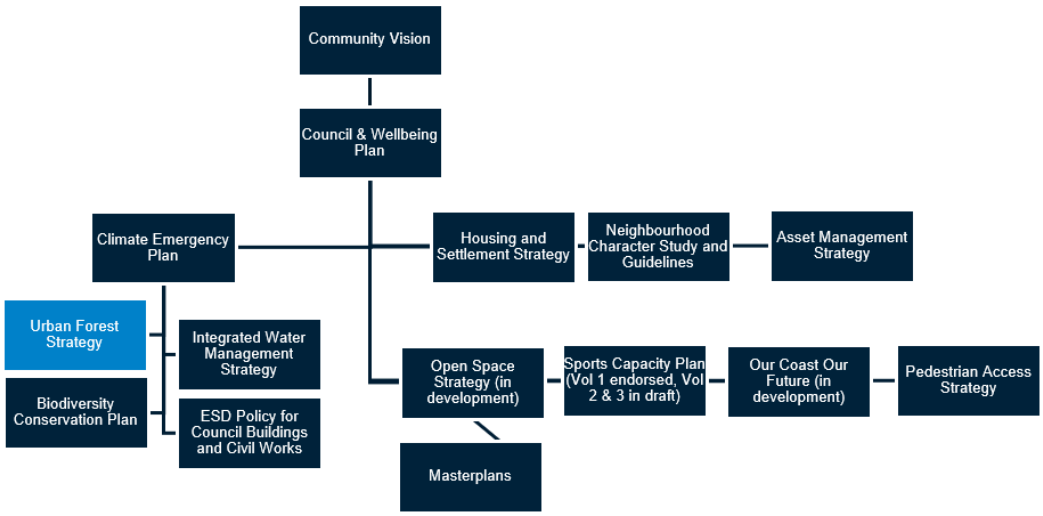


Figure 3. Strategic context of Our Urban Forest Strategy

Our Urban Forest Strategy will support, consider and where possible deliver on key objectives and actions of the Shire and other relevant policies, plans and strategies.

Our Urban Forest Strategy Overview

MORNINGTON PENINSULA Shire

Our urban forest today

The Mornington Peninsula is one of Melbourne's greatest assets characterised by unique townships, highly valued green wedge land, areas of national and international conservation significance, and more than 10% of Victoria's total coastline.

There are an estimated 1,174,000 trees in the urban areas of the Mornington Peninsula Shire, contributing to the unique coastal character and rich biodiversity of the Peninsula. It provides local amenity, cultural values, cooling and shade for residents and visitors, and habitat for the native animals that call the Peninsula home.

Who manages the urban forest?

The Shire, other government organisations and the community all have an important role to play in ensuring the health and extent of the urban forest. The Shire is responsible for planning, maintaining and replacing trees and vegetation in Shire parks and reserves, street trees, and trees around community buildings owned by the Shire. Other state agencies such as Parks Victoria, VicRoads, and Melbourne Water have a role in managing vegetation on land that they own or manage, such as National Parks, State Parks, major roads and waterway corridors. Other state government departments are responsible for trees around government schools, hospitals and utility infrastructure.

Many areas of high value biodiversity exist on the Peninsula and are actively managed by community volunteer groups including Friends Of groups, Landcare networks and formal Committees of Management, with support and grants from the Shire and other State Government agencies. More than half of all tree canopy is located on private residential land, so the community and urban developers have a critical role to play in maintaining and expanding the urban forest.

Biodiversity on the Peninsula

The Peninsula's natural environment has undergone significant modification since European settlement and faces many challenges including habitat fragmentation, degradation of ecosystems and declines and extinction of species.

Despite these challenges, our bushland areas, waterways, coastal areas and biodiversity, much of which is in or next to our urban areas, is among the most important and valuable assets on the Peninsula for residents and tourists alike.

Image 6. Residential interface of Tootgarook Wetland

Our approach to protecting and supporting our biodiversity is outlined in the Biodiversity Conservation Plan (2018), and the vision 'The Mornington Peninsula's biodiversity is healthy, valued and protected' strongly aligns to this strategy.

Tree canopy cover

Tree canopy cover is the proportion of an area (e.g. a property, street or township) shaded by trees. The area of tree canopy changes over time, as trees are planted, grow and are removed when they reach the end of their lifecycle. Canopy cover is an important measure of an urban forest, with research showing that areas with more canopy cover are cooler (Sharifi et al., 2017) and have higher levels of community health (Astell-Burt & Feng, 2019).

Our Urban Forest Strategy Overview

MORNINGTON PENINSULA Shire

The Shire has acquired high resolution tree canopy data for the urban area using a sophisticated approach that combines aerial photography and artificial intelligence (see box below for more details).

The Shire engaged Player Piano Data Analytics to develop a comprehensive map of all canopy across the Peninsula to accurately monitor and track canopy growth, losses and removals in every township. The Tree Ledger tool uses aerial images and LiDAR scans, with machine learning algorithms to create a map of tree canopy and height. By using historical aerial captures, we analysed growth trends of our trees over time to inform evidence-based decisions for our future urban forest. unless otherwise stated, all canopy maps and statistics in the strategy use the Mornington Peninsula Tree Ledger as the base data set.

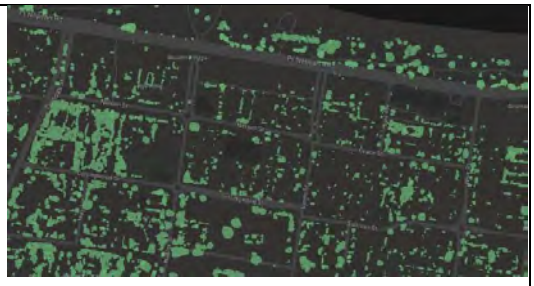


Image: Screenshot of canopy cover in the Tree Ledger browser

Analysis of the canopy data shows that the average canopy cover of all urban areas in the Mornington Peninsula Shire was 37.2% in 2020, which is one of the highest in metropolitan Melbourne, reflecting the green nature of our townships. The data also showed that canopy cover in urban areas had increased from 27.8% in 2011, which reflects the growth of existing trees and additional trees over that period.

However, closer inspection of canopy cover shows that there are large variations across the urban areas of the Peninsula. There are large areas of high canopy cover in the Point Nepean and Mornington Peninsula National Parks, some of the coastal areas fringing Western Port, and waterway corridors like Balcombe Creek (Figure 4).

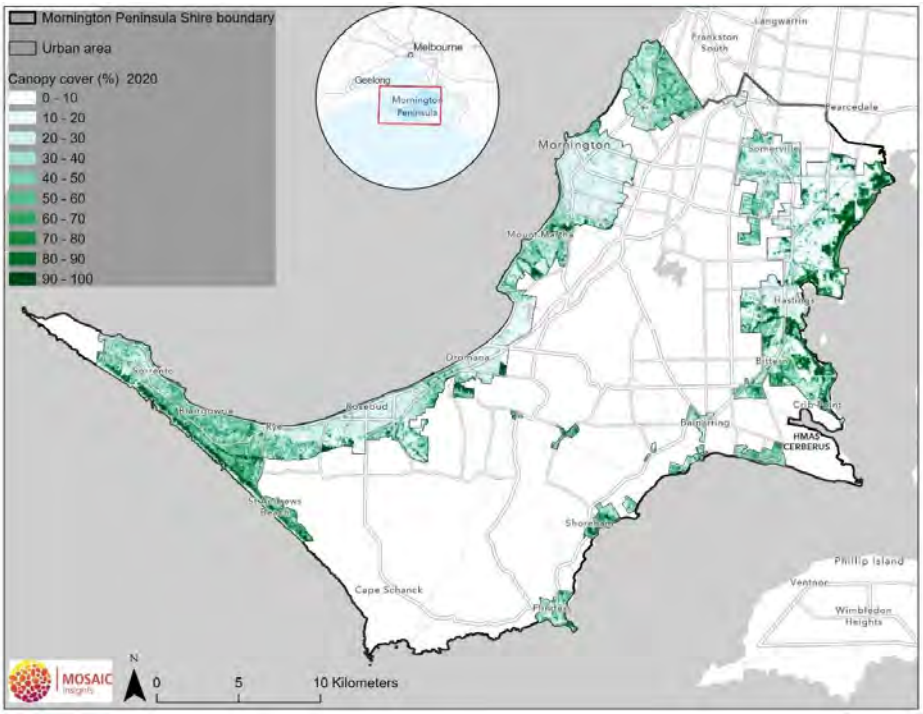


Figure 4. Canopy cover (%) in 2020 in the urban area

Our Urban Forest Strategy Overview

MORNINGTON PENINSULA Shire

Canopy cover varies widely across the townships in the urban area, from 14% in Safety Beach to 68% in Arthurs Seat (Figure 5). Canopy cover change between 2011 and 2020 also varied between townships. All townships saw a net increase in canopy cover in that period, with increases ranging from 1% to 30%, with an average increase of just below 10%.

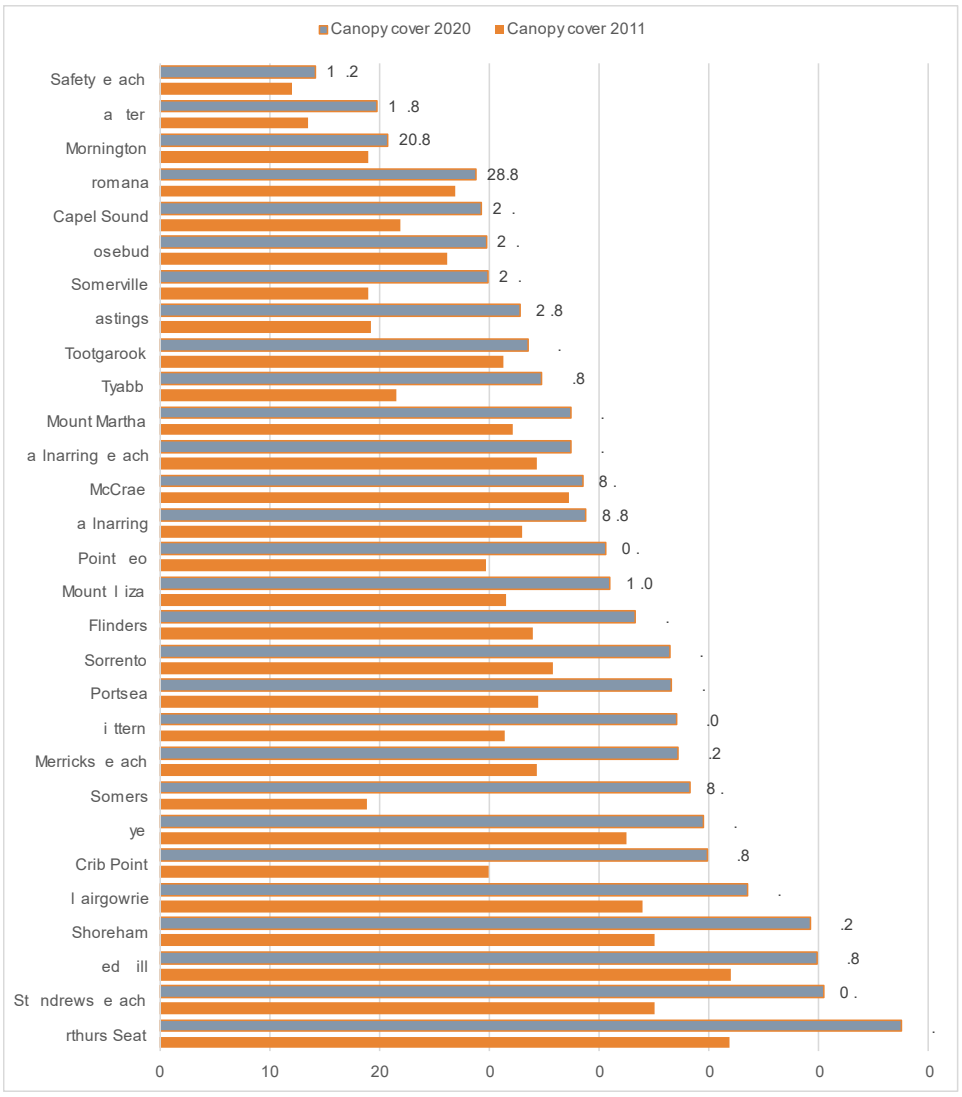


Figure 5. Canopy cover in 2011 and 2020 in the urban area of each township.

Note: Five townships with small areas inside the urban growth boundary were not included in the analysis in this section but are included in the actions set out in the 'Our future forest' section of the strategy.

Our Urban Forest Strategy Overview

MORNINGTON PENINSULA Shire

Canopy cover also varies with land use across the Peninsula reflecting the natural history, climate conditions and human influences, particularly since European settlement, through vegetation clearing for agriculture and urban development. Of the 13,025 ha of canopy in the urban area, it is estimated that 63% is in residential areas, reflecting the dominance of residential land use in the urban areas of the Peninsula (Figure 6).

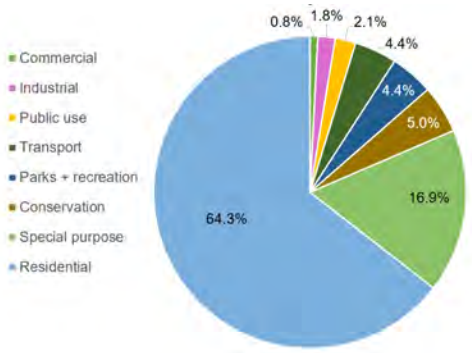


Figure 6. Tree canopy cover in the urban area by land use zone

Although canopy cover is increasing over the whole urban area, when changes in canopy cover are explored at a finer spatial scale it is apparent that there are areas where canopy cover has decreased between 2011 and 2020 (Figure 7). There are areas that have lost canopy in all townships, with a concentration of loss in locations closer to the Port Phillip Bay foreshore. Although the losses in canopy are offset by increases in canopy in other areas (which is why canopy cover in every township has increased) the pattern of loss of canopy represents a loss of the ecosystem services those trees provided to the local area, and over time will impact more widely.

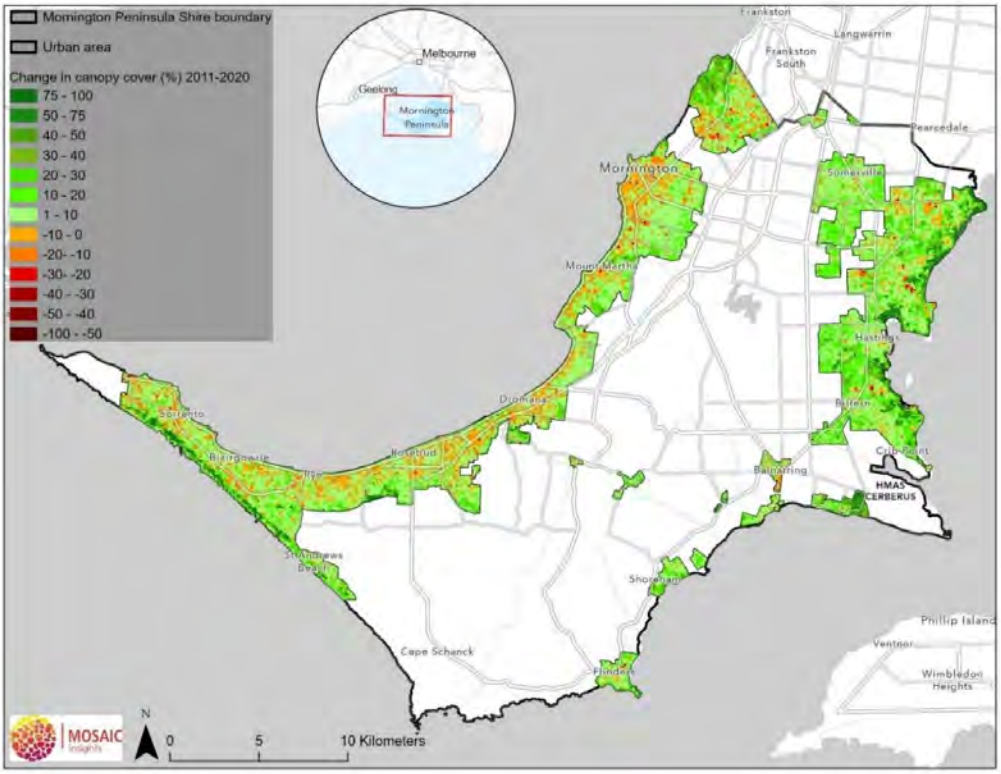


Figure 7. Change in tree canopy cover in the urban area between 2011 and 2020

Our Urban Forest Strategy Overview

MORNINGTON PENINSULA Shire

The patterns of canopy change in each township are explored in the Township Summaries in (Appendix A). A case study illustrating the drivers of changes in canopy on residential land is provided below.

Case Study - the impact of residential urban development on canopy in Mornington

Mornington has low canopy cover compared to most of the urban areas of the Mornington Peninsula Shire, although it is slowly increasing (from 19% in 2011 to 21% in 2020). It is one of the most urbanised townships, with the highest population density in 2021 and the second more rapidly growing population of the townships.

Although canopy cover across the whole of Mornington is increasing, detailed spatial analysis of changes in canopy cover shows there was a reduction in canopy cover in many areas between 2011 and 2020, with the canopy cover reducing by more than 20% in some areas (Figure 8).

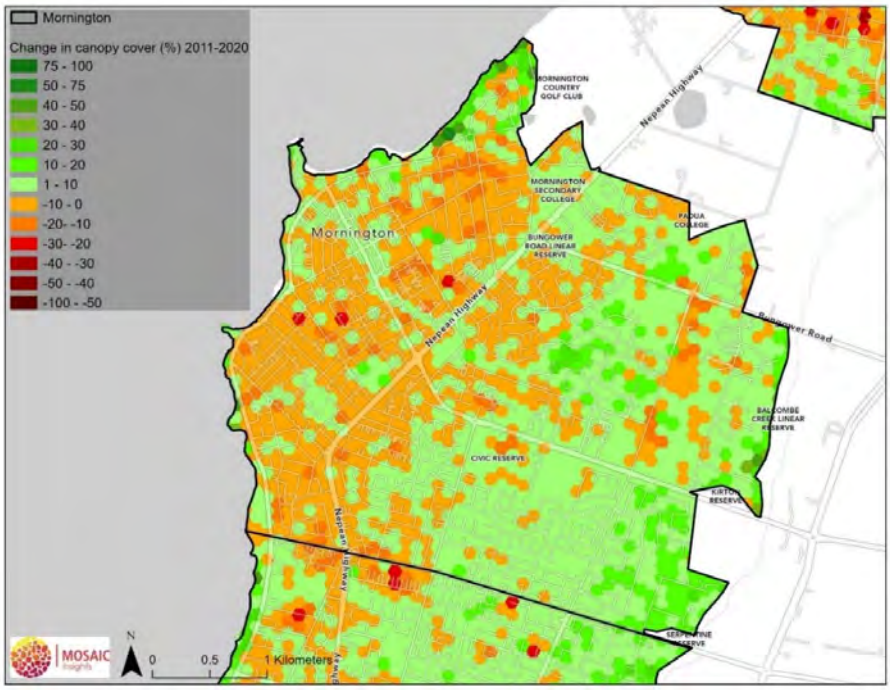


Figure 8. Change in canopy cover in Mornington between 2011 and 2020

Analysis was undertaken to understand the impact of development on canopy cover in Mornington, which found:

- 58% of the township is zoned residential
- There was a net increase of 170,448 m^2 in canopy cover in residential areas between 2011 and 2020
- The increase was driven by the addition of 322,666 m^2 of canopy in some residential areas
- But there was also a loss of more than 152,218 m^2 of canopy in other residential areas of Mornington. This is the equivalent of losing around 2,300 trees over that period.

Our Urban Forest Strategy Overview

MORNINGTON PENINSULA Shire

Aerial imagery illustrates the change in more detail and shows that canopy has been lost in some areas due to infill urban development (Figure 9). In addition to the loss of tree canopy cover the infill development also decreases permeable surfaces, increases runoff and adds to urban heating.

Figure 9. Aerial images of Mornington from 2012 (top) and 2020 (bottom) showing areas of canopy loss from infill urban development along Birdrock Avenue.

Our Urban Forest Strategy Overview

MORNINGTON PENINSULA Shire

The trees in the urban forest

Understanding the trees that make up the urban forest is an important building block in its long-term management. The Shire collects and maintains a database of information on trees in streets, open spaces, reserves and other Shire-managed land as part of its ongoing maintenance program. The data focusses on trees that present a risk to health and safety or property and is not a comprehensive record of trees and vegetation in the urban areas.

However, the database provides insights into the species, health, maturity and likely useful life expectancy of Shire-managed trees. This information has been used as the basis for some of the analysis that informs the key challenges, actions and objectives in the strategy.

Climate vulnerability of the urban forest

The climate of the Peninsula is forecast to continue to change, with increased average temperatures, more frequent extreme heat days, decreased total rainfall (higher intensity rainfall events) and coastal impacts through sea level rise, coastal erosion and increased inundation. The frequency and intensity of extreme weather events including storms, bushfires, droughts and heatwaves will also increase.

Changes in the prevailing climate can impact trees, leading to reduced health and shorter lifespans. The level of vulnerability to climate change of the trees in the urban areas of the Peninsula was assessed for two climate change scenarios released by the Intergovernmental Panel on Climate Change: SSP2/ RCP 4.5, which is an intermediate scenario, where emissions peak around 2040, then decline and SSP3/ RCP 7.0, which is a scenario in which emissions continue to rise throughout the twenty-first century. The scenarios confidently forecast changes in mean annual temperature (MAT) which is strongly correlated with the spatial distribution of trees at a global level in natural areas and in cities. While changes in MAT do not directly lead to tree mortality, these changes interact with precipitation and the distribution of pests and diseases to affect water use and tree health, and urban trees near the edge of their known MAT envelopes have reduced abundance in cities.

The current MAT of the Mornington Peninsula is around 1 ˚C , which includes the 1˚C of warming from urban heat. The analysis uses the available tree species data for the urban forest and additional data from published sources to assess the known climate suitability of all the tree species included in the analysis against the future climate scenarios.

The assessment indicates that *most trees* are known to be suitable for the likely climatic conditions in 2050 in the Mornington Peninsula. However, the increase in temperature expected by 2090 means that more than a third of the tree species for which the Shire has data are not known to be suitable for the conditions at that point in time. This means that very common species including *Eucalyptus viminalis*, *Allocasuarina verticillata* and *Eucalyptus leucoxylon* may be vulnerable to increased temperatures in the 2090s. Where tree species are not known to occur in these future climates it does not necessarily mean they will fail, but the risks to the urban forest are higher. For important species e.g. indigenous or heritage species, further investigation of the performance in future climates may be warranted e.g. finding climate analog locations, or research on specific tree responses to climate.

Our Urban Forest Strategy Overview

MORNINGTON PENINSULA Shire

Prioritising action

It is important to prioritise tree planting using an evidence-based approach that reflects the diverse character of townships and communities on the Peninsula, considers environmental and social goals and the interactions between different communities and ecosystems.

The tree planting prioritisation approach ensures the benefits of nature are accessible to all and focuses investment where it will provide the greatest social, environmental and economic benefits.

Priorities for the Shire

Two primary criteria are used to identify targets and priority actions for urban areas of the Peninsula:

- Existing tree canopy cover
- The vulnerability of the community to extreme heat.

Canopy cover

The wide variation in canopy cover across the Peninsula means access to the wide range of benefits provided by urban greening is currently inequitable (Figure 10).

To address this inequality, action to grow and protect the urban forest is prioritised in townships that currently have lower canopy cover.

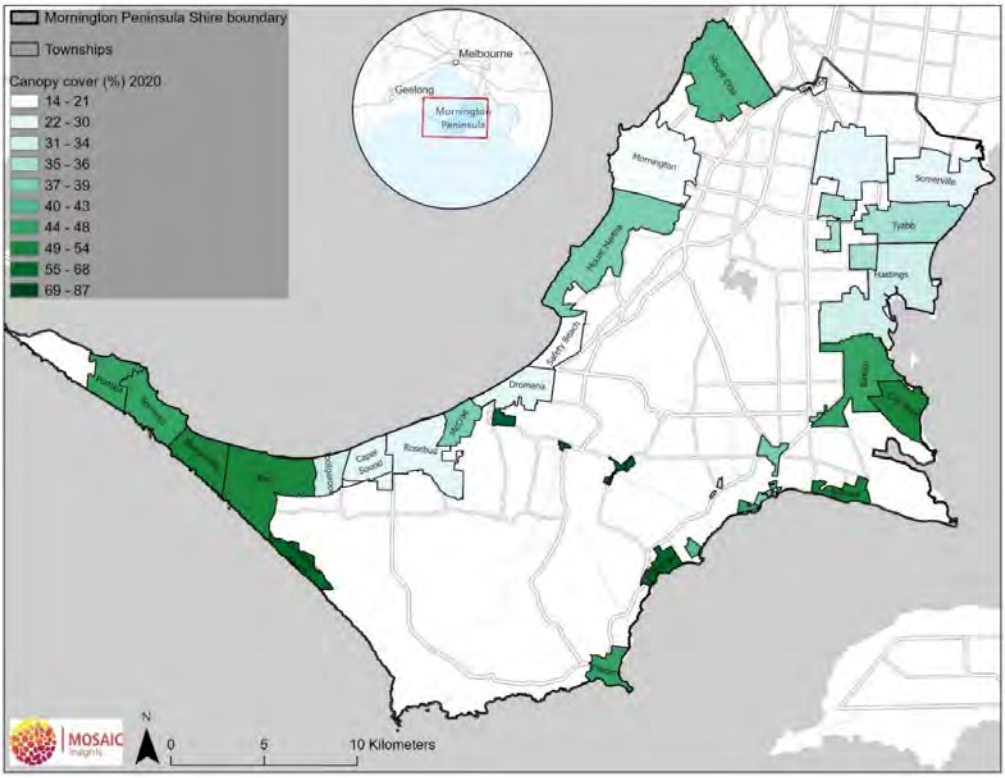


Figure 10. Tree canopy cover in the townships in the urban areas

Our Urban Forest Strategy Overview

MORNINGTON PENINSULA Shire

Heat vulnerability

Community heat vulnerability refers to the degree that residents are susceptible to the adverse impacts of extreme heat. A heat vulnerability index (HVI) was mapped across the Peninsula in 2018 by the State Government and RMIT University (Figure 11). The HVI incorporates a range of factors that influence community vulnerability to heat, including information on the local climate, and the age, health and level of social disadvantage of the community. More information is available at this website.

To reduce the vulnerability of the community, action to grow and protect the urban forest is prioritised in townships that have a higher heat vulnerability index.

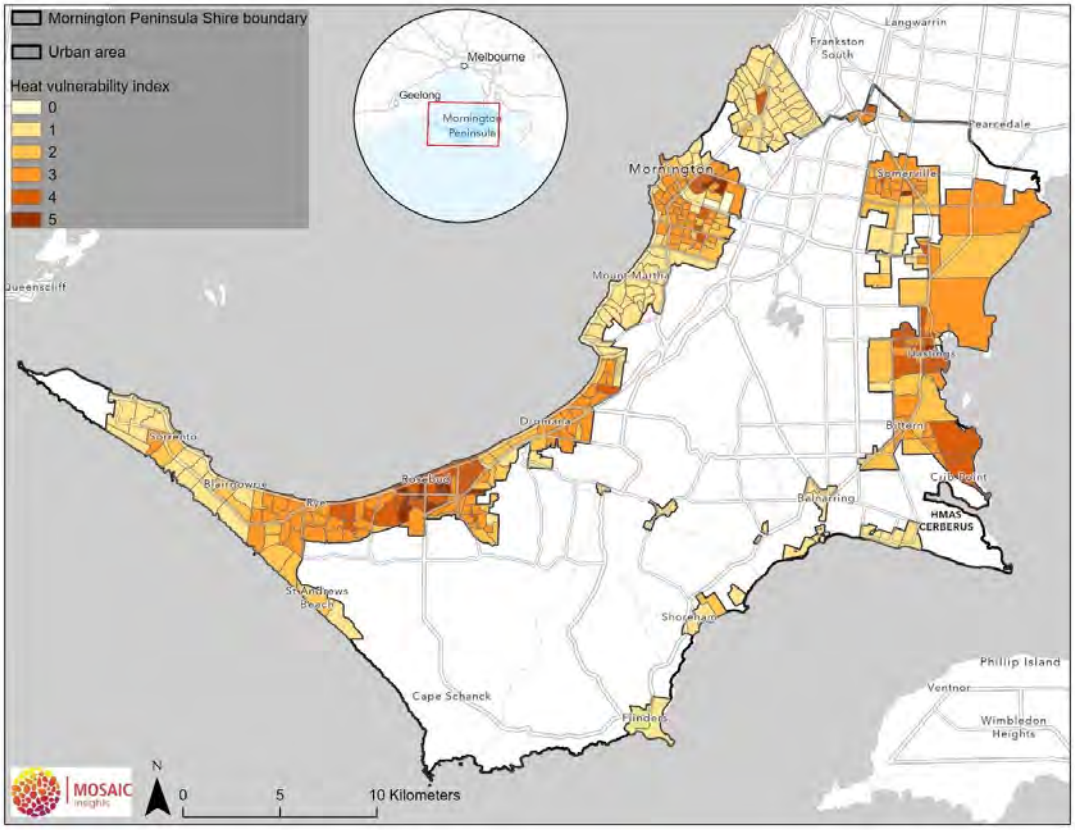


Figure 11. Heat vulnerability index in the townships in the urban areas

Our Urban Forest Strategy Overview

MORNINGTON PENINSULA Shire

The priority ranking of townships is presented below (Table 1).

Table 1. Prioritisation of tree planting by township

Township	Canopy cover % (2020)	Heat vulnerability index (2018)	Total prioritisation score	Priority rank
Safety Beach	14.2	2.6	-10.0	1
Baxter	19.8	3.2	-14.0	2
Mornington	20.8	2.5	-15.0	3
Dromana	28.8	2.7	-20.9	4
Capel Sound	29.3	4.0	-21.0	5
Rosebud	29.7	3.4	-21.4	6
Somerville	29.9	2.7	-21.7	7
Hastings	32.8	3.1	-23.8	8
Tootgarook	33.5	3.4	-24.3	9
Tyabb	34.8	1.9	-25.6	10
Mount Martha	37.4	1.4	-27.7	11
Balnarring Beach	37.4	1.0	-27.8	12
McCrae	38.5	2.0	-28.4	13
Balnarring	38.8	1.0	-28.9	14
Point Leo	40.6	1.0	-30	15
Mount Eliza	41.0	1.1	-30.5	16
Flinders	43.3	1.0	-32.2	17
Sorrento	46.4	1.5	-34.4	18
Bittern	47.0	2.8	-34.5	19
Portsea	46.6	1.0	-34.7	20
Merricks Beach	47.2	1.0	-35.2	21
Somers	48.3	1.0	-36.0	22
Crib Point	49.8	3.9	-36.4	23
Rye	49.5	2.8	-36.4	24
Blairgowrie	53.5	1.3	-39.8	25
Shoreham	59.2	1.4	-44.1	26
Red Hill	59.8	1.0	-44.6	27
St Andrews Beach	60.4	1.5	-44.9	28
Arthurs Seat	67.5	1.0	-50.4	29

Other considerations for prioritising action

This strategy has undertaken an initial prioritisation at the township scale by using the two key criteria of canopy cover and HVI. This assessment has identified a wide variation in canopy cover and heat vulnerability between townships across the Peninsula. There is potential to refine the prioritisation in each township by incorporating further criteria such as canopy cover over shared paths and footpaths, areas of high visitation, flood prone areas and biodiversity. The ongoing loss of canopy in every township through tree mortality and removal means tree planting is needed in every township (even those with currently high levels of canopy cover).

Our Urban Forest Strategy Overview

MORNINGTON PENINSULA Shire

Setting canopy targets

Tree canopy cover is a key measure of the benefits provided by the urban forest to the community and the environment. Increasing the number of trees and the canopy they provide is important, but we must plan properly to achieve the greatest benefits for the least expenditure of public funds. It is more important to improve the extent and quality of canopy cover than to simply increase the number of trees.

Setting tree canopy targets is a powerful tool to guide investment and monitor progress in increased tree planting and the implementation of other actions identified in the strategy to achieve the vision of a growing, thriving and resilient urban forest.

To establish influential and achievable targets it is critical to understand the environments and land use to which the targets relate. Not all urban areas of the Peninsula are the same, and not all land use types can contribute equally to tree canopy. The capacity of any Council to directly provide increased canopy cover is influenced by the jurisdiction and area of land uses, the extent of the existing urban forest, and the new opportunities for tree planting.

Establishing a baseline

As a starting point for setting meaningful canopy targets we have had to understand the current distribution of canopy cover. The high-resolution canopy mapping data and detailed analysis of the spatial distribution and changes in canopy cover over time (described in previous sections of this strategy) provides a rigorous baseline understanding of the current urban forest extent.

Where can we plant more trees

Although the definition of the urban forest includes trees and canopy on all types of land and land ownership, most Shire-managed trees and opportunities for the Shire to plant more trees are in the public realm, the 1,800 public open spaces and 2,900 hectares of Shire road reserves across the urban areas of the Peninsula. This area represents only around 20% of the urban area of the Peninsula and in 2020 had an overall canopy cover of 28.9%.

Establishing opportunities for new tree plantings in the public realm is critical in setting an informed canopy cover target. To do this a spatial analysis was undertaken that used high resolution canopy mapping, spatial data on open spaces and roads and data on existing trees in the urban areas. The analysis calculated the available area for new plantings in the public realm across the urban area and modelled changes in tree canopy for different planting scenarios.

The area available for additional planting in the public realm across the urban areas was estimated to be in the range of 739 ha to 1,732 ha. The range reflects assumptions that the maximum available canopy cover on road and open space reserves ranges between 43% to 80%. Road reserves and open spaces that currently have a canopy cover above those levels were assumed to have no space for additional canopy.

To estimate the number of trees that could be established in the available area for planting, available tree data were analysed to determine the canopy area of trees typical of trees in the urban areas. Two tree canopy sizes were selected for the modelling: a large tree with a canopy area of 120 m^2 (based on the largest long-lived species in the data set) and a smaller tree with 65 m^2 canopy area that represents a typical tree in the existing urban forest.

Combining the available area for new plantings and the selected canopy areas showed there is potential available space to plant between 60,000 and 267,000 trees (Table 2).

Our Urban Forest Strategy Overview

MORNINGTON PENINSULA Shire

Table 2. Estimates of plantable area and number of trees

Area available for additional tree planting (ha)	Assumed canopy area at maturity (m^2)	Estimated number of trees that can be planted
739 (road reserves have 43% canopy cover)	65	114,355
	120	61,615
1,732 (road reserves have 80% canopy cover)	65	266,502
	120	144,355

Public realm tree canopy targets

To inform realistic canopy targets for each township, three public realm tree planting scenarios were modelled to estimate the future growth or loss of tree canopy. The scenarios were combinations of two tree planting rates and two estimates of the area available for new plantings and canopy (Table 3).

Table 3. Modelled tree planting scenarios

Scenario	Number of new trees planted per year	Mix of trees	Area available for additional tree planting (ha)
1	1,500	Matching species profile of existing urban forest	739
2	5,000	Matching species profile of existing urban forest	739
3	5,000	Large trees at higher density planting	1,732

Changes in tree canopy cover were analysed using a sophisticated tree canopy modelling approach that drew on the analysis of the available area for new tree plantings in the public realm, detailed mapping of existing canopy cover, an understanding of the tree species in the urban area and published literature on tree growth and mortality rates. The modelling includes the growth and mortality of existing trees and forecasts canopy growth or decline over a 100-year timeframe.

The modelling forecasts the change in the public realm canopy cover for the urban areas (Table 4). This modelling enables overall average for townships, and in individual townships. In turn the establishment of targets for future canopy cover enables for planning and costing of the planting of trees.

Table 4. Estimates of changes in canopy cover in the public realm for the urban areas over 100 years

	Area available for additional tree planting (ha)	Trees planted / year	Assumed canopy area (m^2)	Public realm canopy cover (2020)	Canopy cover 50 years	Canopy cover 100 years
1	739	1,500	65	28.9%	28%	20.2%
2	739	5,000	65	28.9%	38.8%	39%
3	1,732	5,000	120	28.9%	45%	58%

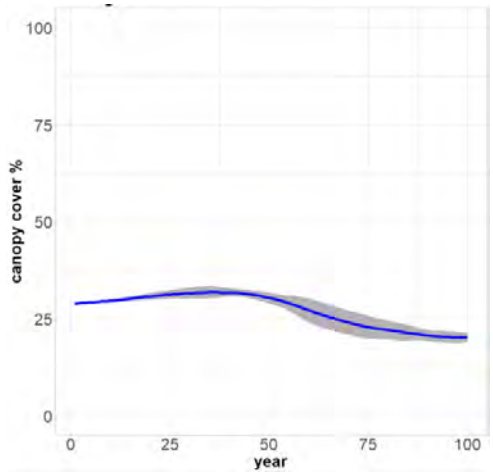
As clearly illustrated in Table 4 planting, scenario 1 (1,500 trees per year) would result in a loss of close to 9% of the public realm canopy cover in the long-term, reflecting the net loss of canopy through tree mortality

Our Urban Forest Strategy Overview

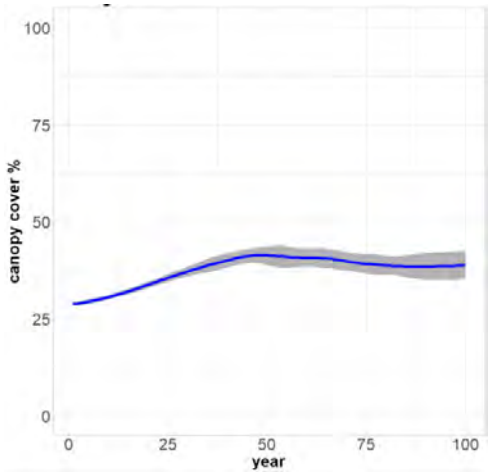
MORNINGTON PENINSULA Shire

not being replaced by growth of existing trees and new plantings. Planting 5,000 trees per year will lead to an increase of between 10% to 30% after 100 years, depending on the area available for new public realm tree plantings (which as described above depends on the level of canopy cover that road reserves in the urban area can accommodate).

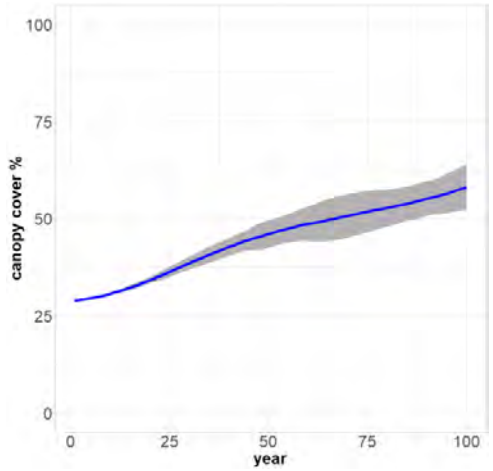
Graphical representation of the canopy cover projections over the next 100 years are provided below (Figure 12).



***Scenario 1**: 1,500 trees / year, matching existing species profile*



***Scenario 2**: 5,000 trees / year, matching existing species profile*



***Scenario 3**: 5,000 trees / year, larger trees at higher density*

Figure 12. Tree canopy cover projections over the next 100 years under different planting scenarios. 95% confidence intervals are shown in grey shaded areas

Our Urban Forest Strategy Overview

MORNINGTON PENINSULA Shire

The tree canopy modelling provides a unique evidence-base to inform tree canopy targets. A target of 45% tree canopy cover for the public realm is an achievable and inspirational goal for the Shire to strive for, with the support of the community.

Township canopy cover targets

The canopy target of 45% by 2034 is an average overall figure for the public realm on the Peninsula. As is typical of all cities and municipalities there is significant variation in existing and potential canopy cover across the Peninsula and between townships. Being mindful of this variation and of the desire for equitable canopy cover, targets have been set for the public realm area of each township wholly or partly in the urban area of the Peninsula. The impact of the planting scenarios on the overall canopy cover in each township has also been calculated, assuming that the canopy on private land remains constant.

Final canopy cover levels were calculated at the end of the modelled period (i.e. 2120) for each scenario. The projected canopy cover on public land and total township cover (assuming no change in cover on private land) were compared with the current Peninsula-wide average of 37.2%. Canopy projections by township are provided in Appendix B. Overall tree canopy on public land increased substantially when 5,000 new trees were planted compared with 1,500 trees, and when road reserves could accommodate 80% road canopy cover rather than 43%.

In Scenario 1 (1,500 new trees per year), 14 of 29 townships were below the Peninsula-wide average township canopy cover at the end of the modelled period, compared to ten townships below the average for the 5,000 trees with 43% canopy cover on roads. In the 5,000 trees with 80% road canopy cover scenario, six townships were below the Peninsula-wide average, but only one (Safety Beach) was substantially below this level.

Image 7. Martha Cove Boulevard, Safety Beach

Our Urban Forest

Our future forest

The vision for the future Mornington Peninsula Shire urban forest has been developed with the community through the 2023 citizen panel vision and 2024 community engagement. The vision supports the Mornington Peninsula Community Vision 2040 and is aligned with Plan Melbourne, Living Melbourne and Open Space for Everyone.

Our Urban Forest Strategy 2034 Vision

The future Mornington Peninsula urban forest is growing, thriving and resilient, providing the diverse ecological, social and economic benefits to all people and creatures who live in the unique Peninsula forest.

The four themes directly reflect the central elements of the vision and provide a clear structure that links the strategic objectives, targets and actions to the vision. The themes are strongly interrelated, reflecting the holistic nature of contemporary urban forest management (*Figure 13. Urban Forest Strategy themes*).

Figure 13. Urban Forest Strategy themes

The themes articulate the pathways for management of the urban forest for the benefit of the entire community and for future generations. Improving the quantity and quality of the urban forest will be a shared endeavour and the themes enable all contributors to see their role and play their part in realising on ground outcomes that reflect the vision. The themes and supporting strategic objectives, targets and actions (outlined in the following sections) will provide for a growing and resilient forest for the benefit of all.

Theme	Description
Growing and protecting	Growing and protecting what we have is central to the strategy, so our urban forest is thriving, healthy, resilient and equitable into the future.
Thriving	A thriving urban forest depends on coordination between everyone on the Peninsula. Residents, community groups, the Shire and other land managers will share ownership and integrate greening and nature-based solutions across boundaries.
Resilient	A resilient urban forest reduces our vulnerability to the changing environment – preparing for climate change, heatwaves, extreme weather events, flooding, urban heat, pests and disease outbreaks.
Equitable	The myriad benefits provided by our urban forest must be shared across all townships, communities and demographics in a fair and equitable manner. Our connection to nature, biodiversity and cool green spaces is a fundamental principle for all communities across all current and future planning.

Our Urban Forest

MORNINGTON PENINSULA Shire

Theme 1: Growing and protecting

Our urban forest will support and build on the canopy and biodiversity we have and expand across the whole Peninsula to provide urban cooling and greening benefits to the community.

Growing and protecting our urban forest is central to the strategy, and underpins the other themes of a thriving, resilient and equitable urban forest. Our objectives, targets and actions will be tailored to the unique existing urban forest and biodiversity. We know that one target or approach won't meet our needs, and implementation of the strategy will need bespoke programs to complement the distinct features of each township and region.

Targets

- By 2034, vegetation is in place to achieve an average of 45% canopy cover in urban public spaces (road reserves and open spaces)
- No net canopy loss in any township by 2034
- All new trees planted are recorded and monitored for health and risk

Strategic Objective	Action	Timeframe
1. Increase canopy cover across all townships on the Peninsula	A. Develop and deliver an annual tree planting program, prioritising areas of low canopy cover and high heat vulnerability, and areas with high rates of tree losses	Ongoing
	B. Create an Urban Forestry Team to lead and manage annual planting program, proactive inspection program, community support and activation, and other long-term priorities and actions (including succession planting)	2026
	C. Develop an Urban Forest Implementation Plan that includes detailed planting opportunity maps for each township to inform the annual tree planting program	2026
	D. Where appropriate, require developers to plant appropriate street trees, particularly when private development leads to net canopy loss	2026
2. Protect and maintain existing canopy cover and biodiversity on public and private land, including restricting inappropriate losses and removals on private land	A. Include a Tree Protection and Vandalism Policy on public land, road reserves, coastal crown land and open spaces	2025
	B. Develop a Tree Valuation Policy or procedure including appropriate charges for trees removed from road reserves for development. Funds to be redirected to future planting and greening budgets	2026
	C. Investigate and implement actions to increase protections for local trees on public and private land, such as a local law	2028
	D. Finalise Planning Scheme Amendment C219morn to implement the Neighbourhood Character Study & Guidelines	2025
	E. Progress a new planning scheme amendment to implement the Biodiversity Conservation Plan by reviewing environment and landscape overlays in the Mornington Peninsula Planning Scheme	2027
	F. Continue to advocate to the state government to review bushfire mapping and requirements to prevent unnecessary and inappropriate clearance of vegetation in low-risk areas[3]	2027

[3] Improving Bushfire Planning Provisions (https://www.mornpen.vic.gov.au/Building-Planning/Strategic-Planning/Strategic-Planning-Projects/Improving-Bushfire-Planning-Provisions)

Our Urban Forest

MORNINGTON PENINSULA Shire

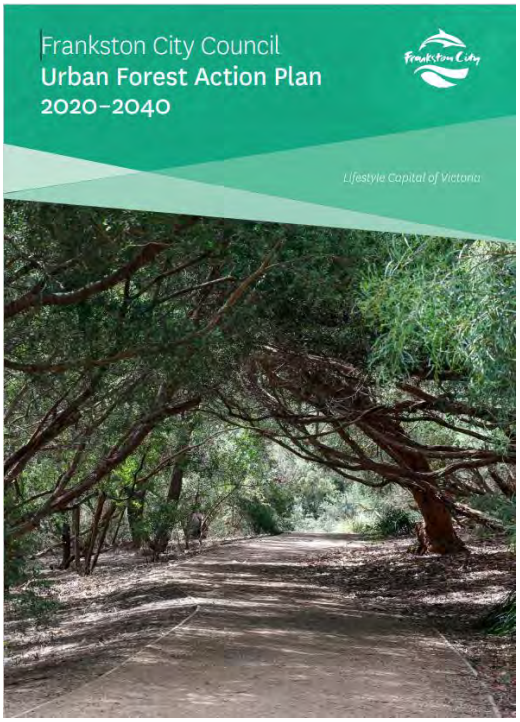
Strategic Objective	Action	Timeframe
	G. All tree species immediately adjacent to remnant vegetation and areas with high biodiversity values are indigenous and appropriate for the nearby ecosystems. Dark zones and corridors are to be included to impacts from artificial lighting are reduced	Ongoing
	H. Indigenous and native species are prioritised in Shire planting projects	Ongoing
3. Improve data collection evaluation and monitoring of urban forest health	A. Undertake development of comprehensive tree inventory that is kept up to date	2025
	B. Ensure the Tree Valuation Policy or procedure (Action 2.B above) can be used to calculate the economic value of the benefits provided by our urban forest to communicate its value and inform the recovery of costs for potential tree removals	2026
	C. Regularly inspect and monitor the health and growth of all trees on the Peninsula	Ongoing
	D. Update the Tree Ledger tool and use the data to: -Report on progress of tree planting and canopy outcomes -Update delivery program to reflect changing priorities	2026

Case study 1: Frankston's Urban Forest Action Plan
Frankston City Council adopted it's 20-year Urban Forest Action Plan in 2020 to transform the City's urban forest into a highly-valued, well-resourced and thriving asset. The Plan sets a target of growing tree canopy cover from 17% to 20%, through planting 20,000 trees per year for four years.

In FY22/23, 20,035 trees were planted across natural reserves, open spaces, road reserves and in capital works projects.

The program demonstrates the significant investment required to grow and maintain an urban forest, and the benefits that a cooler and greener urban area provide.

Read more here: https://www.frankston.vic.gov.au/Community-and-Health/Environment/Trees-and-vegetation/Urban-Forest-Action-Plan



Our Urban Forest

MORNINGTON PENINSULA Shire

Theme 2: Thriving

Our urban forest will form an integral part of the Peninsula, blending grey, green and blue infrastructure to support our community, ecosystems, waterways and animals to live and thrive in balance.

The urban forest will be integrated across the landscape, with greening and nature-based solutions central to decision making, coordinated design and implementation. All land-owners and managers will coordinate approaches to deliver best-practice land management and improve water health, soil health, permeability and Bunurong cultural values.

Targets

- Tree and vegetation planting is included in all Shire capital works to meet canopy targets, with WSUD included where significant impervious surface is added
- A collaborative network is established between the Shire, Traditional Owners and all relevant state government departments and organisations
- Residents are supported and activated to plant and manage trees and vegetation on their land

Strategic Objective	Action	Timeframe
1. Demonstrate leadership in managing a thriving urban forest on Shire owned and -managed land	A. Integrate urban forest objectives into relevant Shire policies, plans and processes	Ongoing
	B. Create a multi-disciplinary working group within the Shire to integrate cooling and greening across capital and maintenance programs	2025
	C. All Shire capital works projects to deliver best-practice urban forest outcomes, including protecting existing trees and vegetation, and planting additional trees to achieve maximum canopy over the site	Ongoing
2. Improve community ownership and support for our urban forest	A. Support, educate and enable residents to plant and manage trees and vegetation on their properties to deliver urban forest outcomes	2027
	B. Resource delivery of relevant Biodiversity Conservation Plan actions to support community groups and landholders to manage our bushland reserves and improve private properties (including Gardens for Wildlife program, Conservation Land Rate, Landcare Network and Friends Groups)	Ongoing
	C. Create and regularly update a page on the Shire's website to inform our community on past and future planting program, communicate the benefits of our urban forest and empower residents, businesses and community groups on opportunities to act	2025
	D. Implement the Shire's Nature Strip Policy and associated guidelines, request a street tree program and communications to remove barriers for residents to request trees and plant vegetation on nature strips	2025
3. Provide water quality benefits for urban runoff	A. Ensure tree planting is considered in the development of WSUD guidelines and design standards for Shire projects (Integrated Water Management Plan, Action 4.1d)	2026

Our Urban Forest

MORNINGTON PENINSULA Shire

Strategic Objective	Action	Timeframe
improving the health of our waterways and ecosystems	B. Incorporate WSUD in all Shire projects that include carparks, commercial precincts, plazas or other areas with large impervious surfaces	Ongoing
4. Share urban forest objectives and responsibilities across land-owners, jurisdictions and with key stakeholders including Traditional Owner groups	A. Meet on Country at least annually with BLCAC or other Traditional Owner groups to inform planting and protection programs	Ongoing
	B. Develop framework with BLCAC or other Traditional Owner groups for planting culturally significant trees for future generations	2027
	C. Work with BLCAC or other Traditional Owner groups to include Aboriginal names, cultural stories and values in communications, signage and projects involving tree and vegetation planting, where appropriate	2027
	D. Establish working relationships with relevant state government, committees of management and community organisations to deliver a consistent and effective urban forest response	2026

Case study 2: School tree planting

In 202 , St Mary's Primary School in astings planted 300 indigenous plants around the school oval to support the local biodiversity, and help deliver the Water Stewardship Plan developed together with the Western Port Biosphere.

The students now have opportunities to learn about the environment and become citizen scientists by monitoring the biodiversity of the newly-formed habitat.

The works were done in partnership with the Shire as part of our Climate Action Grants.

Names L-R: Callum, Lexi, Cr Dixon, Jacqui Salter, Mayor Brooks, Gab Espenschied

Our Urban Forest

MORNINGTON PENINSULA Shire

Theme 3: Resilient

Our urban forest will be resilient to the current and future impacts of climate change and urban densification, and in turn provide resilience to our communities and ecosystems.

The urban forest can be vulnerable to a changing environment, particularly the stresses and shocks from climate change, heatwaves, extreme weather events, flooding, urban heating, pest and disease outbreaks. Through planning and managing for resilience, we can reduce impacts to our urban forest and support community and ecosystem resilience across the Peninsula. Our role as stewards of the forest is to recognise current and future threats and to act to mitigate these and ensure the forest of the future is healthier and more resilient than the forest of today.

Targets

- Our community and environment has increased resilience to climate impacts including coastal inundation, flooding, extreme heat and drought
- Our urban forest has improved diversity in species, age and health appropriate to future conditions
- All townships have improved heat vulnerability scores

Strategic Objective	Action	Timeframe
1. Improve resilience of urban forest to current and future impacts of climate change	A. Develop species palette with climate-ready species, resilient to the projected 2100 climate conditions, to be reviewed and updated regularly	2025
	B. Develop methodology for selecting tree species appropriate to different infrastructure constraints, land use types, geological and topographical conditions on the Peninsula	2024
	C. Ensure that all new trees and vegetation areas with higher bushfire risk profiles are planted to ensure there is no measurable increased risk, and are carefully monitored and managed into the future	Ongoing
	D. Invest in coastal management that enhances vegetation buffers and allows coastal ecosystems to migrate with a changing coastline	Ongoing
2. Increase resilience through managing species, age and health of trees in each township	A. Identify and prioritise planting in townships and precincts with low species, age and health diversity	2026
	B. Undertake regular pest and disease monitoring and establish sentinel plantings at potential points of ingress	2026
3. Improve urban heat island effect outcomes across the Peninsula	A. Review updated state government HVI mapping to prioritise planting in vulnerable areas as it becomes available. Advocate for timely mapping by the state government to support strategic objectives.	2028
	B. Identify high priority locations for canopy increase to achieve targets	2028
4. Nuisance flooding risks are reduced through use of passive irrigation	A. Identify opportunities for the planting program, maintenance activities and capital works projects to deliver coordinated flood mitigation outcomes	Ongoing

Our Urban Forest

MORNINGTON PENINSULA Shire

Case study 3: Tree protection

In 2023, the Shire officially opened Eco Park in Mt Martha, an Active Recreation Hub that includes a skate bowl, scooter path and all-access playspace.

The design focused on retaining the existing trees to keep the high biodiversity and habitat value and provide cool and shaded places for the community.

Tree protection and planting is a key element of all capital works design and construction, to ensure that our buildings, paths and open spaces are green and health for future generations

Read more here: https://www.mornpen.vic.gov.au/About-Us/Major-Projects/Current-Projects/Mount-Martha-Eco-Park-Active-Hub-Skate-Park

Our Urban Forest

MORNINGTON PENINSULA Shire

Theme 4: Equitable

Our urban forest will provide benefits to everyone across the Peninsula, and our community will help foster active connections to the trees and vegetation in our streets and open spaces.

The urban forest varies greatly between townships and across demographics, and we know that climate change and urban heating disproportionately affects vulnerable communities and people. Through planning for our future urban forest, we will ensure a fair and equal spread of the urban forest by prioritising areas more vulnerable to heating and climate impacts, and build canopy, shade and resilience into key areas such as walking paths, open spaces and carparks. We acknowledge the critical role that our community has in caring for and growing trees in the places that we live and work and will actively support and nurture these activities.

Targets

- Canopy cover disparity between townships is reduced by 2034
- Community groups and schools are supported to plant and manage urban forest projects in open spaces
- Reduced number and severity of injuries, damage and claims from public trees
- All Principal Pedestrian Network routes have been planted to increase canopy cover target 60%

Strategic Objective	Action	Timeframe
1. Tree canopy cover is equitably distributed across the municipality	A. Regularly review planting priorities to validate and improve data, assumptions and decisions	Ongoing
	B. Advocate for retention of trees in areas with low current canopy cover, or with high rate of tree removals	Ongoing
2. Programs are developed to enable Community groups and residents to actively participate in the stewardship of our urban forest	A. Support and enable community activation for community groups to plant and manage trees and vegetation in open spaces, reserves and on private land, particularly in areas of highest heat vulnerability. This may include community planting days and projects, school and citizen science programs and community stewardship initiatives	2028
	B. Trial a Miyawaki Forest (dense planting of indigenous species in a small area) on the Peninsula with the support of a community group	2028
3. Deliver cool and green paths and spaces for vulnerable populations	A. Consideration of tree protection and tree planting incorporated into all footpath construction projects, particularly along the Principal Pedestrian Network	2034
	B. Integrate Urban Forest objectives into the Open Space Strategy, and all future Masterplans and projects delivering open spaces	2026
4. Minimise impact to private and public infrastructure from trees	A. Develop and implement a proactive inspection and preventative maintenance program, prioritising trees with highest potential to cause issues	2026

Our Urban Forest

MORNINGTON PENINSULA Shire

Case study 4: Miyawaki forests

In 2023 the Green Pakapakanthi community group in the City of Adelaide has pioneered the planting of a 'Miyawaki Forest' at Victoria Park, aiming to grow a pocket forest with up to 100 times the biodiversity of a natural forest.

The group used methods to prepare and plant out a dense forest with 420 plants of 37 different species, chosen to attract birds and other species. They will continue to monitor the development and growth.

Miyawaki forests represent opportunities to significantly increase canopy, urban cooling and biodiversity in areas with limited space for traditional planting methods.

Read more here: https://www.adelaide-parklands.asn.au/blog/2023/9/13/pocket-forest-pops-up

Our Urban Forest

MORNINGTON PENINSULA Shire

Implementation

The strategy actions will increase the quantity and quality of the urban forest across the Peninsula and move it towards the vision. Over time the monitoring and evaluation of the changes to our urban forest will guide further shaping of the implementation program. As the Peninsula changes and develops, the urban forest must also change and evolve to meet our future needs and challenges.

Everyone who lives, works and plays in Mornington Peninsula Shire contributes to and benefits from a healthy forest. An urban forest needs active planning and maintenance from the Shire, the community, and many other stakeholders to build and maintain a healthy urban forest.

This section discusses some of the critical objectives and constraints that need to be considered when planning and managing our future urban forest.

Image 8. Gum tree in Mt Eliza

Greening the private realm

As private land (residential, commercial, transport and industrial) makes up most of our urban area, action to green these spaces can have the highest impact. The majority of canopy cover loss occurs in residential areas, so it is important to seek ways to both prevent decline and support an increase. We know that the challenges of climate change, heatwaves and urban densification affect all land use types, so it is important that all areas contribute to the greening of the peninsula and to support our strategic goals.

There are many opportunities for the Shire to provide leadership and engage and partner with landowners to pursue improved greening outcomes. Exemplars, knowledge sharing, incentivisation, partnerships and regulation all play a part in promoting greening.

Effective and impactful actions can be taken by resident and community groups by choosing to be active stewards of the forest. Some examples are:

- Planting trees, shrubs and grasses in backyards
- Educate and support private landowners to plant and care for suitable trees on their property
- Reducing the amount of paved surfaces
- Including green roofs and vegetation integrated with pergolas and verandahs
- Joining the Gardens for Wildlife program

Our Urban Forest

MORNINGTON PENINSULA Shire

As our urban forest crosses property boundaries and land types, collaboration is essential to achieve our targets. This can look like formal programs and agreements, or it can be individual action that contributes to a larger cohesive response.

The importance of vegetation in the private realm is also recognised in the Shire's ou sing & Settlement Strategy 2020-2036, which outlines a sustainable approach to housing growth on the Peninsula for the next 15 years, acknowledging the importance of vegetation to the Shire's character and biodiversity. Our Neighbourhood Character Study and Guidelines (2019) also encourages new development to retain existing vegetation and provide large side and rear setbacks to allow for planting of significant vegetation.

Tree species selection on the peninsula

One of the considerations of planning our future urban forest is how to decide which species of tree should be planted. This can be complex as there are multiple objectives that can conflict, notably those of biodiversity values and urban cooling and greening. An urban forest that is Thriving, Resilient and Equitable will need careful consideration of what and where trees are planted to reduced our vulnerability to climate change, support biodiversity, connect communities to nature and support liveability. This will look different in each township, street and open space.

Biodiversity

Biodiversity protection and enhancement is a fundamental principle on the peninsula, due both to the value our community places on our natural ecosystems, and to support the inherent right of these ecosystems to thrive. Our Biodiversity Conservation Plan is the guiding document for managing and protecting these areas. When planting in and around areas with high biodiversity values (such as bushland reserves, coastal areas and remnant vegetation), indigenous species aligning to Ecological Vegetation Classes (EVCs) should be prioritised.

Urban cooling and greening

Addressing and mitigating the urban heat island effect is a core objective of the strategy, and this is typically highest in the most built up areas. These areas often have increased constraints around space, safety and underground and overhead infrastructure, and careful planning is needed to avoid damage and increased risk.

When planting in urban areas, exotic and non-indigenous native species may be more appropriate and provide a higher benefit to our urban forest, while also considering future maintenance implications.

To balance these two principles, all planting programs, regardless of who is delivering them, a range of criteria should be used, including biological, ecological, functional, aesthetic and spatial. No one criteria will completely exclude all others, however the weighting of each criteria will vary for each location. In this way, we can ensure we adopt a 'right tree, right place' approach to elect the most appropriate species.

Integrated Water Management

Our Integrated Water Management Plan (2021) sets out our vision, targets and objectives for water management on the Peninsula to provide 'a liveable, resilient and thriving community and environment on the Mornington Peninsula'. The plan covers all sources of water, including waterways, creeks, bays, stormwater, rainwater and groundwater and includes actions to improve water health, potable water reduction and flood mitigation, all of which overlap with this strategy's objectives. Integrated Water Management is especially critical when planning for drought conditions where access to potable water is further restricted.

Trees and vegetation require water to establish, survive and thrive, and, especially in highly urbanised areas that often have the highest need for urban cooling, can benefit from infrastructure that diverts rainwater and stormwater to the tree. This approach is known as Water Sensitive Urban Design (WSUD), and although there are significant benefits from their inclusion, WSUD systems can significantly increase the costs and scope of tree planting projects, and conflict with other surrounding infrastructure.

Our Urban Forest

To efficiently plan and manage our urban forest into the future, WSUD systems, including passive irrigation for trees, should be prioritised in all capital works projects that include construction of impervious surfaces. Passive irrigation should also be prioritised when planting trees in commercial precincts, plazas, carparks and other areas where access to water may be a risk for tree health.

Coastal Planning

Our foreshore and coastal areas, on both the Port Phillip Bay side and the Western Port side, are some of the most important and valuable areas on the Peninsula. These spaces house critical biodiversity and ecosystems, act as primary destinations for residents, campers and tourists, and host versatile open spaces for active transport, leisure and building community. Most residents live along the Port Phillip Bay coastline, and we are expecting a 4.6% increase in population by 2036.

Our coastal areas are also under significant threat from climate change. Many of our coastal areas, and the assets within them, are at risk from coastal inundation, storm surge, erosion and sea level rise, both now and into the future, as identified in the Our Coast Our Future Strategy, developing a long-term Coastal Strategy. Nature-based solutions are some of the most cost effective for limiting these impacts and provide co-benefits that enhance the natural values of our coast. These solutions include planting, maintaining and supporting vegetation and trees along the coast.

There are clear opportunities for many areas along our coastline to improve resilience, amenity and cooling by planting appropriate trees and vegetation. This should be done carefully to align with long term plans for each area, and in line with the best scientific projections of future climate change impacts. This includes succession planting in areas with large old indigenous trees, such as the McCrae foreshore.

Accessibility and Universal Design

Our Universal Design Policy (2022) provides clear objectives to ensure that “all public spaces… are accessible and welcoming for all Mornington Peninsula residents and visitors”. Adopting a universal design approach to our urban forest will support our goals, especially the Equitable theme, particularly as those with highest needs can be the most vulnerable to the effects of urban heating and climate change.

There are potential conflicts with providing accessible walking routes, particularly in road reserves and open spaces where tree roots, leaf litter and fruits or nuts can impact walking paths and cause trip hazards. Planting and supporting some species can cause unplanned impacts to some communities or people.

Care must be taken when developing street tree and vegetation palettes, planting programs and maintenance regimes to ensure that, as much as practical, our urban forest provides benefits to all without impacting access in the ways mentioned above.

Reporting and review

Our investment into growing and protecting our urban forest will be guided by an annual implementation plan that directs the townships and streets that will be planted in the following years.

Monitoring progress is a key component of implementation, both to provide transparency to the community and to ensure that our decision making takes new evidence into account. Each year, a report will be published on the Shire website, reporting on progress against each action and target in this Strategy, as well as all known data on tree planting, tree removals, canopy increase/decrease, and other metrics such as urban heat island effect and carbon sequestration. Note that some metrics are not updated annually and so will be updated as and when available.

The lifetime of Our Urban Forest Strategy is 10 years to reflect the significant and sustained efforts necessary. To ensure that it remains relevant the strategy will undergo a major review after 5 years.

While the timeframe of this strategy is 10 years, the lifetime of a forest is much longer (50-100 years), therefore the targets developed are longer term and reflect sustained efforts over generations.

Our Urban Forest

MORNINGTON PENINSULA Shire

Glossary

Term	Definition
Biolink	A series of connected ecosystems that provide safe and easy movement of wildlife
Canopy cover	The land area covered by the vertical projection of a tree crown (branches, leaves and reproductive structures), that provides shade and cooling
Climate change	The long-term rise in global average temperature, caused by human influence, resulting in negative effects such as sea level rise, ocean acidification, extreme weather events, loss of biodiversity and increase in human suffering.
Climate Resilience	The sustained ability of a community or ecosystem to respond to, withstand and recover from shocks and stressors. Acute shocks include disasters like fire, floods and storms.
Ecosystem services	The benefits provided to humans by the natural environment and healthy ecosystems
Exotic species	Plants, animals, fungi and other organisms that have been introduced (deliberately or accidentally) to Australia or a given area after European settlement
Heat vulnerability	The extent to which a person or community is vulnerable to injury or death during and immediately following extreme heat, measured by heat exposure, heat sensitivity and adaptive capacity (resources to respond and adapt to heat)
Indigenous species	Plant and animal species found naturally in pre-European Australia within a specific geographic region
Integrated Water Management	Integrated Water Management (IWM) is a collaborative approach to planning and managing all elements of the water cycle, including stormwater, wastewater, water supplies (surface water and groundwater) and waterways.
Native species	Species occurring in Australia as part of the pre-European flora or fauna, but not necessarily indigenous to areas where it is recorded
Nature strip	A nature strip (road reserve) is the strip of public land between a property boundary and the adjacent roadway. They can have a number of important functions such as walkways around a community, providing remnant habitat for native species and supporting services (sewerage, power, phone).
Nuisance flooding	Low levels of inundation that do not pose significant threats to public safety or cause major property damage, but can disrupt routine day-to-day activities, put added strain on infrastructure systems such as roadways and sewers and cause minor property damage
Urban area	The areas of interest for the urban forest strategy defined as areas of the Mornington Peninsula Shire local government area within the Urban Growth Boundary and areas outside the Urban Growth Boundary but zoned residential (GRZ + LDRZ)
Urban forest	All the trees and other vegetation – and the soil and water that supports it – within the urban area of the municipality
Urban heat island effect	An increase in localised temperature due to the urban built environment, primarily due to high amounts of concrete and asphalt, and a reduction in vegetation. Increasing tree canopy cover is a key method to reduce these effects.
Urban growth boundary	The urban growth boundary (UGB) is a planning mechanism implemented by the Victorian government to manage the e pansion of the Greater Melbourne's urban footprint. The purpose of the UGB is to contain urban sprawl, encourage more efficient land use, protect environmentally sensitive areas, and promote sustainable development patterns.
Water Sensitive Urban Design	A holistic approach to water management that integrates urban design and planning with social and physical sciences in order to deliver water services and protect aquatic environments in an urban setting.

Our Urban Forest

MORNINGTON PENINSULA Shire

References

Armson, D., Stringer, P., & Ennos, A. R. (2012). The effect of tree shade and grass on surface and globe temperatures in an urban area. Urban Forestry & Urban Greening, 11(3), 245–255.

Astell-Burt, T., & Feng, X. (2019). Association of Urban Green Space With Mental Health and General Health Among Adults in Australia. JAMA Network Open, 2(7), e198209–e198209. https://doi.org/10.1001/jamanetworkopen.2019.8209

Cooperative Research Centre for Water Sensitive Cities. (2020). (2020). Designing for a cool city–Guidelines for passively irrigated landscapes.

Corrigan, S. (2023, November 27). How Urban Trees Prevent Flooding. Citygreen. https://citygreen.com/how-urban-trees-prevent-flooding/

Esperon-Rodriguez, M., Power, S. A., Tjoelker, M. G., Marchin, R. M., & Rymer, P. D. (2021). Contrasting heat tolerance of urban trees to extreme temperatures during heatwaves. Urban Forestry & Urban Greening, 66.

Kilgore, G. (2024, March 28). How much carbon does a tree capture (24 species + calculator). 8 Billion Trees. https://8billiontrees.com/carbon-offsets-credits/carbon-ecological-footprint-calculators/how-much-carbon-does-a-tree-capture/#:~:text=How%20Much%20Carbon%20Is%20Sequestered,metric%20tons)%20over%20its%20lifetime.

Kondo, M. C., Han, S., Donovan, G. H., & MacDonald, J. M. (2017). The association between urban trees and crime: Evidence from the spread of the emerald ash borer in Cincinnati. Landscape and Urban Planning, 157, 193–1199.

Livesley, S. J. (2010). ENERGY SAVING BENEFITS OF SHADE TREES IN RELATION TO WATER USE. Treenet.

Long, B. (2019). Urban trees found to improve mental and general health. In University of Wollongong.

Lyndal Plant. (2006). I S N : “ UTIFU ON Y, P F CT T N XT”-IS THERE ROOM FOR IMPROVEMENT? https://treenet.org/wp-content/uploads/2021/10/06TS-BRISBANE-BEAUTIFUL-ONE-DAY-PERFECT-THE-NEXT-IS-THERE-ROOM-FOR-IMPROVEMENT_Lyndal-Plant.pdf

Moore, G. (2015, June 2). Acts of arborial violence: tree vandals deprive us all. The Conversation.

Moore, G. (2016). Pollutants and Street Tree Health. Treenet.

Moore, G. (2020, March 12). How trees can help us adapt to the effects of climate change. Global Centre for Adaptation.

Moore, G. (2021). Developing an Australian street tree cost model. Treenet.

Paquette, A., Sousa-Silva, R., Maure, F., Cameron, E., Belluau, M., & Messier, C. (2021). Praise for diversity: A functional approach to reduce risks in urban forests. Urban Forestry & Urban Greening, 62. https://www.sciencedirect.com/science/article/abs/pii/S1618866721001825#:~:text=This%20lack%20of%20true%20diversity,an%20outcome%20with%20significant%20human

Ren, F., Qui, Z., Liu, Z., Bai, H., & Gao, H. (2023). Trees help reduce street-side air pollution: A focus on cyclist and pedestrian exposure risk. Building and Environment, 229. https://www.sciencedirect.com/science/article/abs/pii/S0360132322011532

Rogers, M. (2014). Tree Root Management. Treenet.

Sharifi, E., Sivam, A., Karuppannan, S., & Boland, J. (2017). Landsat Surface Temperature Data Analysis for Urban Heat Resilience: Case Study of Adelaide. In S. Geertman, A. Allan, C. Pettit, & J. Stillwell (Eds.),

Our Urban Forest

Planning Support Science for Smarter Urban Futures (pp. 433–447). Springer International Publishing. https://doi.org/10.1007/978-3-319-57819-4_24

Soltani, A., & Sharifi, E. (2017). Daily variation of urban heat island effect and its correlations to urban greenery: A case study of Adelaide. Frontiers of Architectural Research, 6(4), 529–538. https://doi.org/https://doi.org/10.1016/j.foar.2017.08.001

The Nature Conservancy, & Resilient Melbourne. (2019). Living Melbourne: our metropolitan urban forest .

Threlfall, C. G., Gunn, L. D., Davern, M., & Kendal, D. (2022). Beyond the luxury effect: Individual and structural drivers lead to 'urban forest inequity' in public street trees in Melbourne, ustralia. Landscape and Urban Planning, 218.

Tubby, K. V., & Webber, J. F. (2010). Pests and diseases threatening urban trees under a changing climate. Forestry: An International Journal of Forest Research, 83(4), 451–459.

Weir, K. (2020). Nurtured by nature: Psychological research is advancing our understanding of how time in nature can improve our mental health and sharpen our cognition. American Psychological Association, 51(3).

Zart, K. (2022, December 19). Trees and Their Essential Role in Biodiverse Ecosystems. Arbour Day Foundation.

Our Urban Forest

MORNINGTON PENINSULA Shire

Appendices

Appendix A – Township Summaries – refer attachment

Appendix B – Canopy projections by township

Our Urban Forest

MORNINGTON PENINSULA Shire

Appendix B – Canopy projections by township

Table 5. Canopy projections in 2120 by township[4]

Township	Public land canopy cover (%) 2020	Township canopy cover (%) 2020	Final public land canopy cover (%)- 1,500 mixed	Final township canopy cover (%) 1,500 mixed	Final public land canopy cover (%) 5,000 mixed	Final township canopy cover (%) 5,000 mixed	Final public land canopy cover (%) 5,000 large - 80% road canopy cover	Final township canopy cover (%) 5,000 large
Arthurs Seat	62.3%	67.5%	29.6%	64.5%	58.1%	67.2%	58.2%	67.2%
Balnarring	35.0%	38.8%	20.1%	35.5%	40.2%	39.9%	57.6%	43.7%
Balnarring Beach	36.3%	37.4%	19.4%	33.9%	38.5%	37.9%	67.0%	43.9%
Baxter	14.7%	19.8%	19.7%	21.8%	34.8%	27.7%	60.8%	37.9%
Bittern	26.1%	47.0%	21.1%	46.2%	42.3%	49.8%	53.4%	51.7%
Blairgowrie	48.1%	53.5%	24.6%	48.0%	45.7%	52.9%	61.6%	56.6%
Capel Sound	29.1%	29.3%	19.4%	25.8%	37.5%	32.3%	46.4%	35.5%
Crib Point	38.8%	49.8%	21.5%	48.0%	37.8%	49.7%	61.4%	52.1%
Dromana	22.1%	28.8%	19.3%	28.1%	35.2%	31.9%	61.9%	38.3%
Flinders	35.8%	43.3%	19.3%	41.0%	37.1%	43.5%	61.8%	47.1%
Hastings	25.0%	32.8%	19.1%	32.2%	36.6%	34.0%	62.1%	36.8%
McCrae	31.0%	38.5%	19.6%	36.7%	35.9%	39.3%	63.4%	43.8%
Merricks Beach	57.0%	47.2%	34.6%	44.7%	48.0%	46.2%	66.6%	48.2%
Mornington	16.9%	20.8%	17.2%	20.9%	35.7%	26.3%	55.9%	32.1%
Mount Eliza	30.6%	41.0%	20.2%	39.1%	37.7%	42.3%	59.8%	46.3%
Mount Martha	29.2%	37.4%	20.8%	35.1%	40.5%	40.5%	56.0%	44.8%
Point Leo	34.1%	40.6%	23.1%	38.9%	38.4%	41.3%	74.3%	46.9%
Portsea	40.1%	46.6%	26.0%	44.4%	47.8%	47.9%	62.3%	50.2%
Red Hill	69.6%	59.8%	35.8%	46.8%	55.8%	54.5%	57.4%	55.1%
Rosebud	26.9%	29.7%	19.2%	27.4%	38.0%	33.0%	59.8%	39.6%
Rye	41.0%	49.5%	22.6%	45.4%	39.9%	49.2%	62.8%	54.4%
Safety Beach	13.5%	14.2%	18.2%	15.2%	37.3%	19.4%	60.4%	24.4%

[4] In some cases, the canopy cover figures may be affected by the presence of non-residential land being included in the urban growth boundary. This may have an impact on the final results in this strategy, but is not considered to significantly change any recommendations or prioritisation.

Our Urban Forest

MORNINGTON PENINSULA Shire

Township	Public land canopy cover (%) 2020	Township canopy cover (%) 2020	Final public land canopy cover (%)- 1,500 mixed	Final township canopy cover (%) 1,500 mixed	Final public land canopy cover (%) 5,000 mixed	Final township canopy cover (%) 5,000 mixed	Final public land canopy cover (%) 5,000 large - 80% road canopy cover	Final township canopy cover (%) 5,000 large
Shoreham	37.1%	59.2%	25.0%	57.1%	41.8%	60.1%	56.3%	62.6%
Somers	27.1%	48.3%	20.9%	46.4%	41.3%	52.6%	49.3%	55.0%
Somerville	19.6%	29.9%	19.3%	29.9%	39.3%	32.1%	56.8%	34.1%
Sorrento	40.1%	46.4%	21.7%	42.9%	37.7%	45.9%	61.2%	50.4%
St Andrews Beach	42.7%	60.4%	22.9%	59.2%	39.1%	60.2%	64.1%	61.7%
Tootgarook	29.3%	33.5%	19.2%	31.4%	37.6%	35.3%	60.3%	40.0%
Tyabb	29.4%	34.8%	18.0%	34.1%	33.8%	35.1%	57.3%	36.4%

Our Urban Forest Strategy

MORNINGTON PENINSULA Shire

Appendix A Township summaries

Summary information is provided for each township in this appendix.

Contents

Arthurs Seat 1
Balnarring 2
Balnarring Beach 3
Baxter 4
Bittern 5
Blairgowrie 6
Capel Sound 7
Crib Point 8
Dromana 9
Flinders 10
Hastings 11
McCrae 12
Merricks Beach 13
Mornington 14
Mount Eliza 15
Mount Martha 16
Point Leo 17
Portsea 18
Red Hill 19
Rosebud 20
Rye 21
Safety Beach 22
Shoreham 23
Somers 24
Somerville 25
Sorrento 26
St Andrews Beach 27
Tootgarook 28
Tyabb 29

Arthurs Seat

Variable	Value
Area of township (ha)	80.8
Area of canopy 2020 (ha)	54.6
Canopy cover 2020 (%)	67.5
Change in canopy cover 2011-2020	Increase of 15.6%
Heat vulnerability index (1-5, 5 most vulnerable) and township rank (1-28, 1 most vulnerable)	1 – Rank 22
2021 population and township rank (1-28, 1 most dense)	565 – Rank 27
Prioritisation rank (based on existing canopy cover and heat vulnerability index, 1-28, 1 highest priority)	Rank 29

Tree canopy cover

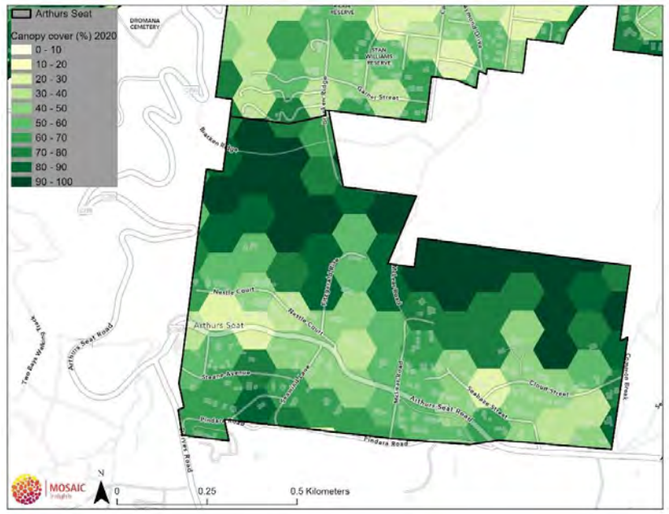


Figure 1. Arthurs Seat - Canopy cover in 2020

Heat vulnerability index

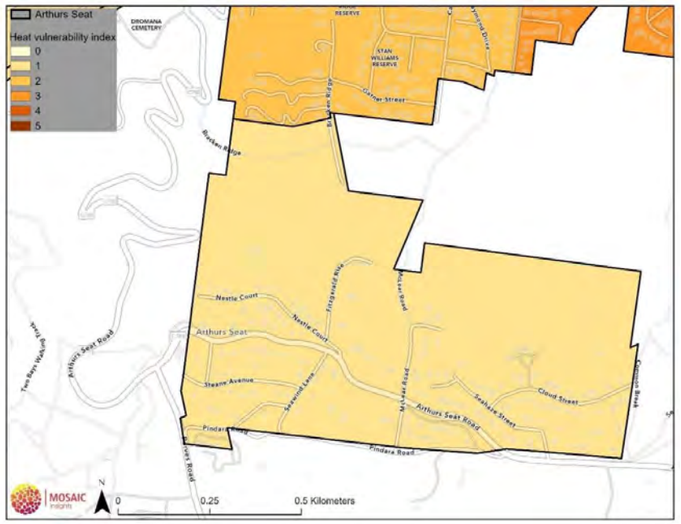


Figure 2. Arthurs Seat - Heat vulnerability index (2018)

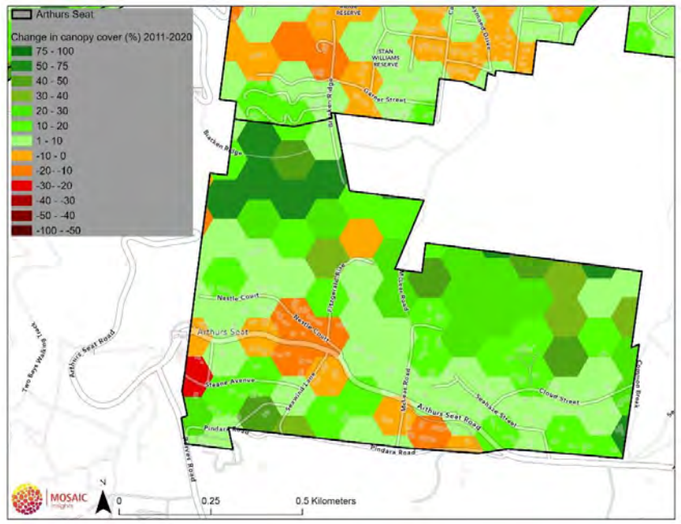


Figure 3. Arthurs Seat - Change in canopy cover between 2011 and 2020

Balnarring

Variable	Value
Area of township (ha)	153.7
Area of canopy 2020 (ha)	59.6
Canopy cover 2020 (%)	38.8
Change in canopy cover 2011-2020	Increase of 5.8%
Heat vulnerability index (1-5, 5 most vulnerable) and township rank (1-28, 1 most vulnerable)	1 – Rank 22
2021 population and township rank (1-28, 1 most dense)	2,181 – Rank 18
Prioritisation rank (based on existing canopy cover and heat vulnerability index, 1-28, 1 highest priority)	Rank 14

Tree canopy cover

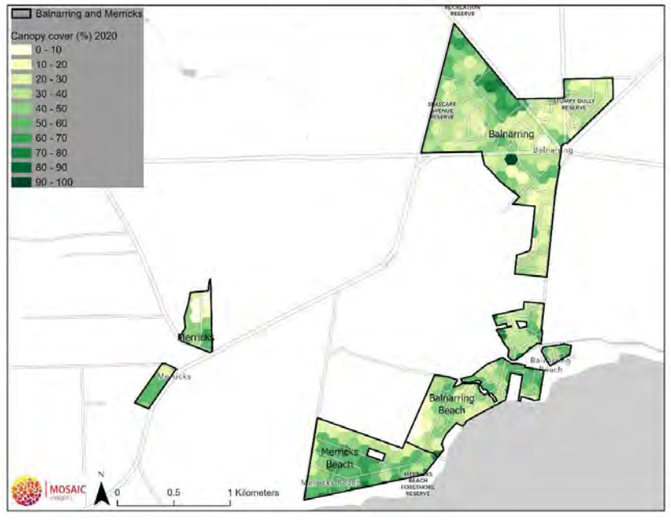


Figure 4. Balnarring - Canopy cover in 2020

Heat vulnerability index

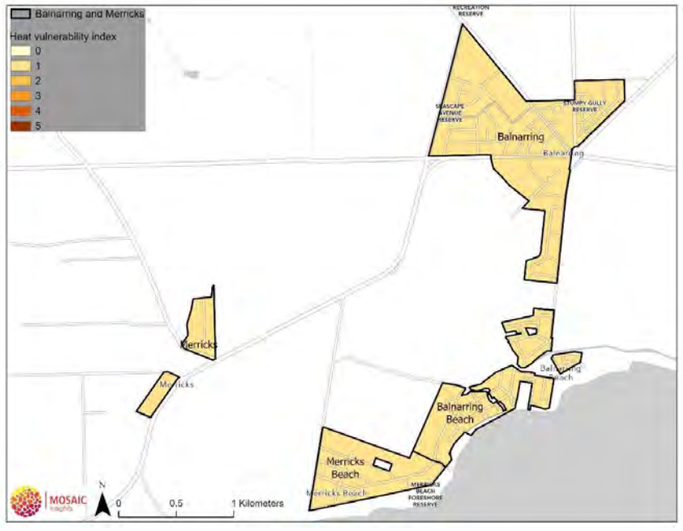


Figure 5. Balnarring - Heat vulnerability index (2018)

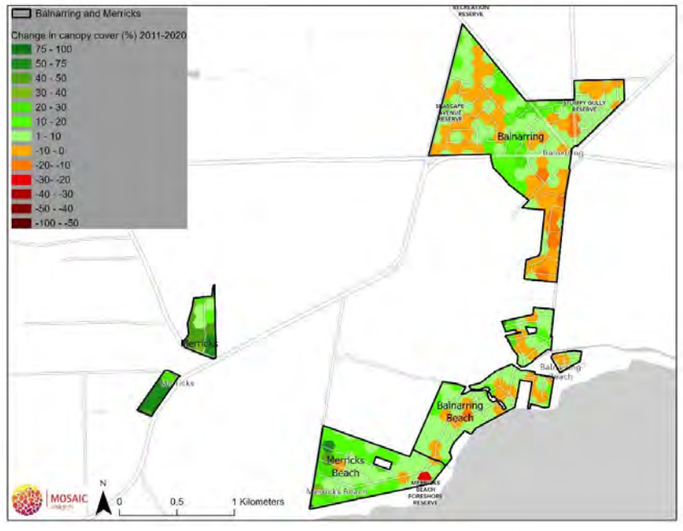


Figure 6. Balnarring - Change in canopy cover between 2011 and 2020

Balnarring Beach

Variable	Value
Area of township (ha)	60.2
Area of canopy 2020 (ha)	22.5
Canopy cover 2020 (%)	37.4
Change in canopy cover 2011-2020	Increase of 3.1%
Heat vulnerability index (1-5, 5 most vulnerable) and township rank (1-28, 1 most vulnerable)	0.98 – Rank 29
2021 population and township rank (1-28, 1 most dense)	575 – Rank 25
Prioritisation rank (based on existing canopy cover and heat vulnerability index, 1-28, 1 highest priority)	Rank 12

Tree canopy cover

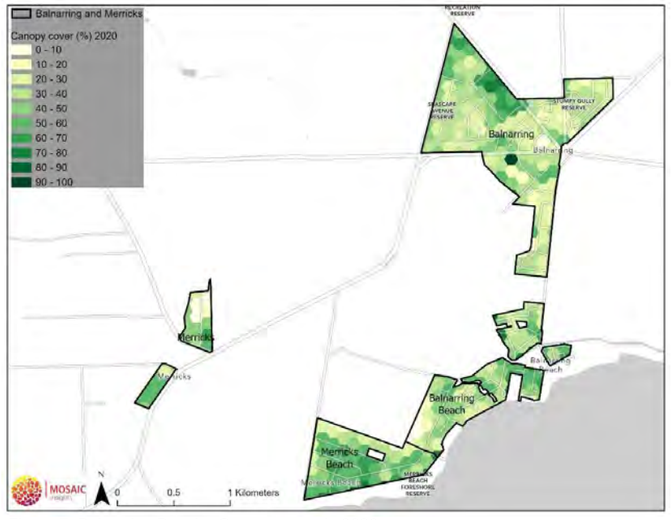


Figure 7. Balnarring Beach - Canopy cover in 2020

Heat vulnerability index

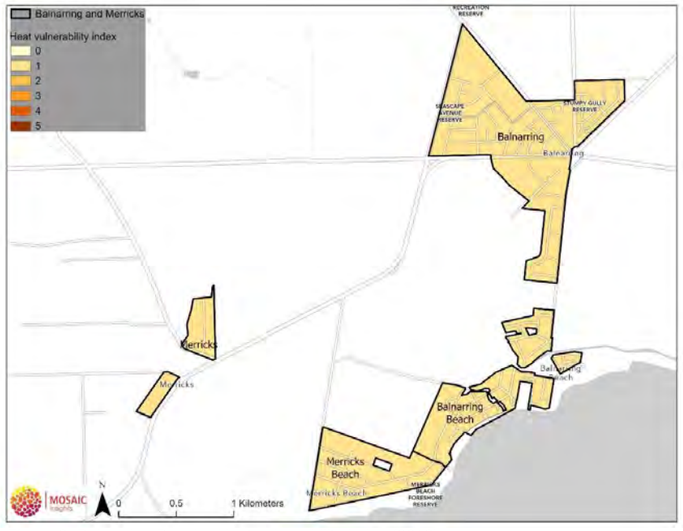


Figure 8. Balnarring Beach - Heat vulnerability index (2018)

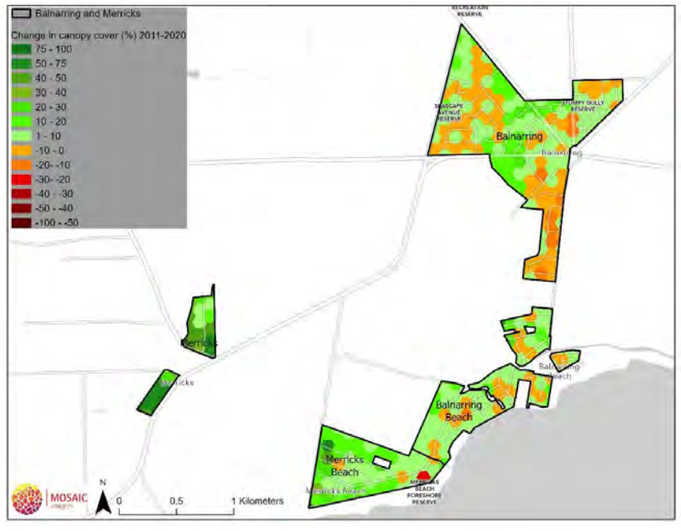


Figure 9. Balnarring Beach - Change in canopy cover between 2011 and 2020

Baxter

Variable	Value
Area of township (ha)	87.2
Area of canopy 2020 (ha)	17.3
Canopy cover 2020 (%)	19.8
Change in canopy cover 2011-2020	Increase of 6.3%
Heat vulnerability index (1-5, 5 most vulnerable) and township rank (1-28, 1 most vulnerable)	3.23 – Rank 5
2021 population and township rank (1-28, 1 most dense)	1,892 – Rank 20
Prioritisation rank (based on existing canopy cover and heat vulnerability index, 1-28, 1 highest priority)	Rank 2

Tree canopy cover

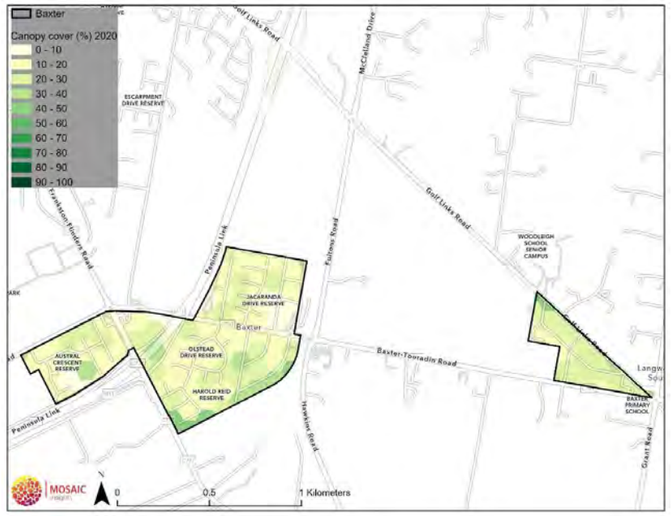


Figure 10. Baxter - Canopy cover in 2020

Heat vulnerability index

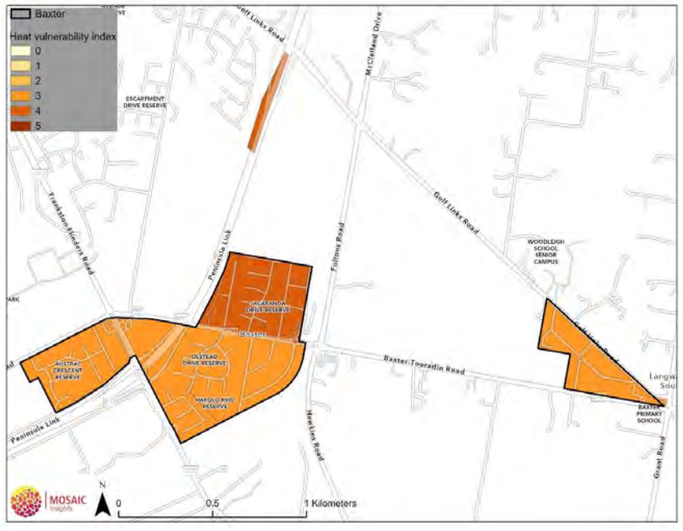


Figure 11. Baxter - Heat vulnerability index (2018)

Figure 12. Baxter - Change in canopy cover between 2011 and 2020

Bittern

Variable	Value
Area of township (ha)	1,084
Area of canopy 2020 (ha)	509.8
Canopy cover 2020 (%)	47.0
Change in canopy cover 2011-2020	Increase of 15.6%
Heat vulnerability index (1-5, 5 most vulnerable) and township rank (1-28, 1 most vulnerable)	2.84 – Rank 7
2021 population and township rank (1-28, 1 most dense)	5,247 – Rank 11
Prioritisation rank (based on existing canopy cover and heat vulnerability index, 1-28, 1 highest priority)	Rank 19

Tree canopy cover

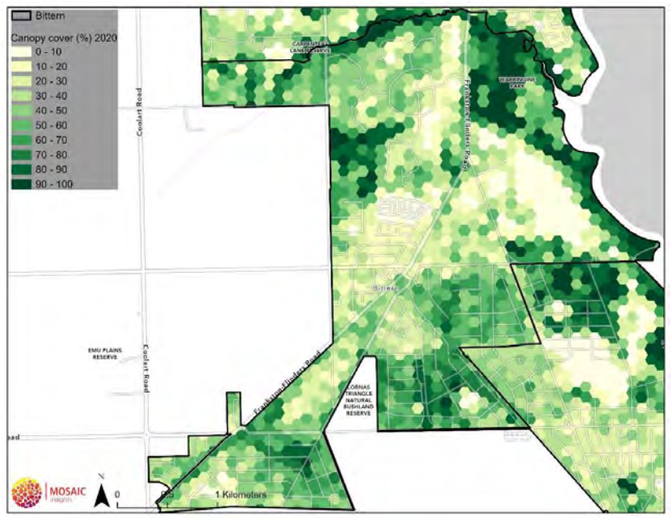


Figure 13. Bittern - Canopy cover in 2020

Heat vulnerability index

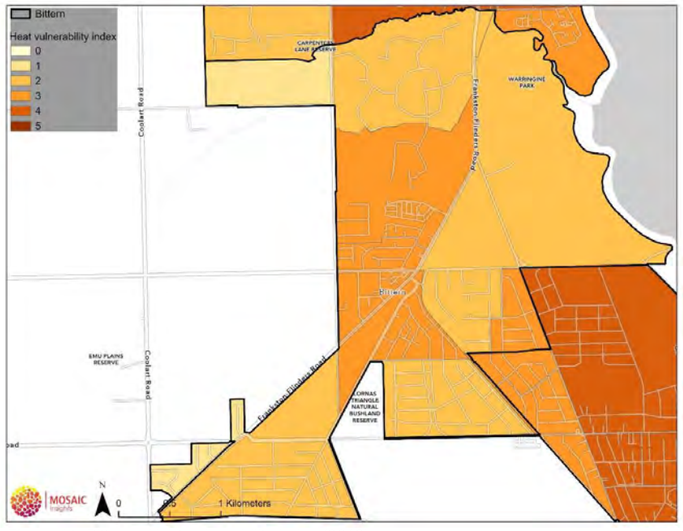


Figure 14. Bittern - Heat vulnerability index (2018)

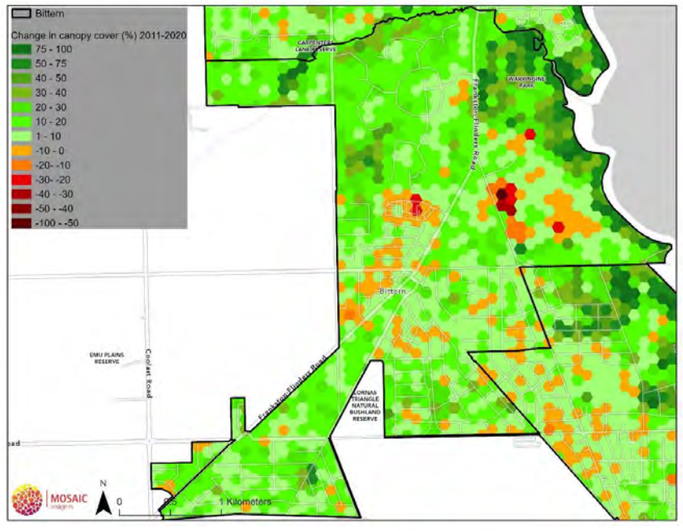


Figure 15. Bittern - Change in canopy cover between 2011 and 2020

Blairgowrie

Variable	Value
Area of township (ha)	617.9
Area of canopy 2020 (ha)	330.4
Canopy cover 2020 (%)	53.5
Change in canopy cover 2011-2020	Increase of 9.6%
Heat vulnerability index (1-5, 5 most vulnerable) and township rank (1-28, 1 most vulnerable)	1.30 – Rank 19
2021 population and township rank (1-28, 1 most dense)	2,967 – Rank 16
Prioritisation rank (based on existing canopy cover and heat vulnerability index, 1-28, 1 highest priority)	Rank 25

Tree canopy cover

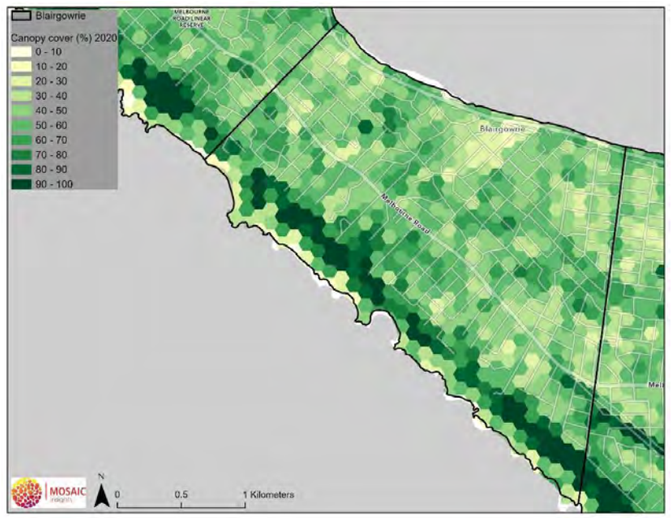


Figure 16. Blairgowrie - Canopy cover in 2020

Heat vulnerability index

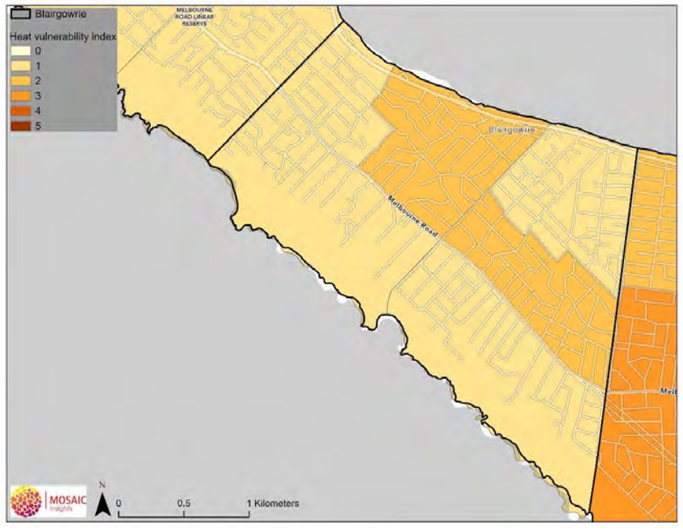


Figure 17. Blairgowrie - Heat vulnerability index (2018)

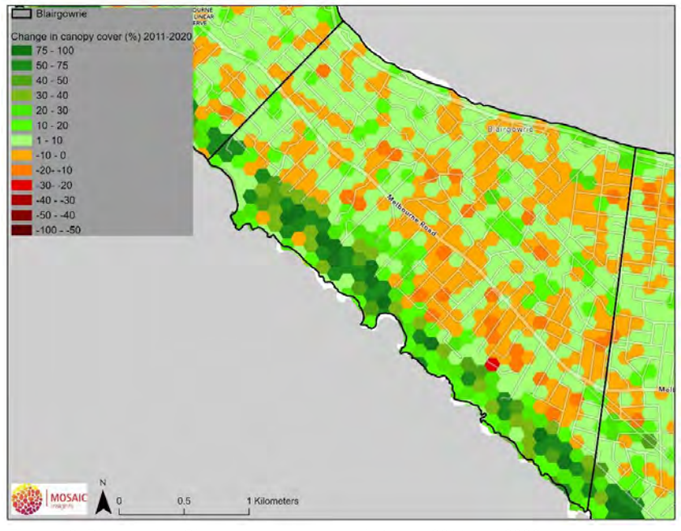


Figure 18. Blairgowrie - Change in canopy cover between 2011 and 2020

Capel Sound

Variable	Value
Area of township (ha)	465.8
Area of canopy 2020 (ha)	136.4
Canopy cover 2020 (%)	29.3
Change in canopy cover 2011-2020	Increase of 7.5%
Heat vulnerability index (1-5, 5 most vulnerable) and township rank (1-28, 1 most vulnerable)	3.97 – Rank 1
2021 population and township rank (1-28, 1 most dense)	5,728 – Rank 10
Prioritisation rank (based on existing canopy cover and heat vulnerability index, 1-28, 1 highest priority)	Rank 5

Tree canopy cover

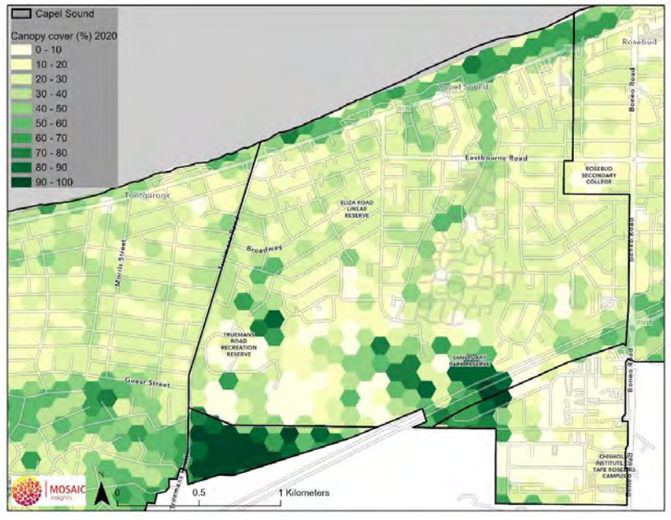


Figure 19. Capel Sound - Canopy cover in 2020

Heat vulnerability index

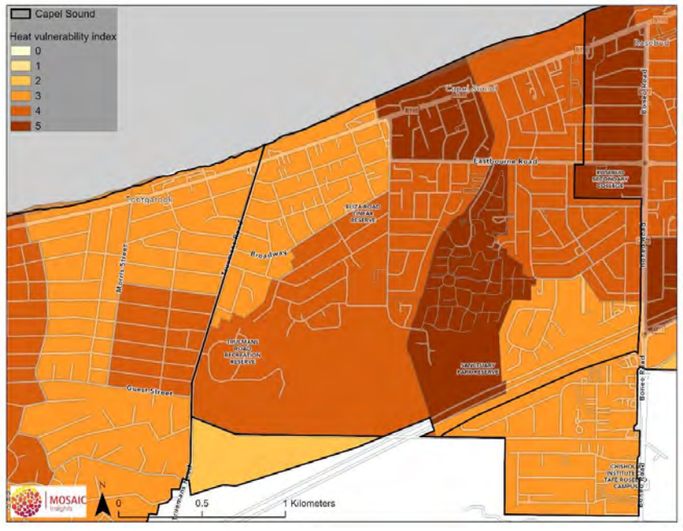


Figure 20. Capel Sound - Heat vulnerability index (2018)

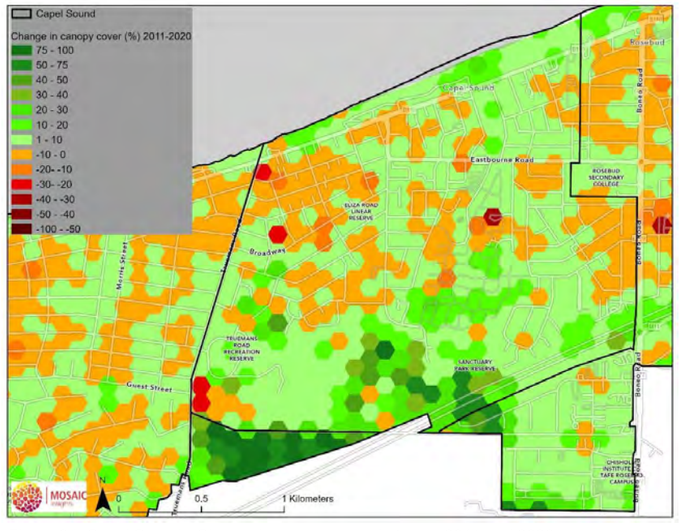


Figure 21. Capel Sound - Change in canopy cover between 2011 and 2020

Crib Point

Variable	Value
Area of township (ha)	601.3
Area of canopy 2020 (ha)	299.2
Canopy cover 2020 (%)	49.8
Change in canopy cover 2011-2020	Increase of 19.9%
Heat vulnerability index (1-5, 5 most vulnerable) and township rank (1-28, 1 most vulnerable)	3.88 – Rank 2
2021 population and township rank (1-28, 1 most dense)	4,757 – Rank 12
Prioritisation rank (based on existing canopy cover and heat vulnerability index, 1-28, 1 highest priority)	Rank 23

Tree canopy cover

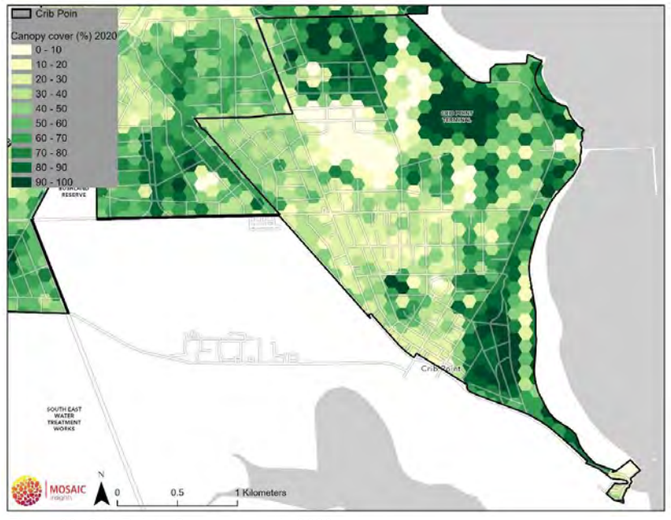


Figure 22. Crib Point - Canopy cover in 2020

Heat vulnerability index

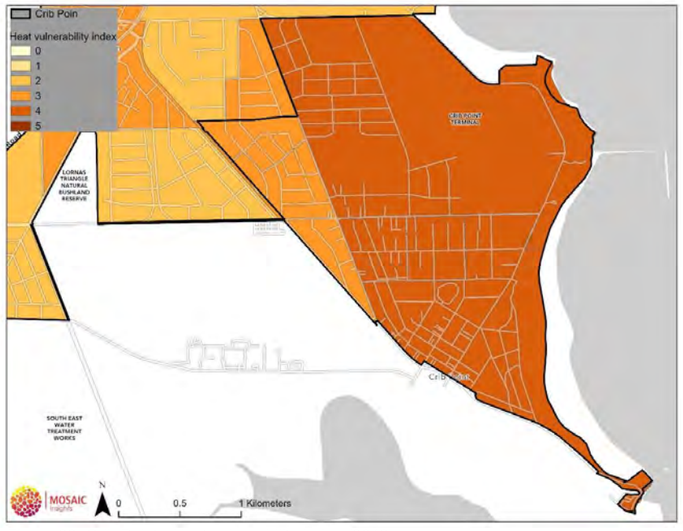


Figure 23. Crib Point - Heat vulnerability index (2018)

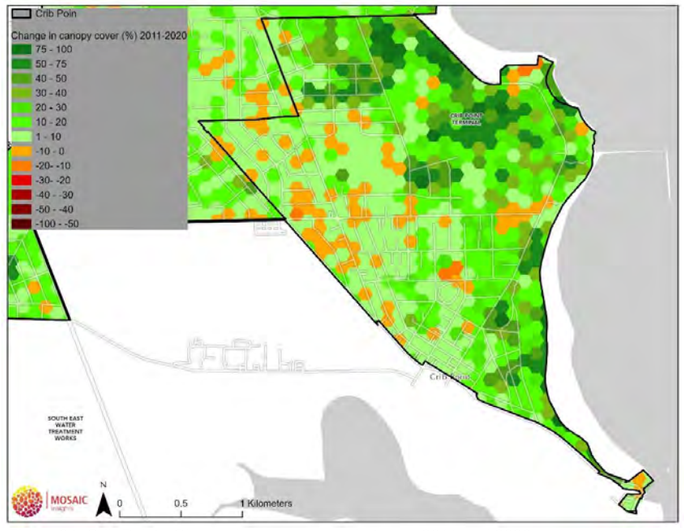


Figure 24. Crib Point - Change in canopy cover between 2011 and 2020

Dromana

Variable	Value
Area of township (ha)	617.5
Area of canopy 2020 (ha)	177.6
Canopy cover 2020 (%)	28.8
Change in canopy cover 2011-2020	Increase of 1.9%
Heat vulnerability index (1-5, 5 most vulnerable) and township rank (1-28, 1 most vulnerable)	2.7 – Rank 10
2021 population and township rank (1-28, 1 most dense)	7,056 – Rank 8
Prioritisation rank (based on existing canopy cover and heat vulnerability index, 1-28, 1 highest priority)	Rank 4

Tree canopy cover

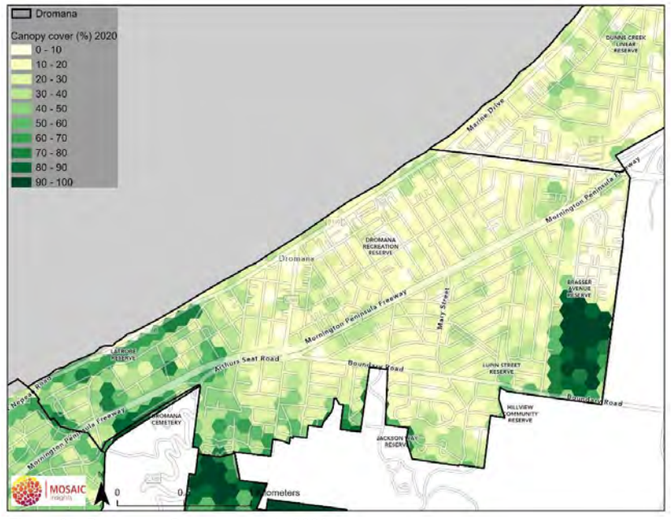


Figure 25. Dromana - Canopy cover in 2020

Heat vulnerability index

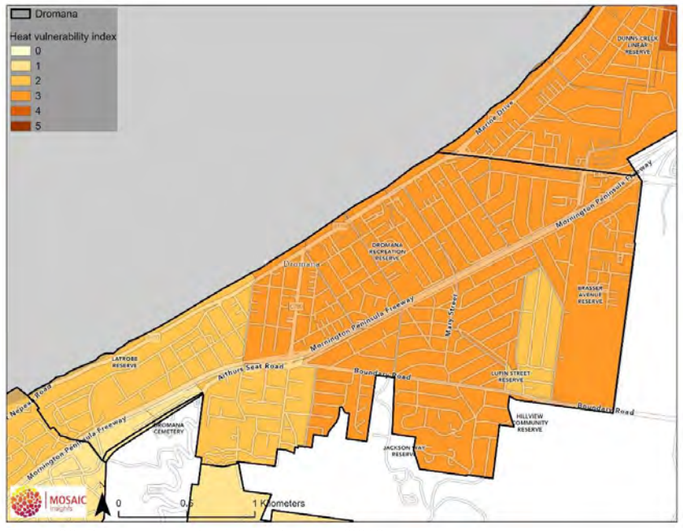


Figure 26. Dromana - Heat vulnerability index (2018)

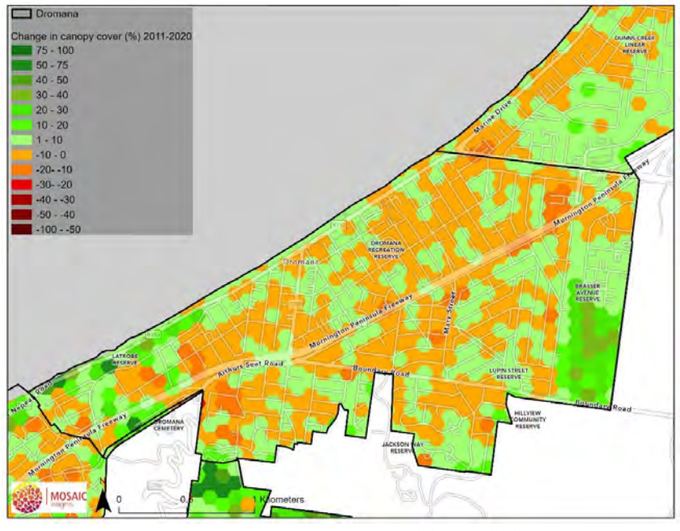


Figure 27. Dromana - Change in canopy cover between 2011 and 2020

Flinders

Variable	Value
Area of township (ha)	292.6
Area of canopy 2020 (ha)	126.8
Canopy cover 2020 (%)	43.3
Change in canopy cover 2011-2020	Increase of 9.4%
Heat vulnerability index (1-5, 5 most vulnerable) and township rank (1-28, 1 most vulnerable)	1 – Rank 22
2021 population and township rank (1-28, 1 most dense)	916 – Rank 24
Prioritisation rank (based on existing canopy cover and heat vulnerability index, 1-28, 1 highest priority)	Rank 17

Tree canopy cover

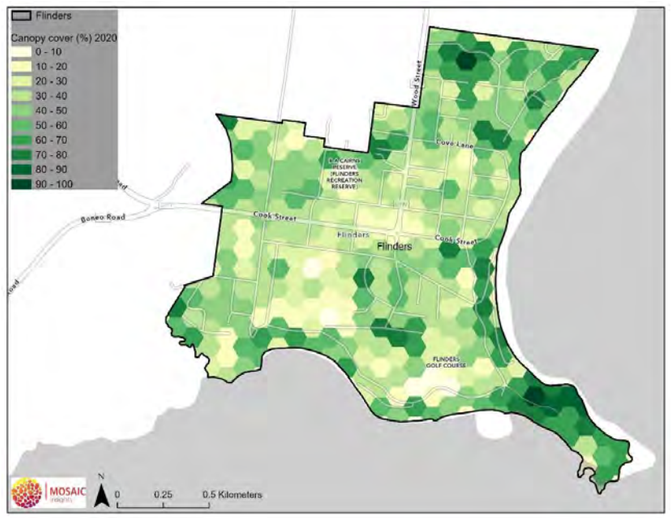


Figure 28. Flinders - Canopy cover in 2020

Heat vulnerability index

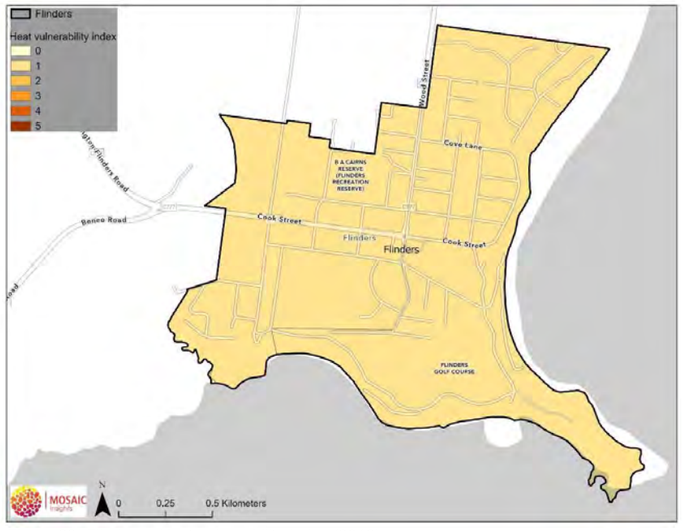


Figure 29. Flinders - Heat vulnerability index (2018)

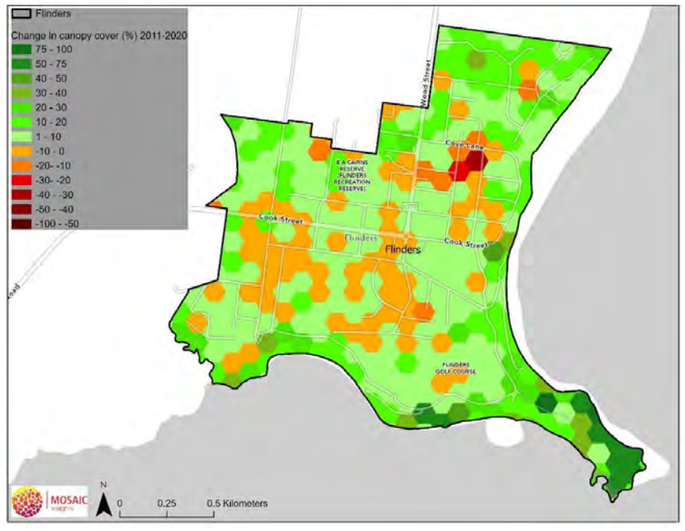


Figure 30. Flinders - Change in canopy cover between 2011 and 2020

Hastings

Variable	Value
Area of township (ha)	1,906.7
Area of canopy 2020 (ha)	625.4
Canopy cover 2020 (%)	32.8
Change in canopy cover 2011-2020	Increase of 13.6%
Heat vulnerability index (1-5, 5 most vulnerable) and township rank (1-28, 1 most vulnerable)	3.13 – Rank 6
2021 population and township rank (1-28, 1 most dense)	10,666 – Rank 6
Prioritisation rank (based on existing canopy cover and heat vulnerability index, 1-28, 1 highest priority)	Rank 8

Tree canopy cover

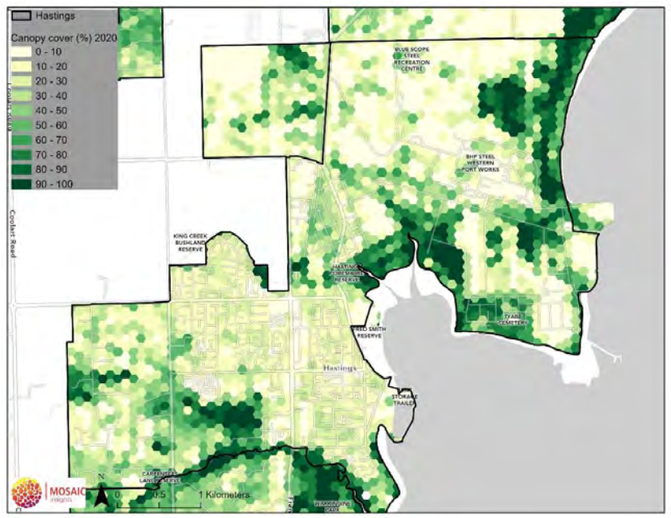


Figure 31. Hastings - Canopy cover in 2020

Heat vulnerability index

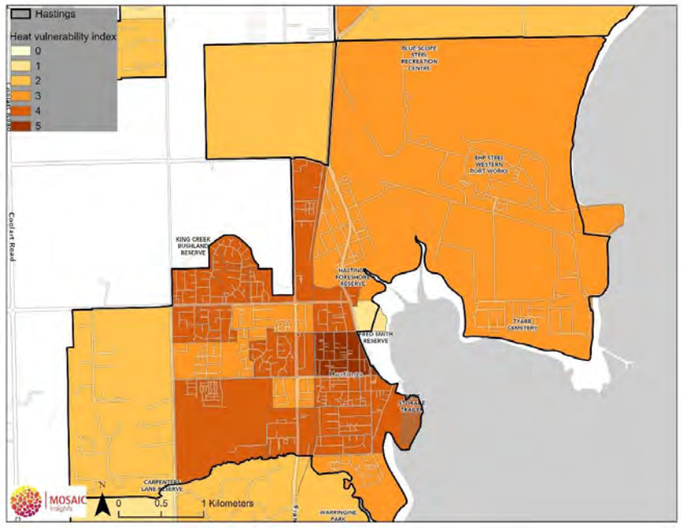


Figure 32. Hastings - Heat vulnerability index (2018)

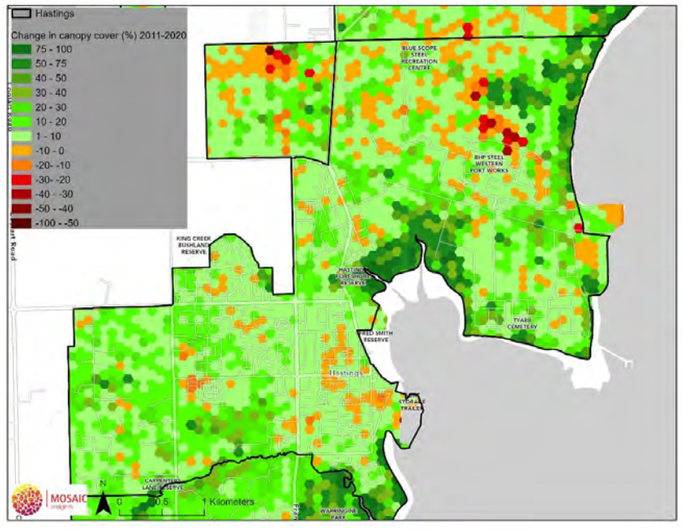


Figure 33. Hastings - Change in canopy cover between 2011 and 2020

McCrae

Variable	Value
Area of township (ha)	343.8
Area of canopy 2020 (ha)	132.5
Canopy cover 2020 (%)	38.5
Change in canopy cover 2011-2020	Increase of 1.2%
Heat vulnerability index (1-5, 5 most vulnerable) and township rank (1-28, 1 most vulnerable)	1.99 – Rank 13
2021 population and township rank (1-28, 1 most dense)	3,970 – Rank 13
Prioritisation rank (based on existing canopy cover and heat vulnerability index, 1-28, 1 highest priority)	Rank 13

Tree canopy cover

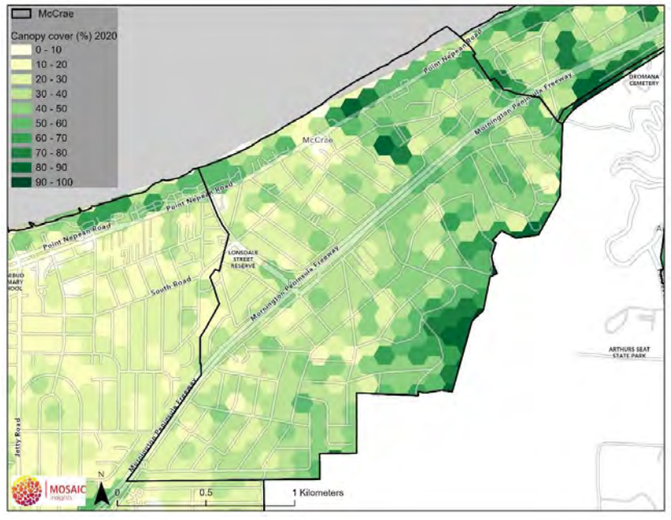


Figure 34. McCrae - Canopy cover in 2020

Heat vulnerability index

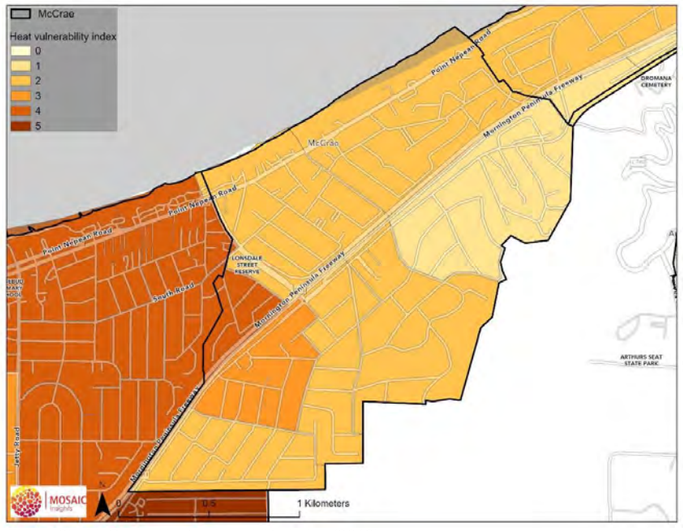


Figure 35. McCrae - Heat vulnerability index (2018)

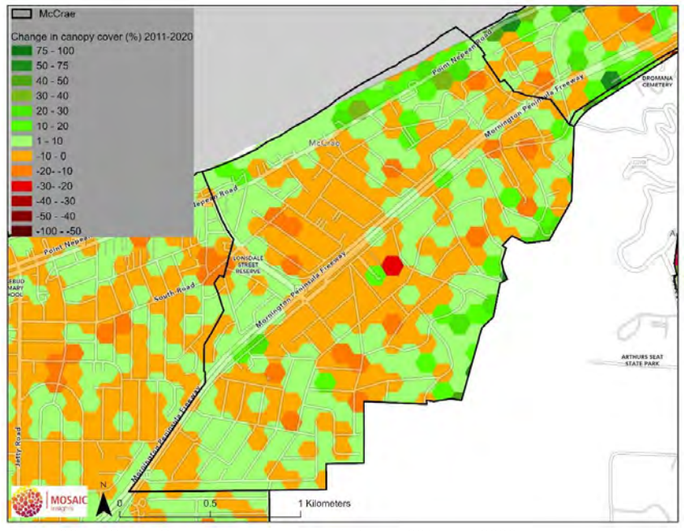


Figure 36. McCrae - Change in canopy cover between 2011 and 2020

Merricks Beach

Variable	Value
Area of township (ha)	46.6
Area of canopy 2020 (ha)	22
Canopy cover 2020 (%)	47.2
Change in canopy cover 2011-2020	Increase of 12.9%
Heat vulnerability index (1-5, 5 most vulnerable) and township rank (1-28, 1 most vulnerable)	1 – Rank 22
2021 population and township rank (1-28, 1 most dense)	284 – Rank 28
Prioritisation rank (based on existing canopy cover and heat vulnerability index, 1-28, 1 highest priority)	Rank 21

Tree canopy cover

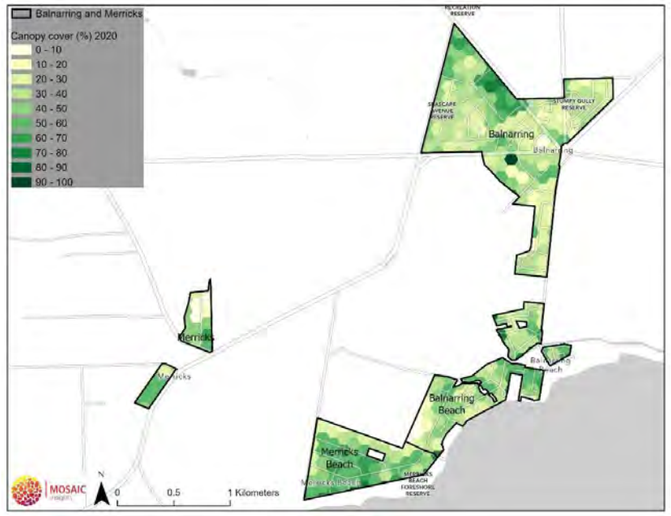


Figure 37. Merricks Beach - Canopy cover in 2020

Heat vulnerability index

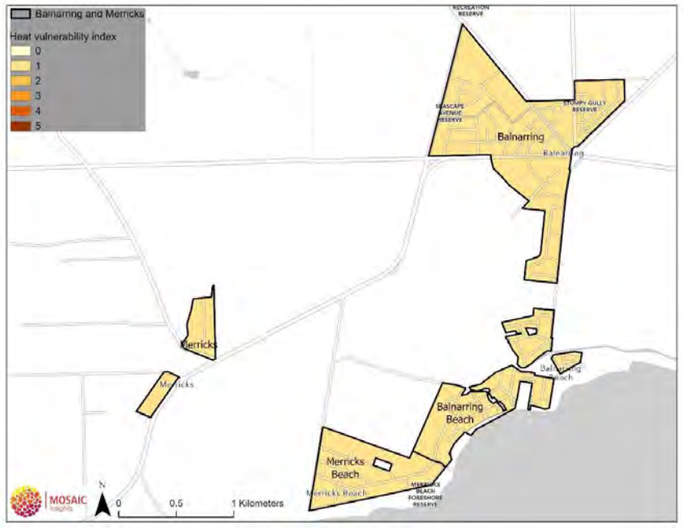


Figure 38. Merricks Beach - Heat vulnerability index (2018)

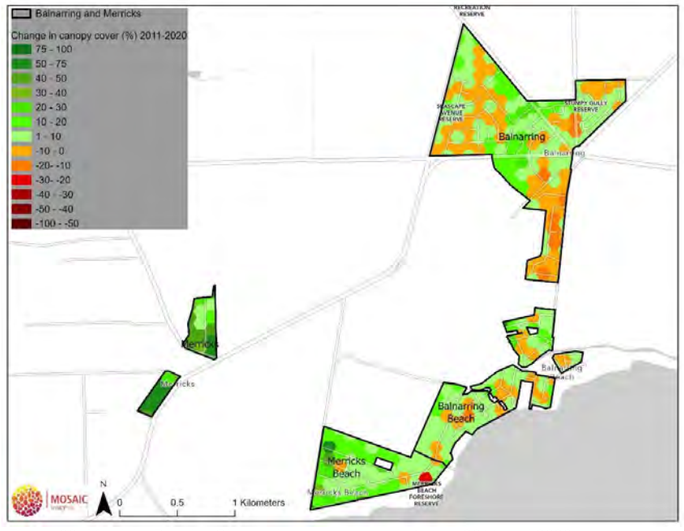


Figure 39. Merricks Beach - Change in canopy cover between 2011 and 2020

Mornington

Variable	Value
Area of township (ha)	1,606.1
Area of canopy 2020 (ha)	334.3
Canopy cover 2020 (%)	20.8
Change in canopy cover 2011-2020	Increase of 1.8%
Heat vulnerability index (1-5, 5 most vulnerable) and township rank (1-28, 1 most vulnerable)	2.46 – Rank 12
2021 population and township rank (1-28, 1 most dense)	26,317 – Rank 1
Prioritisation rank (based on existing canopy cover and heat vulnerability index, 1-28, 1 highest priority)	Rank 3

Tree canopy cover

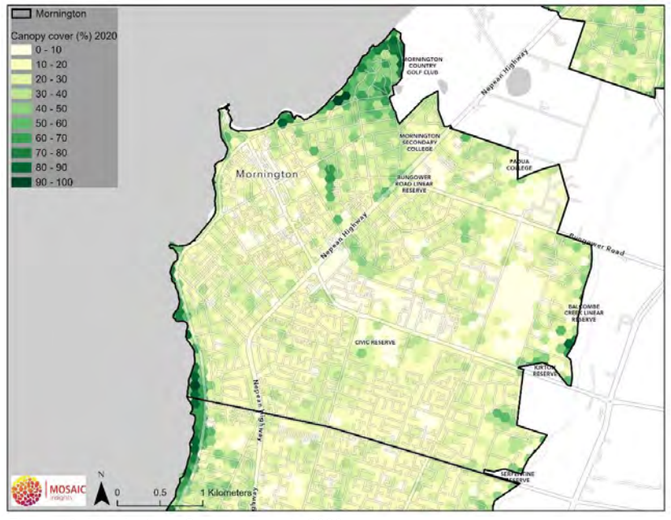


Figure 40. Mornington - Canopy cover in 2020

Heat vulnerability index

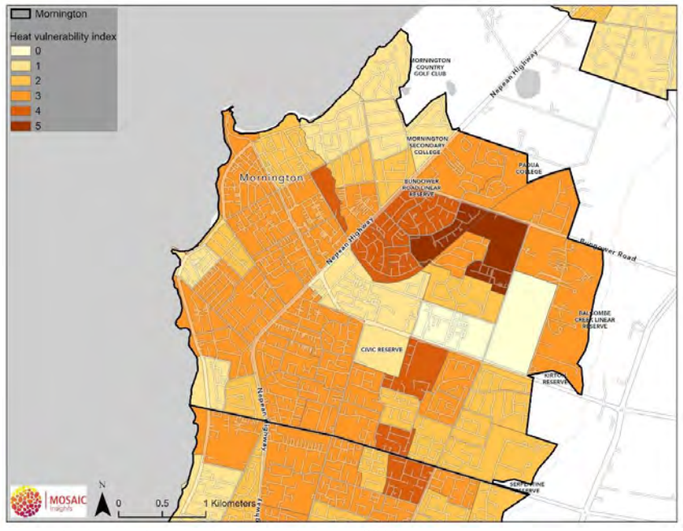


Figure 41. Mornington - Heat vulnerability index (2018)

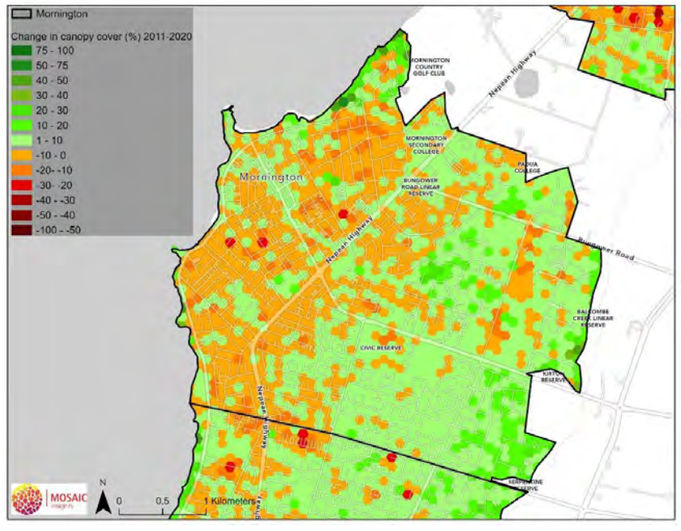


Figure 42. Mornington - Change in canopy cover between 2011 and 2020

Mount Eliza

Variable	Value
Area of township (ha)	1,640.2
Area of canopy 2020 (ha)	672.9
Canopy cover 2020 (%)	41.0
Change in canopy cover 2011-2020	Increase of 9.5%
Heat vulnerability index (1-5, 5 most vulnerable) and township rank (1-28, 1 most vulnerable)	1.12 – Rank 20
2021 population and township rank (1-28, 1 most dense)	18,697 – Rank 3
Prioritisation rank (based on existing canopy cover and heat vulnerability index, 1-28, 1 highest priority)	Rank 16

Tree canopy cover

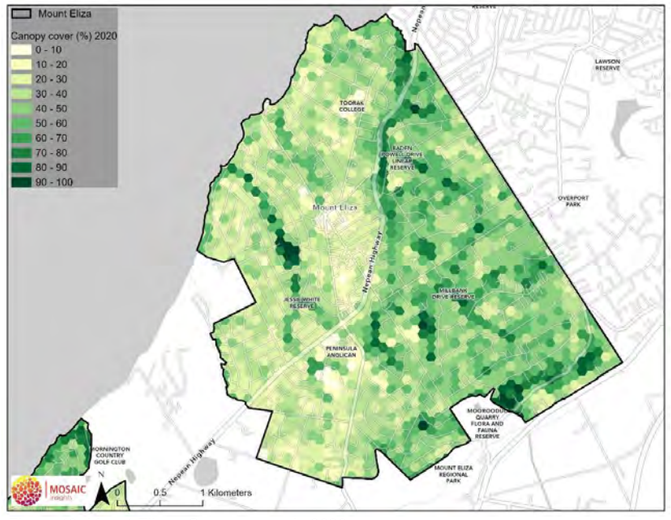


Figure 43. Mount Eliza - Canopy cover in 2020

Heat vulnerability index

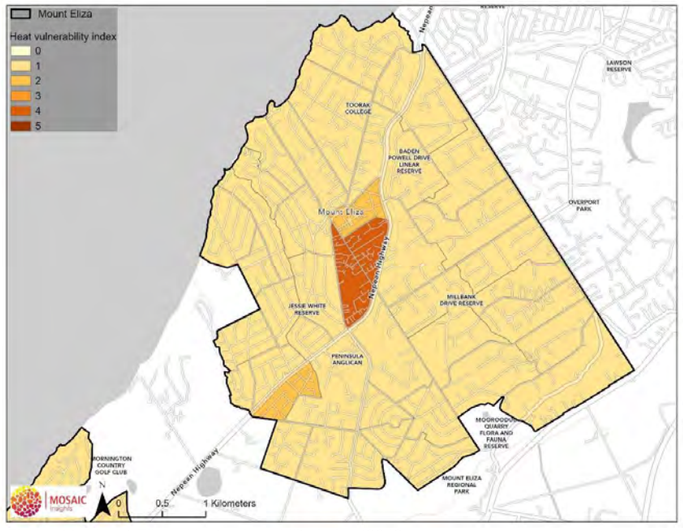


Figure 44. Mount Eliza - Heat vulnerability index (2018)

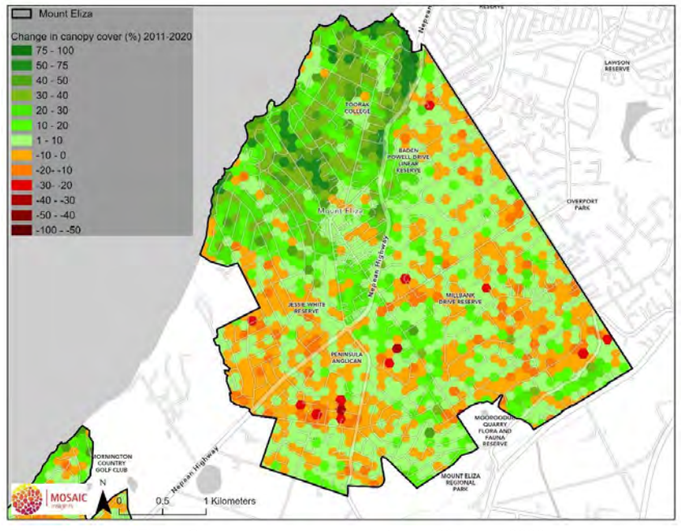


Figure 45. Mount Eliza - Change in canopy cover between 2011 and 2020

Mount Martha

Variable	Value
Area of township (ha)	1,692.8
Area of canopy 2020 (ha)	632.9
Canopy cover 2020 (%)	37.4
Change in canopy cover 2011-2020	Increase of 5.3%
Heat vulnerability index (1-5, 5 most vulnerable) and township rank (1-28, 1 most vulnerable)	1.4 – Rank 17
2021 population and township rank (1-28, 1 most dense)	21,919 – Rank 2
Prioritisation rank (based on existing canopy cover and heat vulnerability index, 1-28, 1 highest priority)	Rank 11

Tree canopy cover

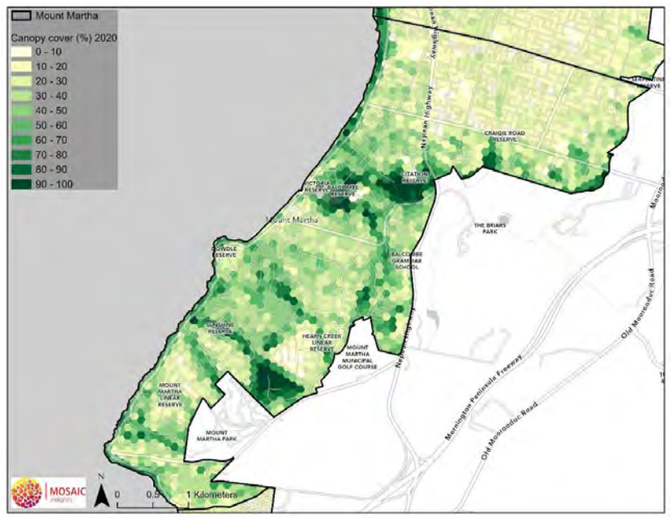


Figure 46. Mount Martha - Canopy cover in 2020

Heat vulnerability index

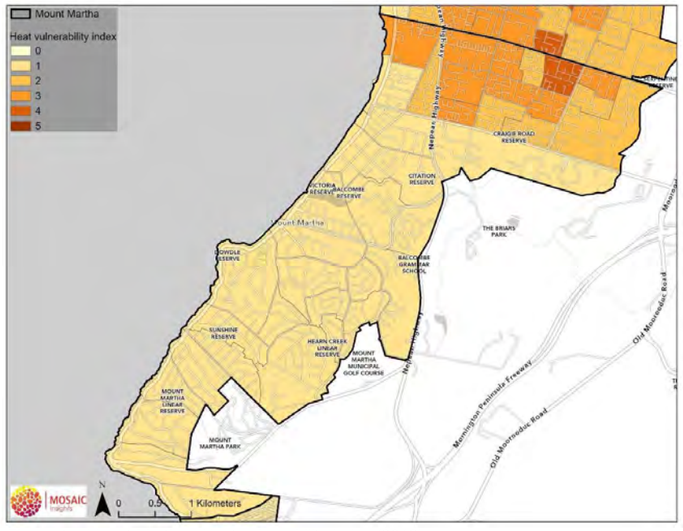


Figure 47. Mount Martha - Heat vulnerability index (2018)

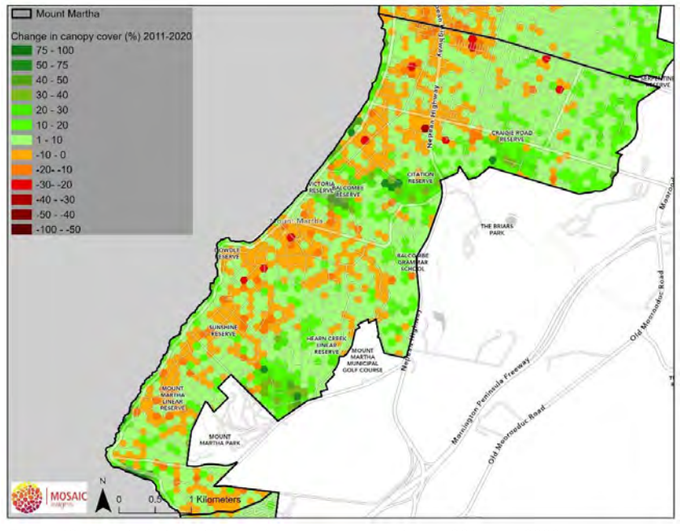


Figure 48. Mount Martha - Change in canopy cover between 2011 and 2020

Point Leo

Variable	Value
Area of township (ha)	50.7
Area of canopy 2020 (ha)	20.6
Canopy cover 2020 (%)	40.6
Change in canopy cover 2011-2020	Increase of 10.9%
Heat vulnerability index (1-5, 5 most vulnerable) and township rank (1-29, 1 most vulnerable)	1 – Rank 22
2021 population and township rank (1-29, 1 most dense)	189 – Rank 29
Prioritisation rank (based on existing canopy cover and heat vulnerability index, 1-29, 1 highest priority)	Rank 15

Tree canopy cover

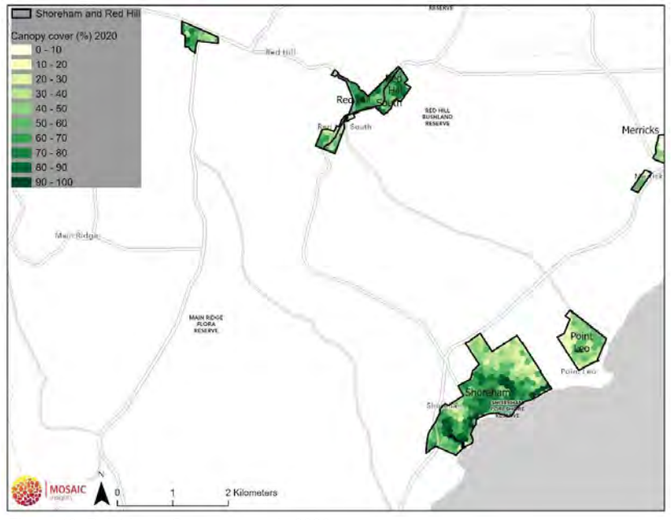


Figure 49. Point Leo - Canopy cover in 2020

Heat vulnerability index

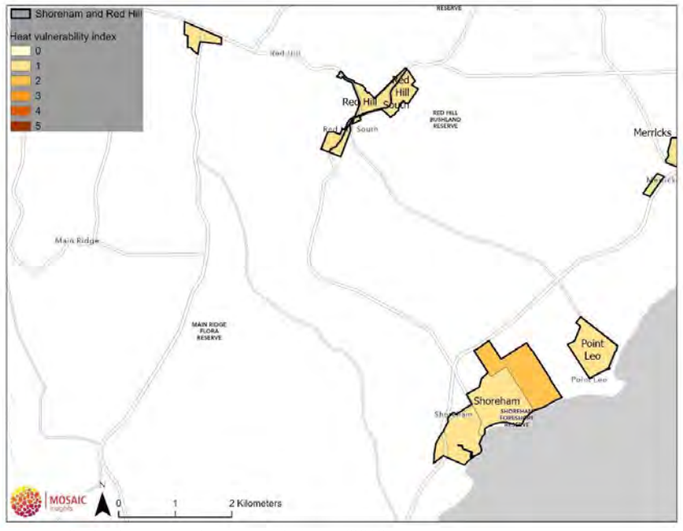


Figure 50. Point Leo - Heat vulnerability index (2018)

Figure 51. Point Leo - Change in canopy cover between 2011 and 2020

Portsea

Variable	Value
Area of township (ha)	495.3
Area of canopy 2020 (ha)	231.1
Canopy cover 2020 (%)	46.6
Change in canopy cover 2011-2020	Increase of 12.1%
Heat vulnerability index (1-5, 5 most vulnerable) and township rank (1-28, 1 most vulnerable)	1 – Rank 22
2021 population and township rank (1-28, 1 most dense)	1,020 – Rank 23
Prioritisation rank (based on existing canopy cover and heat vulnerability index, 1-28, 1 highest priority)	Rank 20

Tree canopy cover

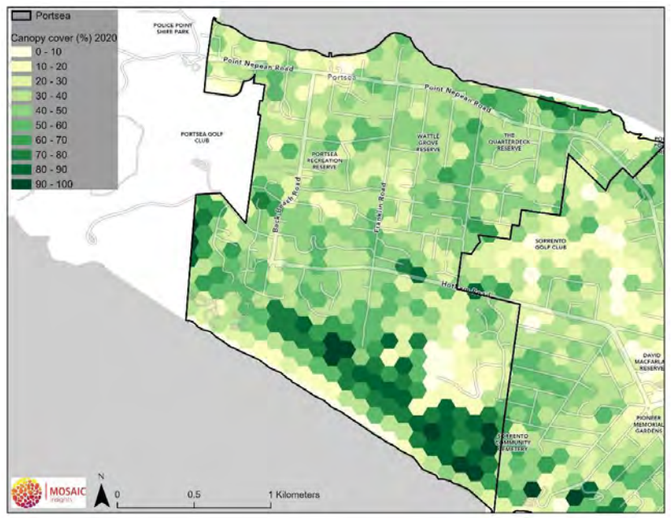


Figure 52. Portsea - Canopy cover in 2020

Heat vulnerability index

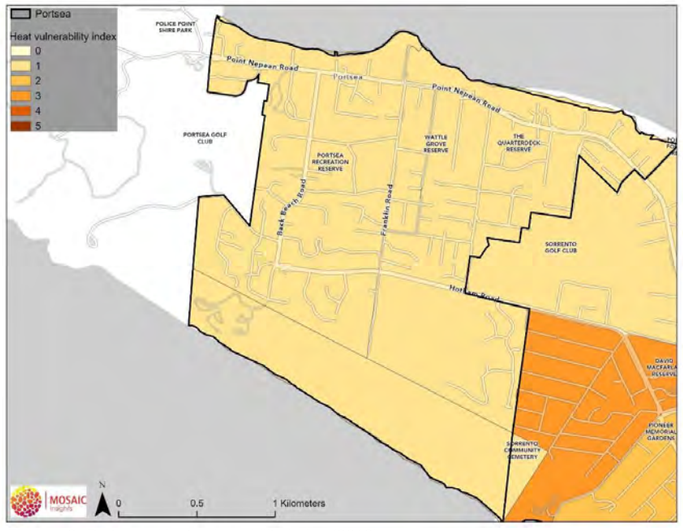


Figure 53. Portsea - Heat vulnerability index (2018)

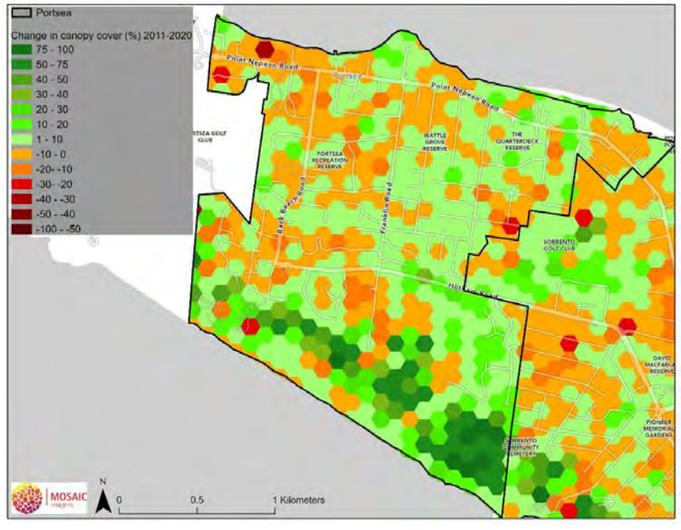


Figure 54. Portsea - Change in canopy cover between 2011 and 2020

Red Hill

Variable	Value
Area of township (ha)	53.6
Area of canopy 2020 (ha)	32
Canopy cover 2020 (%)	59.8
Change in canopy cover 2011-2020	Increase of 7.8%
Heat vulnerability index (1-5, 5 most vulnerable) and township rank (1-28, 1 most vulnerable)	1.05 – Rank 21
2021 population and township rank (1-28, 1 most dense)	1056 – Rank 22
Prioritisation rank (based on existing canopy cover and heat vulnerability index, 1-28, 1 highest priority)	Rank 27

Tree canopy cover

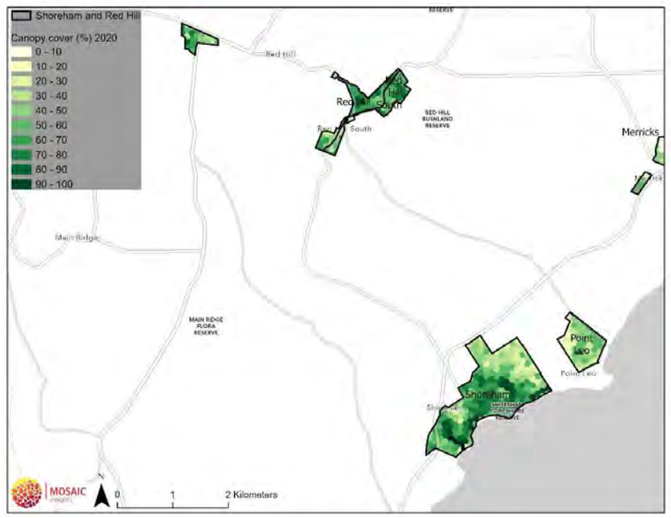


Figure 55. Red Hill - Canopy cover in 2020

Heat vulnerability index

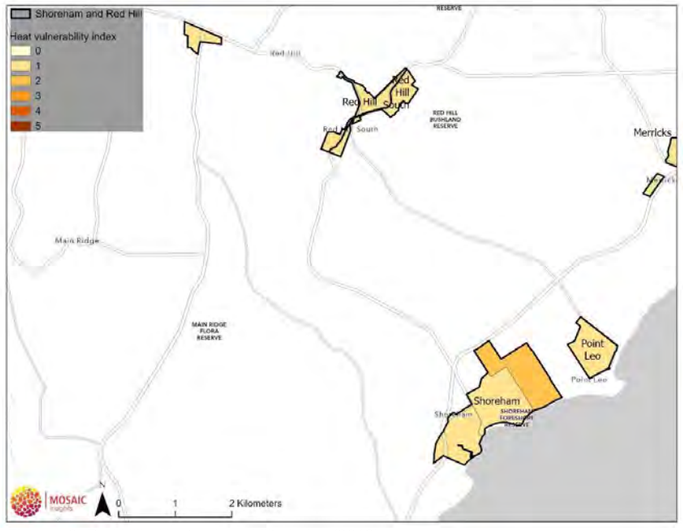


Figure 56. Red Hill - Heat vulnerability index (2018)

Figure 57. Red Hill - Change in canopy cover between 2011 and 2020

Rosebud

Variable	Value
Area of township (ha)	1,094.9
Area of canopy 2020 (ha)	324.9
Canopy cover 2020 (%)	29.7
Change in canopy cover 2011-2020	Increase of 3.5%
Heat vulnerability index (1-5, 5 most vulnerable) and township rank (1-28, 1 most vulnerable)	3.44 – Rank 3
2021 population and township rank (1-28, 1 most dense)	15,024 – Rank 4
Prioritisation rank (based on existing canopy cover and heat vulnerability index, 1-28, 1 highest priority)	Rank 6

Tree canopy cover

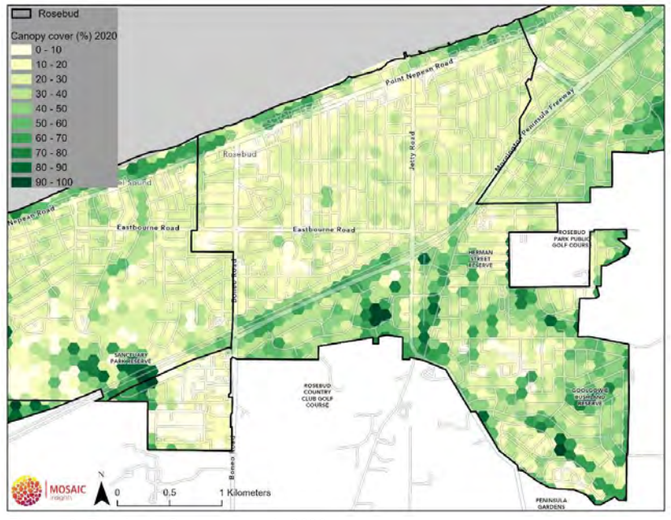


Figure 58. Rosebud - Canopy cover in 2020

Heat vulnerability index

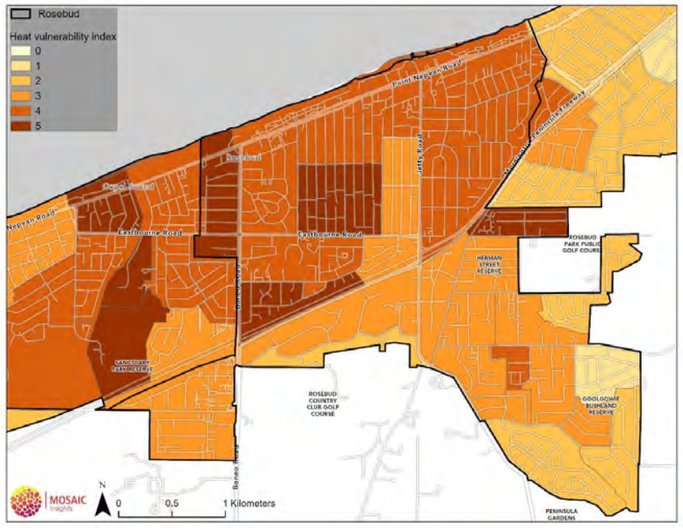


Figure 59. Rosebud - Heat vulnerability index (2018)

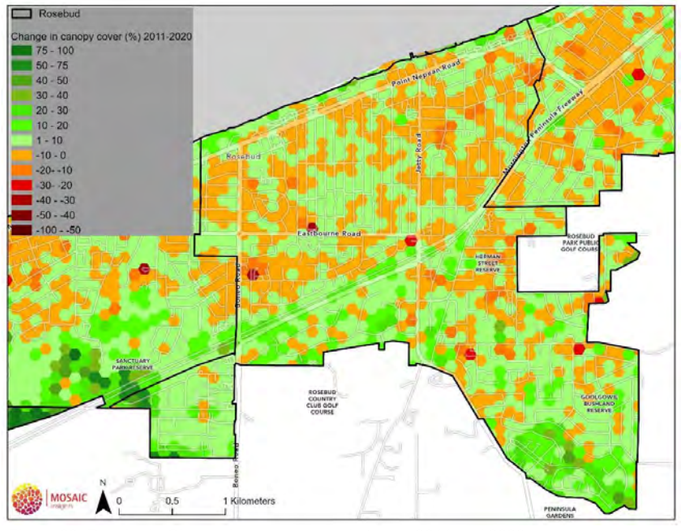


Figure 60. Rosebud - Change in canopy cover between 2011 and 2020

Rye

Variable	Value
Area of township (ha)	1,434.4
Area of canopy 2020 (ha)	709.8
Canopy cover 2020 (%)	49.5
Change in canopy cover 2011-2020	Increase of 7%
Heat vulnerability index (1-5, 5 most vulnerable) and township rank (1-28, 1 most vulnerable)	2.76 – Rank 8
2021 population and township rank (1-28, 1 most dense)	10,261 – Rank 7
Prioritisation rank (based on existing canopy cover and heat vulnerability index, 1-28, 1 highest priority)	Rank 24

Tree canopy cover

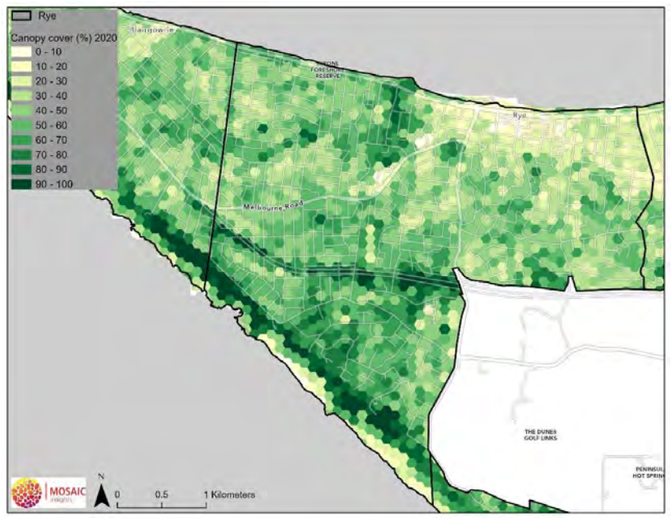


Figure 61. Rye - Canopy cover in 2020

Heat vulnerability index

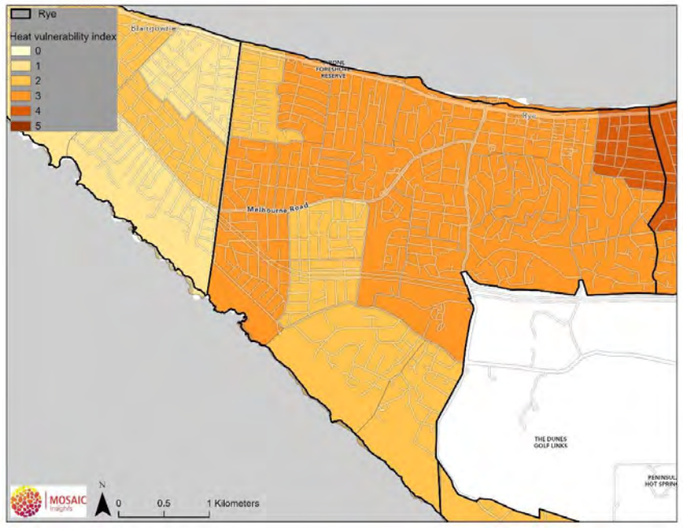


Figure 62. Rye - Heat vulnerability index (2018)

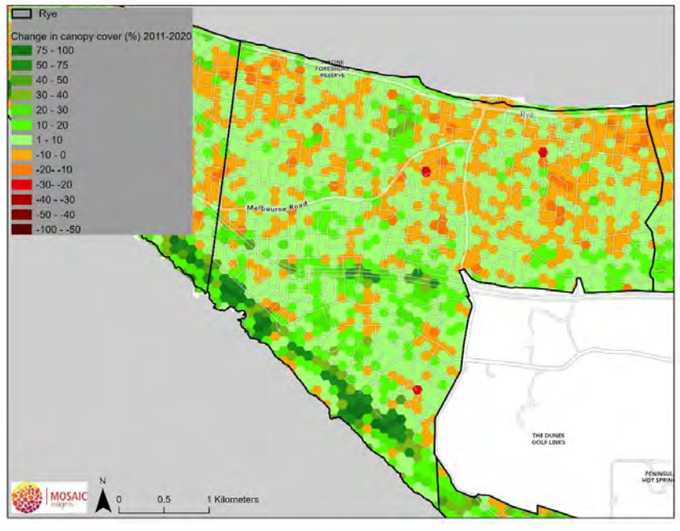


Figure 63. Rye - Change in canopy cover between 2011 and 2020

Safety Beach

Variable	Value
Area of township (ha)	426.5
Area of canopy 2020 (ha)	60.6
Canopy cover 2020 (%)	14.2
Change in canopy cover 2011-2020	Increase of 2.2%
Heat vulnerability index (1-5, 5 most vulnerable) and township rank (1-28, 1 most vulnerable)	2.55 – Rank 11
2021 population and township rank (1-28, 1 most dense)	6,822 – Rank 9
Prioritisation rank (based on existing canopy cover and heat vulnerability index, 1-28, 1 highest priority)	Rank 1

Tree canopy cover

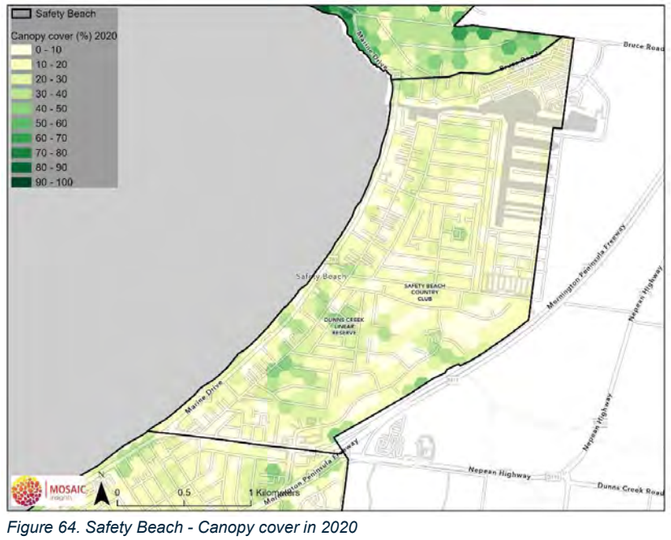


Figure 64. Safety Beach - Canopy cover in 2020

Heat vulnerability index

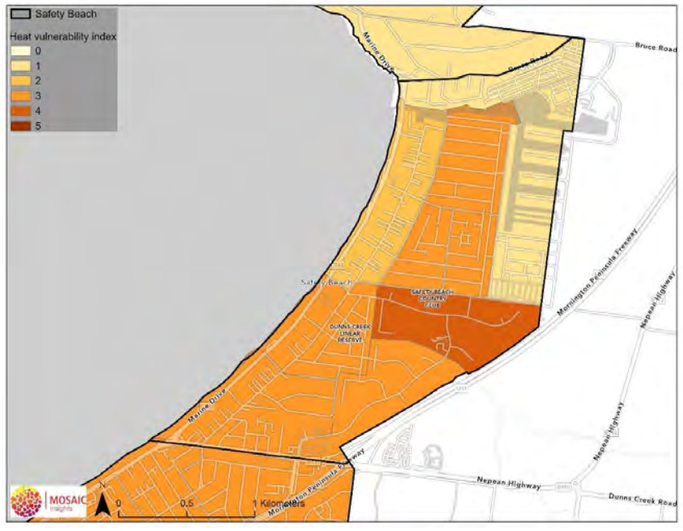


Figure 65. Safety Beach - Heat vulnerability index (2018)

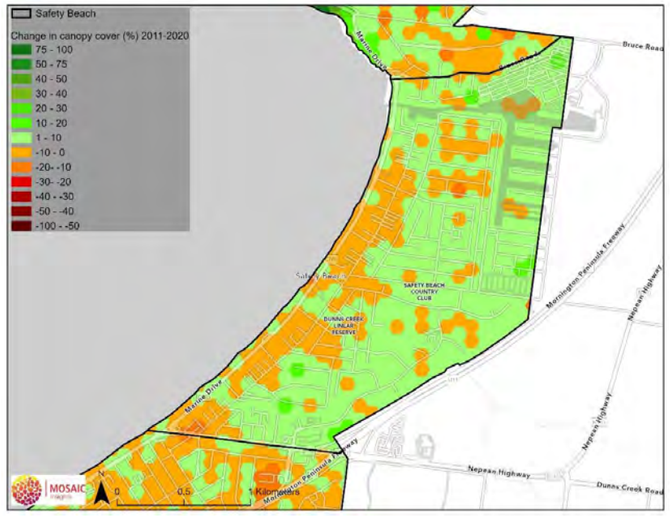


Figure 66. Safety Beach - Change in canopy cover between 2011 and 2020

Shoreham

Variable	Value
Area of township (ha)	214.5
Area of canopy 2020 (ha)	127.1
Canopy cover 2020 (%)	59.2
Change in canopy cover 2011-2020	Increase of 14.2%
Heat vulnerability index (1-5, 5 most vulnerable) and township rank (1-28, 1 most vulnerable)	1.36 – Rank 18
2021 population and township rank (1-28, 1 most dense)	569 – Rank 26
Prioritisation rank (based on existing canopy cover and heat vulnerability index, 1-28, 1 highest priority)	Rank 26

Tree canopy cover

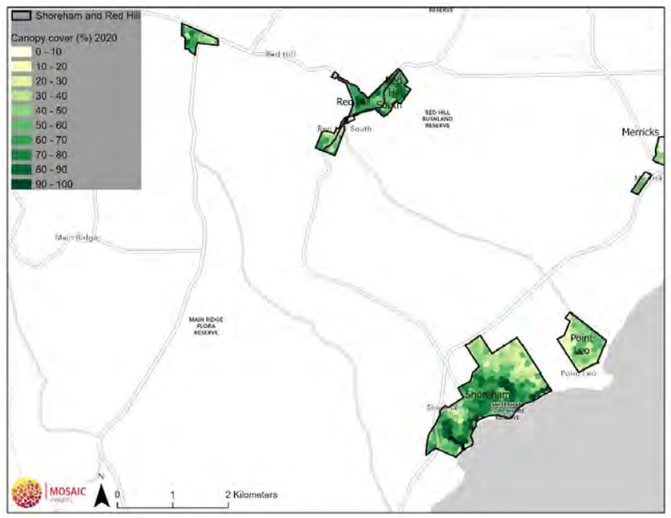


Figure 67. Shoreham - Canopy cover in 2020

Heat vulnerability index

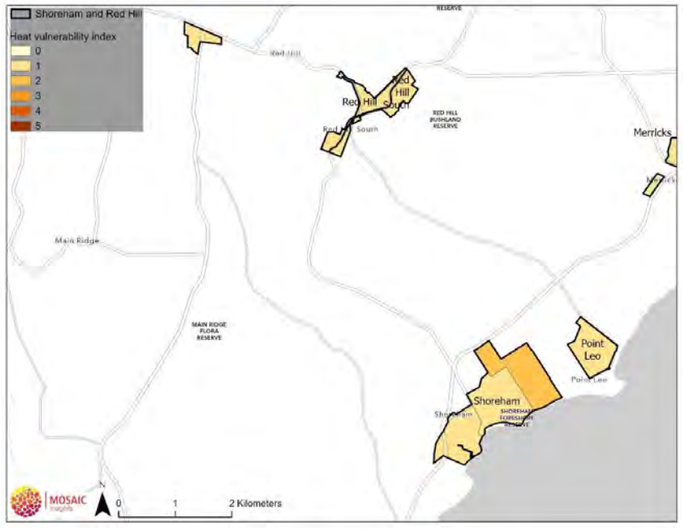


Figure 68. Shoreham - Heat vulnerability index (2018)

Figure 69. Shoreham - Change in canopy cover between 2011 and 2020

Somers

Variable	Value
Area of township (ha)	242.3
Area of canopy 2020 (ha)	117
Canopy cover 2020 (%)	48.3
Change in canopy cover 2011-2020	Increase of 29.5%
Heat vulnerability index (1-5, 5 most vulnerable) and township rank (1-28, 1 most vulnerable)	1 – Rank 22
2021 population and township rank (1-28, 1 most dense)	1,916 – Rank 19
Prioritisation rank (based on existing canopy cover and heat vulnerability index, 1-28, 1 highest priority)	Rank 22

Tree canopy cover

Figure 70. Somers - Canopy cover in 2020

Heat vulnerability index

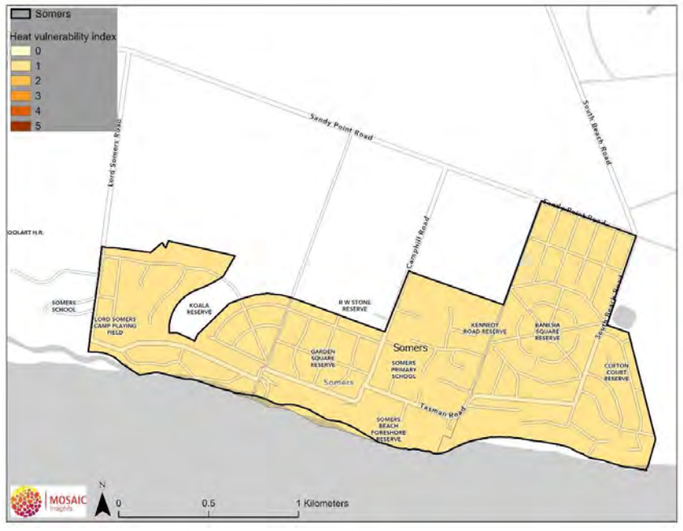


Figure 71. Somers - Heat vulnerability index (2018)

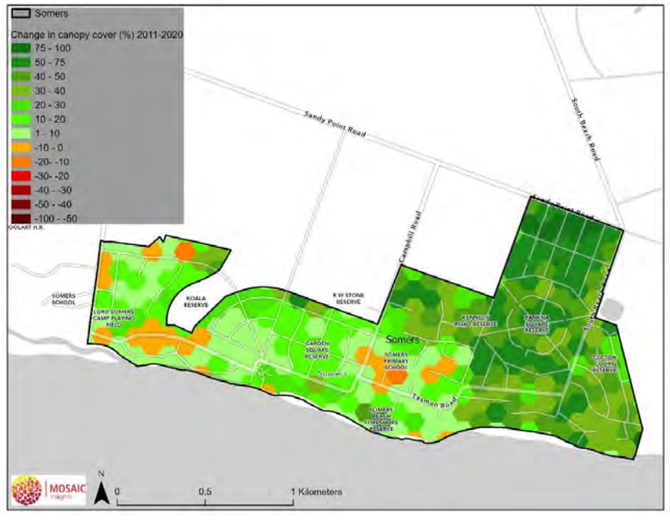


Figure 72. Somers - Change in canopy cover between 2011 and 2020

Somerville

Variable	Value
Area of township (ha)	2,353.8
Area of canopy 2020 (ha)	704.9
Canopy cover 2020 (%)	29.9
Change in canopy cover 2011-2020	Increase of 10.9%
Heat vulnerability index (1-5, 5 most vulnerable) and township rank (1-28, 1 most vulnerable)	2.71 – Rank 9
2021 population and township rank (1-28, 1 most dense)	12,263 – Rank 5
Prioritisation rank (based on existing canopy cover and heat vulnerability index, 1-28, 1 highest priority)	Rank 7

Tree canopy cover

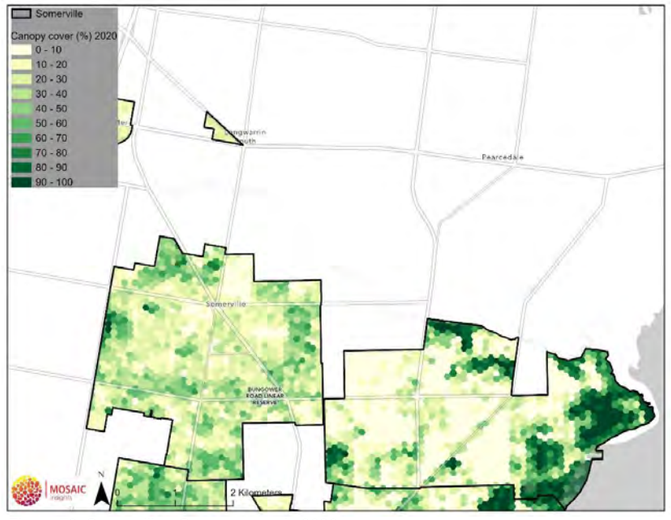


Figure 73. Somerville - Canopy cover in 2020

Heat vulnerability index

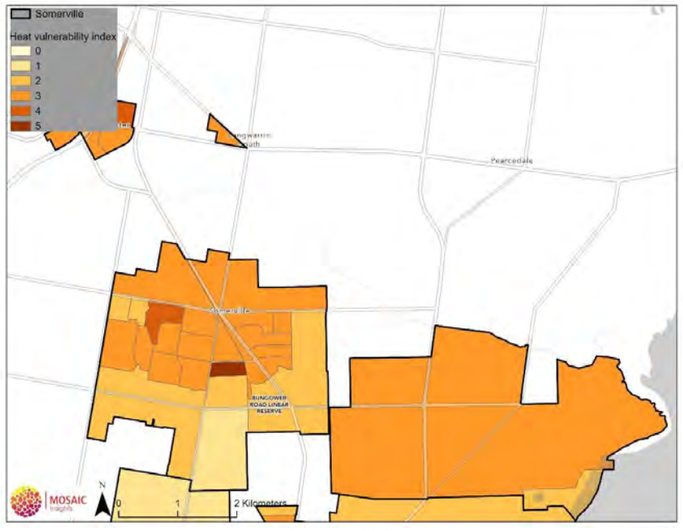


Figure 74. Somerville - Heat vulnerability index (2018)

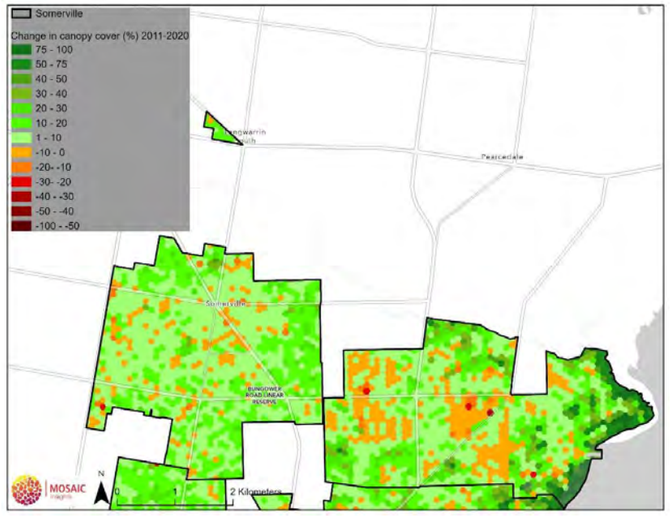


Figure 75. Somerville - Change in canopy cover between 2011 and 2020

Sorrento

Variable	Value
Area of township (ha)	701.7
Area of canopy 2020 (ha)	325.5
Canopy cover 2020 (%)	46.4
Change in canopy cover 2011-2020	Increase of 10.6%
Heat vulnerability index (1-5, 5 most vulnerable) and township rank (1-28, 1 most vulnerable)	1.53 – Rank 15
2021 population and township rank (1-28, 1 most dense)	2,215 – Rank 17
Prioritisation rank (based on existing canopy cover and heat vulnerability index, 1-28, 1 highest priority)	Rank 18

Tree canopy cover

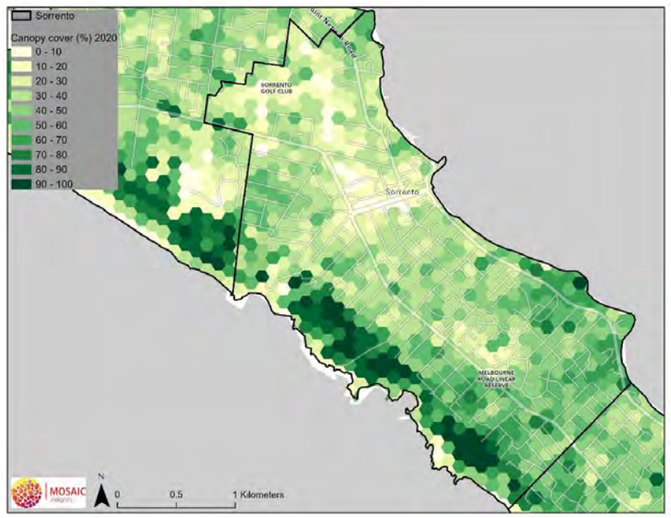


Figure 76. Sorrento - Canopy cover in 2020

Heat vulnerability index

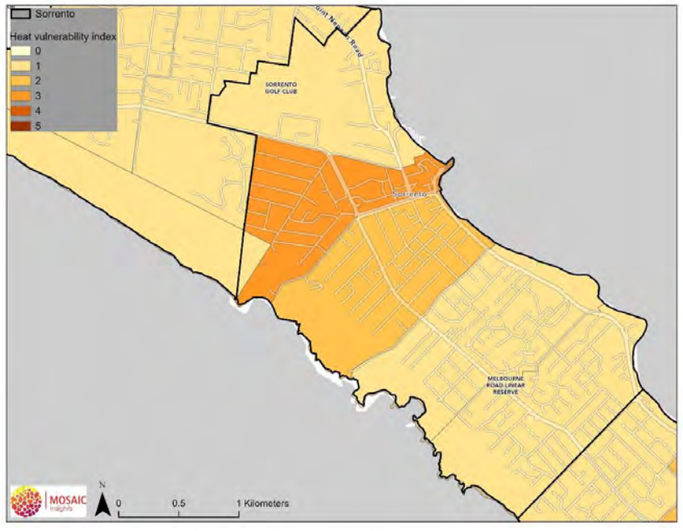


Figure 77. Sorrento - Heat vulnerability index (2018)

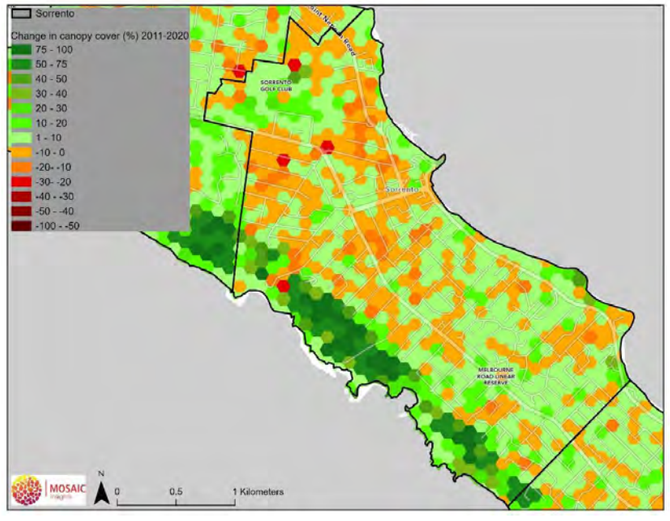


Figure 78. Sorrento - Change in canopy cover between 2011 and 2020

St Andrews Beach

Variable	Value
Area of township (ha)	302.5
Area of canopy 2020 (ha)	182.6
Canopy cover 2020 (%)	60.4
Change in canopy cover 2011-2020	Increase of 15.3%
Heat vulnerability index (1-5, 5 most vulnerable) and township rank (1-28, 1 most vulnerable)	1.51 – Rank 16
2021 population and township rank (1-28, 1 most dense)	1,293 – Rank 21
Prioritisation rank (based on existing canopy cover and heat vulnerability index, 1-28, 1 highest priority)	Rank 28

Tree canopy cover

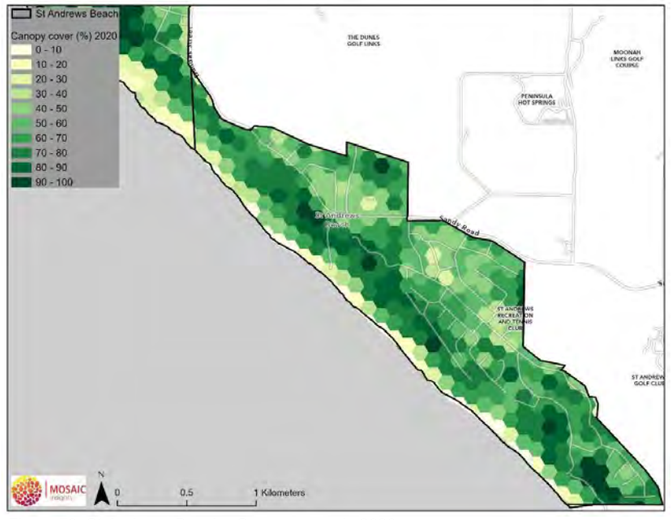


Figure 79. St Andrews Beach - Canopy cover in 2020

Heat vulnerability index

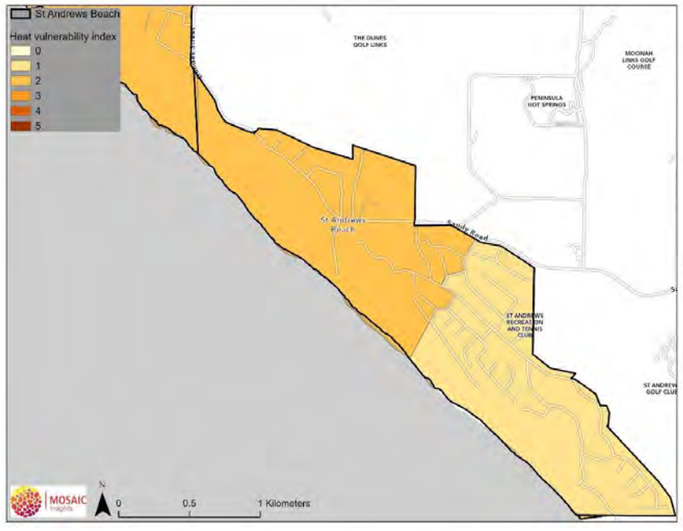


Figure 80. St Andrews Beach - Heat vulnerability index (2018)

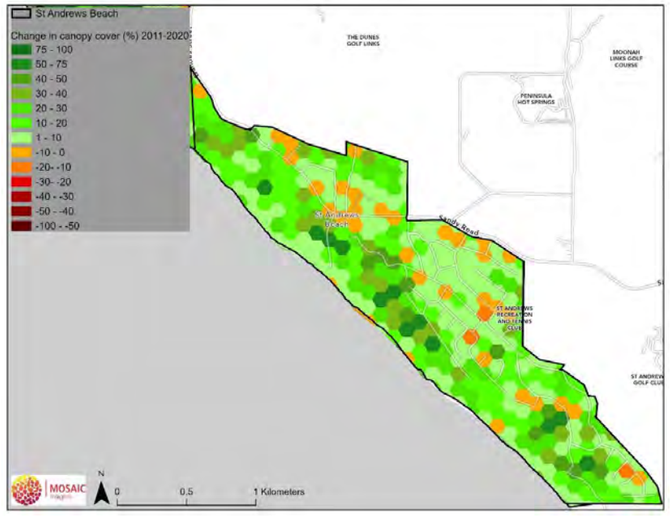


Figure 81. St Andrews Beach - Change in canopy cover between 2011 and 2020

Tootgarook

Variable	Value
Area of township (ha)	339.3
Area of canopy 2020 (ha)	113.7
Canopy cover 2020 (%)	33.5
Change in canopy cover 2011-2020	Increase of 2.2%
Heat vulnerability index (1-5, 5 most vulnerable) and township rank (1-28, 1 most vulnerable)	3.36 – Rank 4
2021 population and township rank (1-28, 1 most dense)	3,877– Rank 15
Prioritisation rank (based on existing canopy cover and heat vulnerability index, 1-28, 1 highest priority)	Rank 9

Tree canopy cover

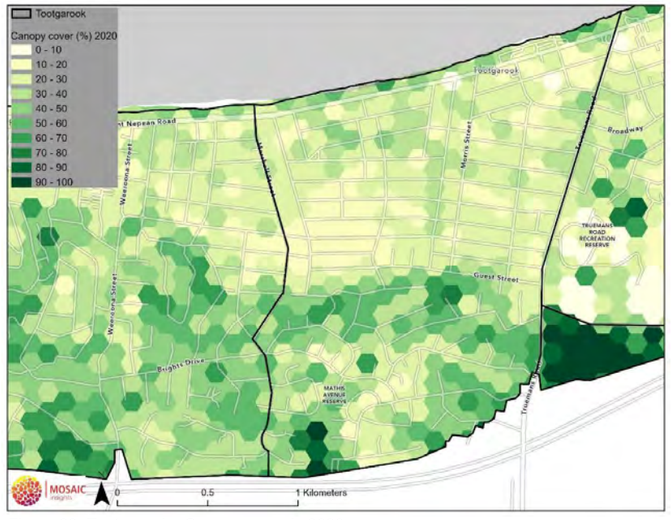


Figure 82. Tootgarook - Canopy cover in 2020

Heat vulnerability index

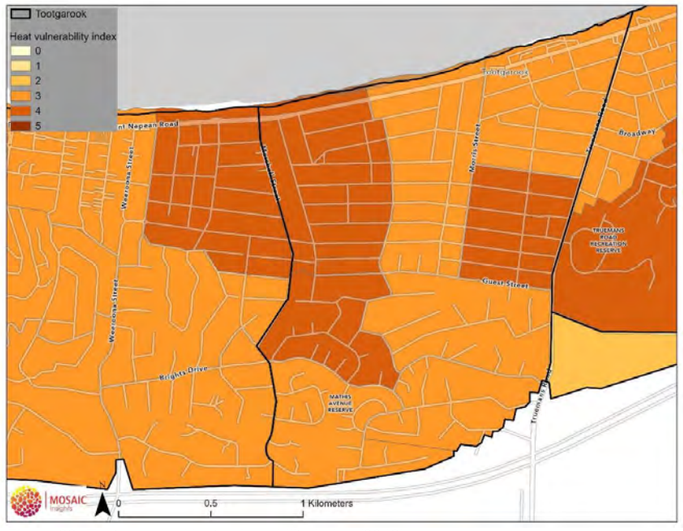


Figure 83. Tootgarook - Heat vulnerability index (2018)

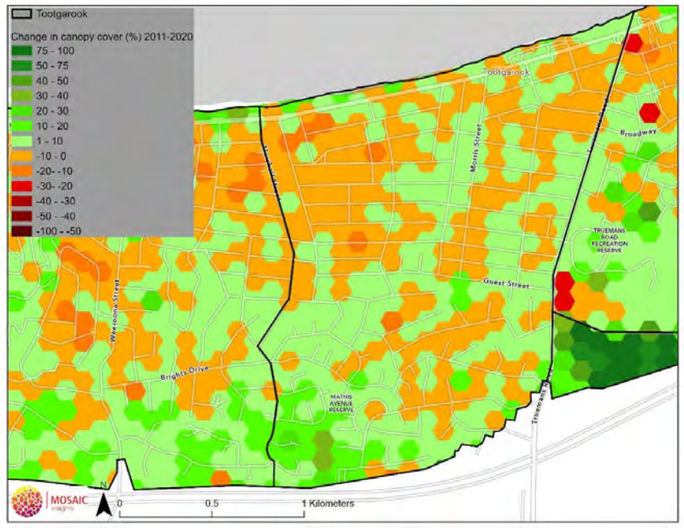


Figure 84. Tootgarook - Change in canopy cover between 2011 and 2020

Tyabb

Variable	Value
Area of township (ha)	1,566.2
Area of canopy 2020 (ha)	545.2
Canopy cover 2020 (%)	34.8
Change in canopy cover 2011-2020	Increase of 13.3%
Heat vulnerability index (1-5, 5 most vulnerable) and township rank (1-28, 1 most vulnerable)	1.88 – Rank 14
2021 population and township rank (1-28, 1 most dense)	3,916 – Rank 14
Prioritisation rank (based on existing canopy cover and heat vulnerability index, 1-28, 1 highest priority)	Rank 10

Tree canopy cover

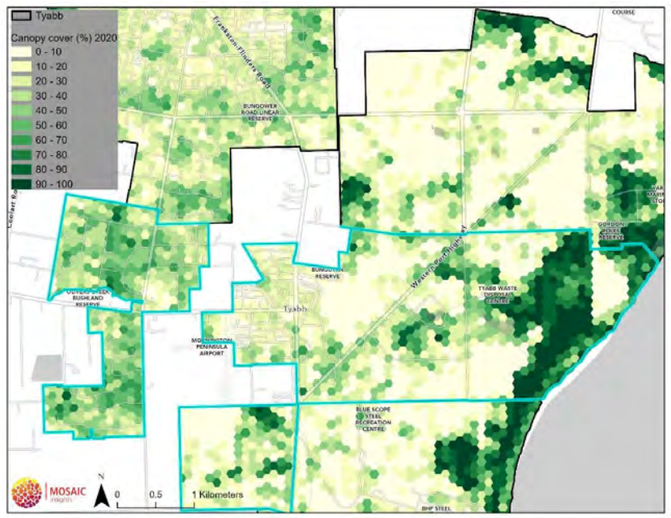


Figure 85. Tyabb - Canopy cover in 2020

Heat vulnerability index

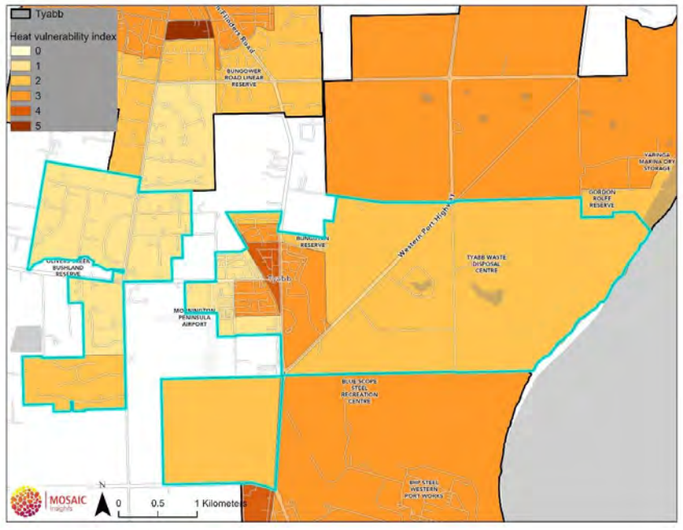


Figure 86. Tyabb - Heat vulnerability index (2018)

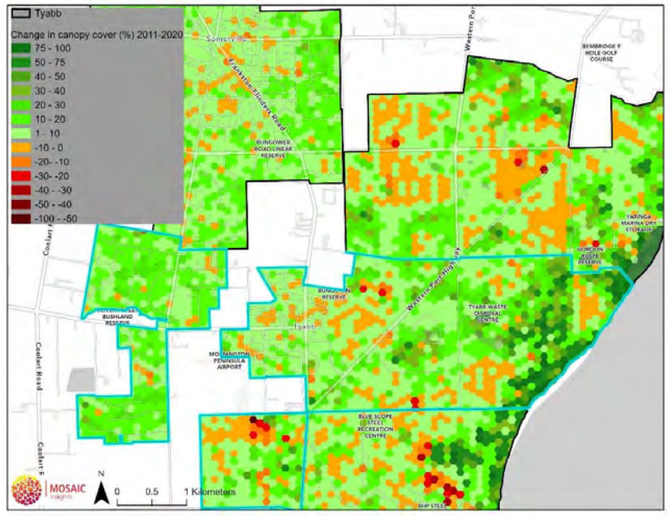


Figure 87. Tyabb - Change in canopy cover between 2011 and 2020

Our Urban Forest Strategy 2024-2034

Engagement Summary

July 2024

Our Urban Forest Strategy – Engagement Summary

MORNINGTON PENINSULA Shire

Mornington Peninsula Shire acknowledges Bunurong peoples who have been the custodians of this land for many thousands of years and continue to care for Country today. We pay respect to their Elders past and present.

We acknowledge that the land on which we meet is the place of age-old ceremonies, celebrations, initiation and renewal; and that Bunurong peoples' living culture continues to have a unique role in the life of this region.

Bunurong peoples have nurtured and protected our lands and waters long before Europeans arrived, and their deep connection to Country is woven into the fabric of the landscape. This is reflected in the intricate relationship between indigenous trees, vegetation, fauna and ecosystems, and we draw inspiration from their sustainable land management practices when looking to our future urban forest.

Our Urban Forest Strategy – Engagement Summary

MORNINGTON PENINSULA Shire

Contents

Engagement Overview 4
Online survey 5
Draft strategy 5
General information 11
Map comments 14
Community pop-up sessions 19
External stakeholder workshop 20
Feedback summary 20
Detailed feedback 20
Community stakeholder workshop 22
Feedback summary 22
Detailed feedback 23
Conclusion 29

Our Urban Forest Strategy – Engagement Summary

MORNINGTON PENINSULA Shire

Engagement Overview

The Draft Our Urban Forest Strategy was released for public exhibition in May 2024. Community and stakeholders were able to view the draft Strategy on the Shape Our Future Mornington Peninsula Shire website from 29 May to 10 July 2024 and provide feedback: Urban Forest Strategy | Shape Our Future (mornpen.vic.gov.au). This document is a summary of the feedback received.

The following methods were used to consult with the community and stakeholders on the draft Strategy:

- **Online survey**: an online survey via the Shape Our Future website from 29 May to 10 July, which received 145 responses. There were an additional 5 hard copy survey responses.
- **Map comments**: 58 comments were provided on the urban area map.
- **Photo submissions**: there were no photos shared via the engagement website.
- **Community pop-ups**: a series of six pop-up sessions were held throughout the Peninsula from 2 to 29 June 2024.
- **Community webinars**: two evening online community webinars were held on 25 and 27 June 2024. It was an opportunity where Council and consultant staff were available to answer any questions and for the community and interested parties to share their thoughts on the draft Strategy. There were no attendees at the sessions.
- **External stakeholder workshop**: an online external stakeholder workshop was held on 1 July 2024. The workshop was attended by 12 representatives from key state government departments and other organisations/agencies.
- **Community stakeholder workshop**: an online community stakeholder workshop was held on 2 July 2024. The workshop was attended by seven representatives from community groups across the Peninsula. Additional email and letter feedback was provided before and after the workshop.

Approximately 621 people participated in engagement across the various activities. This number is approximate as pop-up visits were difficult to track and it was possible for people who participated in a pop-up event or workshop to also complete an online survey and provide map comments.

Overall, there was strong community support for the draft strategy and recognition of the benefits provided from a growing, thriving, resilient and equitable forest. Feedback provided in map comments, community stakeholder workshop and the external stakeholder workshop will be highly valuable in strategy implementation, focusing on partnership opportunities and shared delivery of actions. Some common feedback provided across the different engagement methods included:

- Providing opportunities for schools, community groups and residents to get involved through planting events, grants, incentives, community champions, and street green enhancement awards
- Addressing loss of trees on private land such as through enforcement of planning permit conditions, compliance checks particularly in new development areas, review of the bushfire overlay to reduce unnecessary vegetation removal, fines for removals, controls to encourage revegetation, and incentives for tree protection
- Greater education initiatives to increase community knowledge. Some suggestions included focusing on schools, an awareness campaign, wider spread of information, and targeting new people moving to the Peninsula through real estate agents, brochures with planning permits, or rates notice leaflet
- Looking after native ecosystems and inclusion of biodiversity goals was encouraged
- Collaboration across Council, community, schools, state government, water authorities, and utility providers for implementation of the strategy to get the best outcomes
- There was a strong emphasis that implementation of the strategy needs to be appropriately funded.

The feedback from engagement was used to prepare the Final Our Urban Forest Strategy.

Our Urban Forest Strategy – Engagement Summary

MORNINGTON PENINSULA Shire

Online survey

The data and feedback from the online survey has been analysed and is presented in the sections below under draft strategy and general information. The survey received a total of 150 responses. Five responses were hard copy surveys, and not all questions were answered. The hard copy survey responses have been incorporated and analysed in the summary below.

Draft strategy

Participants were asked a series of questions related to the draft strategy vision, themes, implementation opportunities, and collaboration. Feedback is summarised for each question below.

How supportive are you of the vision for the urban forest? Why?

Figure 1 shows that the majority (137 out of 150) of respondents either 'strongly support' or 'support' the vision for the urban forest. Only a small minority were opposed or neutral.

The following recurring themes were noted by respondents that supported the vision:

- Importance of the forest in increasing shade responding to urban heat and climate change
- Importance of forest (trees and vegetation) in creating habitat and increasing biodiversity
- Essential to look after, manage, invest in and retain current vegetation
- Great for mental and physical wellbeing.

Neutral responses were predominantly related to the desire for the strategy to do more such as habitat connectivity for threatened and endangered species, better protection for existing vegetation from clearing for development, including not just trees but also vegetation in the strategy, and focusing finite resources on education programs and planning reform.

Those that opposed the vision were opposing the strategy more broadly and noted bushfire hazard, concern over trees causing injury or death in severe weather events, and concern over space to plant and maintenance of nature strips.

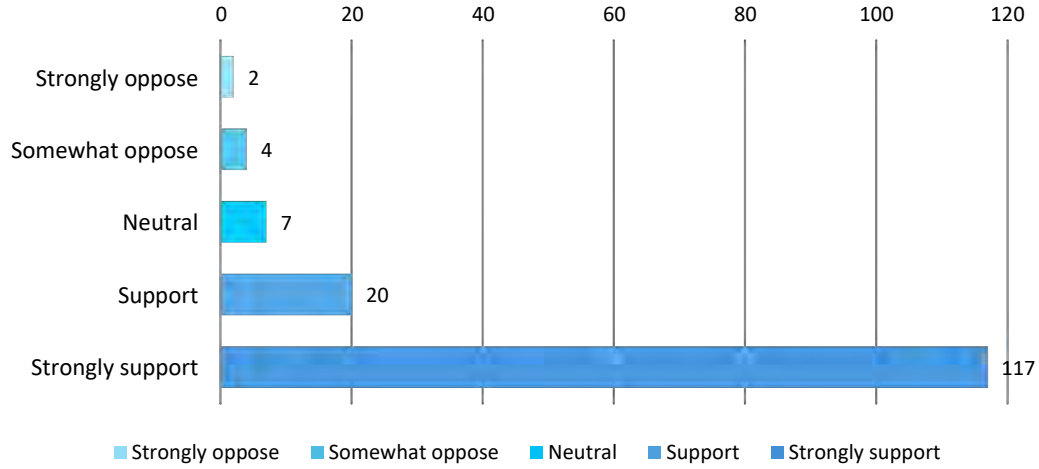


Figure 1. Respondents support for the vision for the urban forest

Our Urban Forest Strategy – Engagement Summary

MORNINGTON PENINSULA Shire

When considering the four themes of Our Urban Forest Strategy, how important is each theme to you?

The four themes of Our Urban Forest Strategy are Growing and Protecting, Thriving, Resilient, and Equitable. Participants were asked to indicate how important each theme is to them (Figure 2). Most of the respondents considered all four themes as extremely important with the highest number of respondents (134) selecting Growing and Protecting.

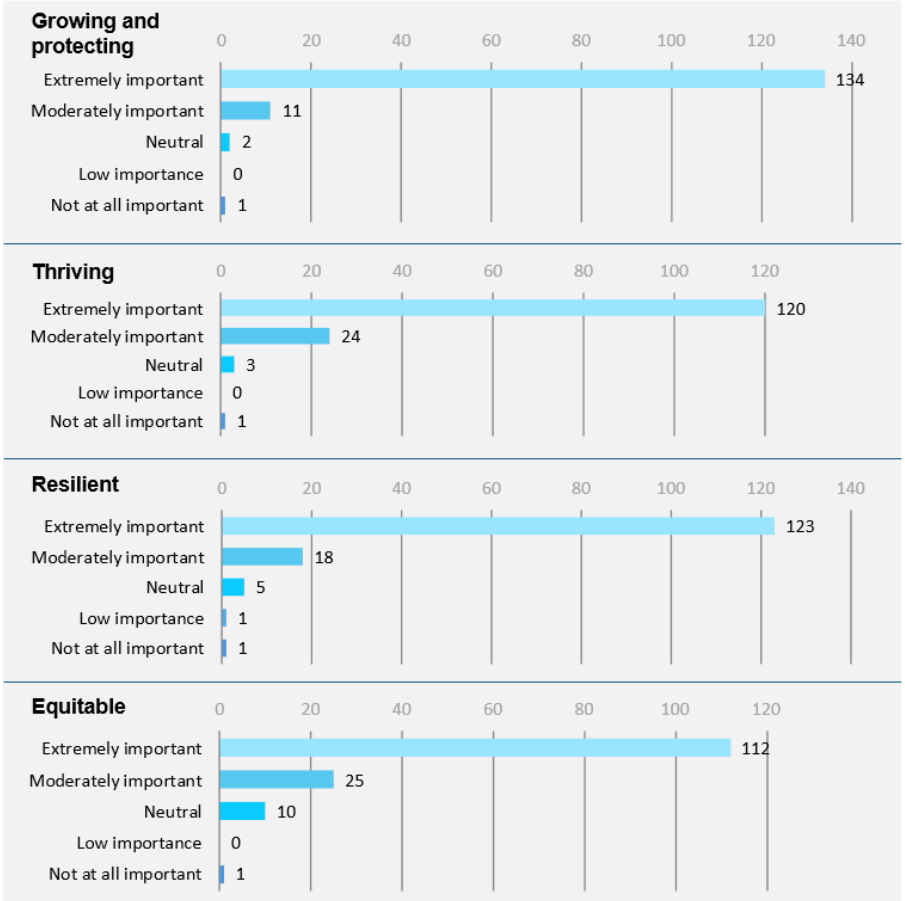


Figure 2. Respondents indication of importance of the four themes of Our Urban Forest Strategy

Our Urban Forest Strategy – Engagement Summary

MORNINGTON PENINSULA Shire

Do you feel there are any themes missing? What themes are missing?

There were 90 respondents that felt there were themes missing, while 58 respondents did not feel any themes were missing.

Consistent comments regarding missing themes included the following:

- Habitat value and connections, biodiversity, native ecosystems restoration and conservation
- Community involvement and education
- Enforcement laws for vegetation protection and inclusion
- Protection/replacement prioritised in areas with strong neighbourhood character.

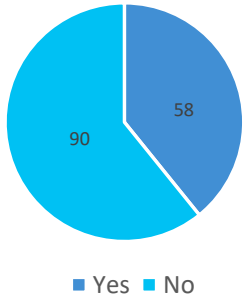


Figure 3. Perception of missing strategy themes

From a review of the open text responses, the majority of feedback related to elements captured in the targets, objectives and actions proposed in the strategy.

When considering the area(s) that you live, work or play, how much do you agree with the following statements?

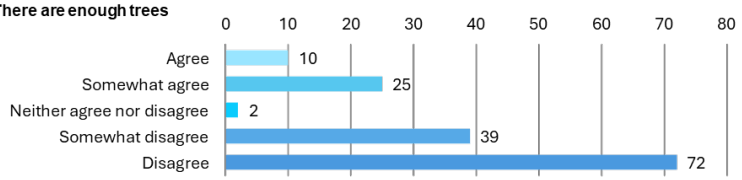
Respondents were asked to consider a number of statements and their level of agreement or disagreement. This information is important for Council's ongoing implementation of the strategy. Key insights from the survey responses are:

1. Most of the respondents (111) disagree or somewhat disagree that there are enough trees.
2. Most of the respondents (119) agree that there should be more street planting (trees and other vegetation).
3. The majority of the respondents agree (62) and somewhat agree (30) that council should replace a small number of parking spaces with trees, while 31 respondents disagree or somewhat disagree.
4. Most of the respondents disagree (46) and somewhat disagree (34) that there should be greater variety of tree species, including non-indigenous and exotic trees, while 53 respondents agree or somewhat agree.
5. Most of the respondents agree (104) that there should be more indigenous trees (tree species found naturally in pre-European Australia within a specific geographic region).
6. Most of the respondents agree (70) and somewhat agree (30) that there should be more area just for nature (e.g. no human access). There were 22 respondents who neither agree nor disagree with the statement.
7. Most of the respondents agree (113) that there should be more shade from trees along cycle and walking paths.
8. Most of the respondents agree (117) that there should be more shade from trees along shopping strips.
9. Most of the respondents agree (125) that there should be more shade from trees in open spaces.
10. Most of the respondents agree (125) that there should be more shade from trees around sports fields (not impacting use for sport).
11. Most of the respondents agree (106) or somewhat agree (27) that there should be more programs provided by Council for the community to learn about trees and caring for trees.
12. Most of the respondents agree (113) that there should be more opportunities provided by Council for the community to plant trees.

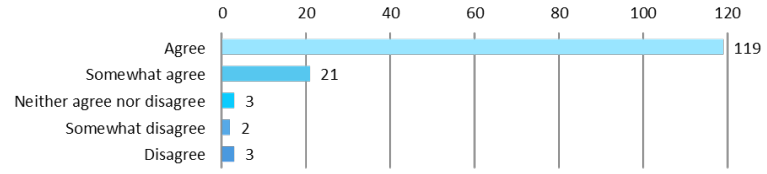
Our Urban Forest Strategy – Engagement Summary

MORNINGTON PENINSULA Shire

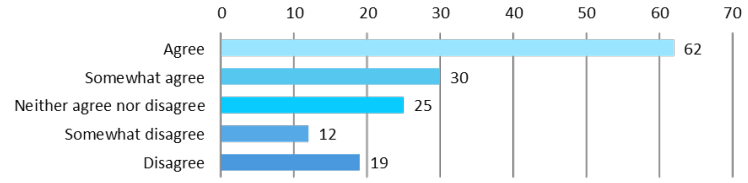
01: There are enough trees



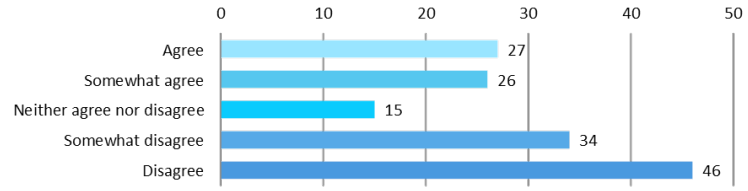
02: There should be more street planting (trees and other vegetation)



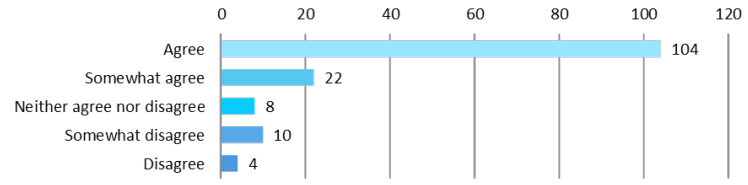
03: Council should replace a small number of parking spaces with trees



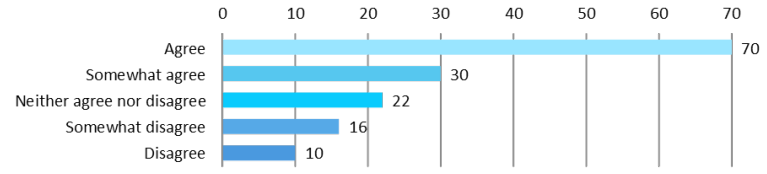
04: There should be a greater variety of tree species, including non-indigenous and exotic trees



05: There should be more indigenous trees (tree species found naturally in pre-European Australia within a specific geographic region)



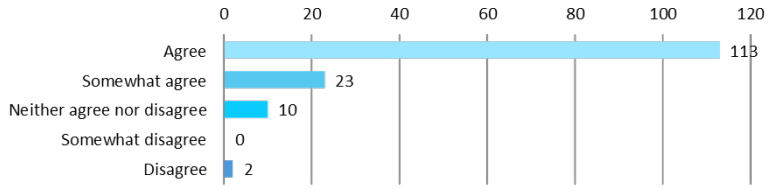
06: There should be more areas just for nature (e.g. no human access)



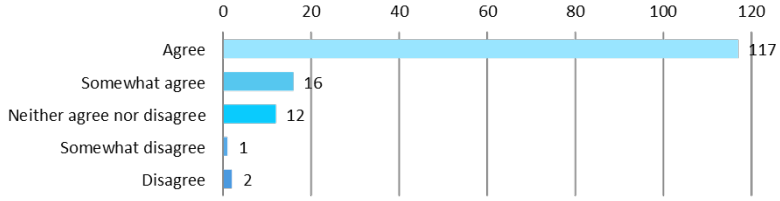
Our Urban Forest Strategy – Engagement Summary

MORNINGTON PENINSULA Shire

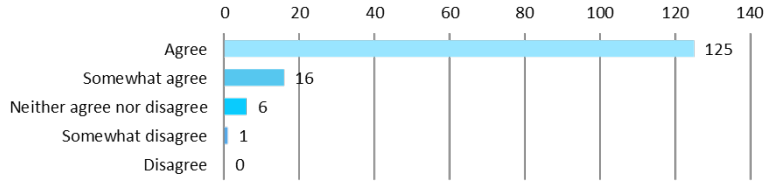
07: There should be more shade from trees along cycle and walking paths



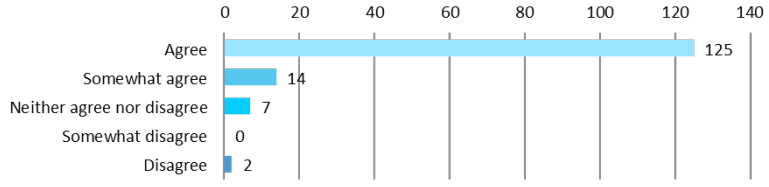
08: There should be more shade from trees along shopping strips



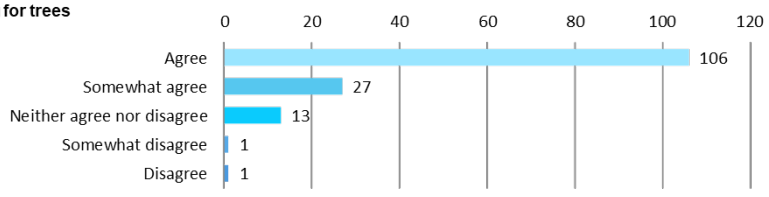
09: There should be more shade from trees in our open spaces



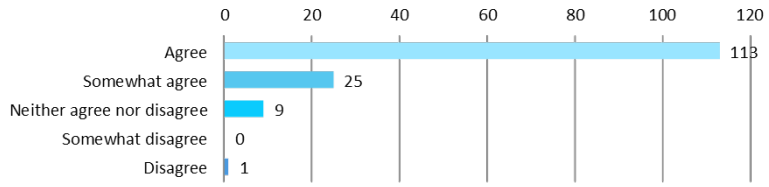
10: There should be more shade from trees around sports fields (not impacting use for sport)



11: There should be more programs provided by Council for the community to learn about trees and caring for trees



12: There should be more opportunities provided by Council for the community to plant trees



Our Urban Forest Strategy – Engagement Summary

MORNINGTON PENINSULA Shire

What would prevent/limit you from planting a tree (small or large) on your private property?

Most respondents (36.71%) reported that nothing would prevent or limit them from planting trees. However, space constraints were noted by 26.57% of participants, and 15.46% expressed concerns about potential damage to houses or fencing. Additionally, 8.70% cited the cost to purchase and maintain trees as a limiting factor. A smaller percentage of respondents were concerned with aesthetics (3.38%) and view lines (2.90%).

Finally, 6.28% of respondents selected "Other" and specified various additional reasons including not owning a property, shading solar panels, property being used for other purposes (e.g. hay production), powerlines across front garden, restrictive bushfire overlays, planning approvals of large dwellings creating overshading in adjoining properties, and already having an abundance of trees on property.

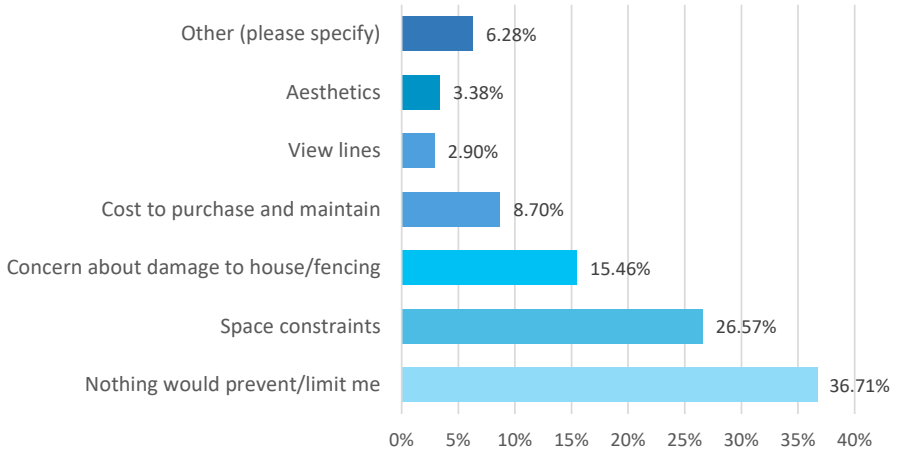


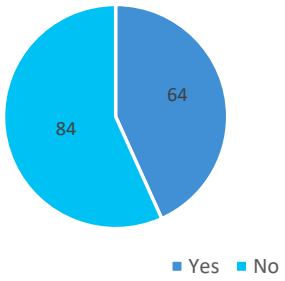
Figure 4. Survey response on what would limit people from planting a tree on private property

Do you think there are any opportunities that have been missed in this strategy? What opportunities have been missed?

The majority of the respondents (84) think that there are no opportunities missed in the Strategy, while 64 respondents think there are some opportunities missed.

Opportunities missed predominantly related to:

- Enforcement, incentives for tree protection, and removal prevention on private land
- Community planting, involvement and education (e.g. schools planting, nature strip planting)
- Right tree, right place emphasis
- Arboricultural / contractor tree literacy and good maintenance
- Looking after native ecosystems and inclusion of biodiversity goals.

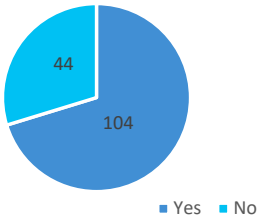


Our Urban Forest Strategy – Engagement Summary

MORNINGTON PENINSULA Shire

Everyone who lives, works and plays in Mornington Peninsula Shire contributes to and benefits from a healthy forest. Do you have any suggestions for how the Shire, the community and stakeholders can all work together to build and maintain a healthy urban forest? What suggestion/s do you have?

The majority of the respondents (104) had suggestions for how the Shire, the community and stakeholders can all work together to build and maintain a healthy urban forest, while 44 had no suggestions.



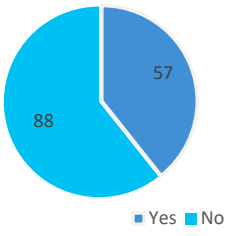
Suggestions mostly related to the following three areas:

- Community involvement:
  - Specific and targeted community tree planting days
  - Events that provide incentives
  - Street green enhancement awards
  - Verge gardens, biolink plantings
  - Through Landcare groups in each area
  - Connect with local nurseries (e.g. free tube stock through community centres)
- Education (community, council and contractors):
  - Information to community on the benefits
  - Awareness campaign
  - Through schools
  - Inclusion of information in local distributed leaflets and rates notice (climate change information, local indigenous EVCs etc.)
- Retention of trees through tighter planning controls, enforcement (especially in new development areas), and controls to encourage revegetation.

Is there anything else you would like to say about Our Urban Forest Strategy? What other feedback do you have?

The majority of the respondents (88) had no other feedback for the strategy, while 57 respondents had additional feedback.

Additional feedback related to the following themes:



- Planting incentives on private land and enforcement/fines for loss
- Education
- Support for community involvement
- Adequate care and support in undertaking pruning and tree maintenance
- Reemphasising the importance of local biodiversity (e.g. wildlife corridors and extinction prevention).

General information

Survey participants were asked to provide some demographic information which is summarised below.

Residential postcode

Survey respondents represented 29 different postcodes within Victoria. The largest numbers of respondents by postcode were from Mount Martha and Mornington, followed by Mt Eliza, Balnarring and Dromana.

Our Urban Forest Strategy – Engagement Summary

MORNINGTON PENINSULA Shire

Gender

Figure 1 shows there were more female respondents (95 females) than male respondents (42 males), with 7 respondents not providing a response (blank) and 5 opted 'prefer not to say'.

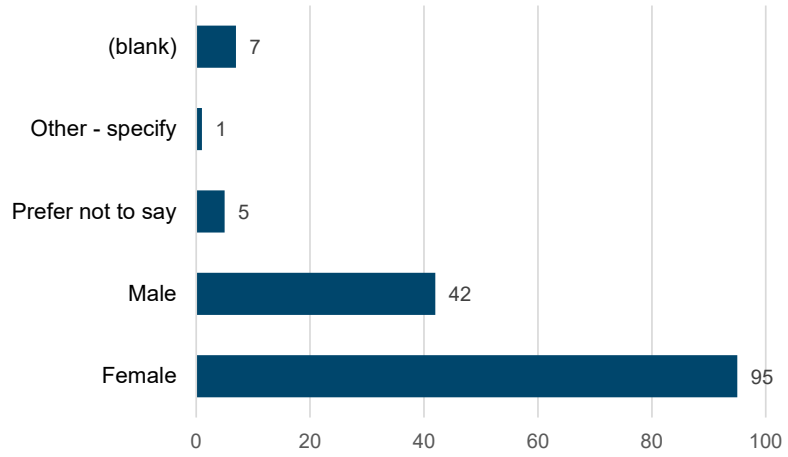


Figure 5. Gender of the respondents

Age

Figure 2 shows the age profile of respondents, the greatest proportion were aged 60-69 (55 respondents), followed by 50 to 59 (33 respondents). The lowest number of respondents were in the under 35 age groups.

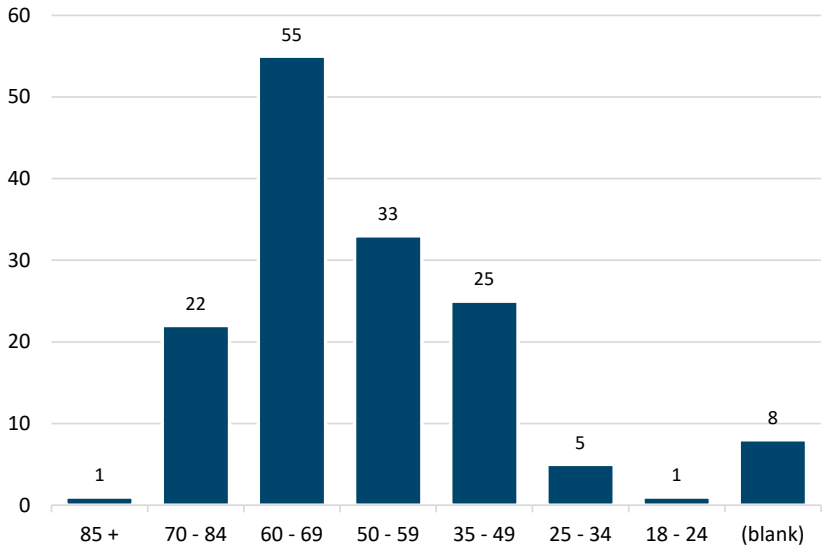


Figure 6. Age profile of the respondents

Our Urban Forest Strategy – Engagement Summary

MORNINGTON PENINSULA Shire

Connection to Mornington Peninsula

Figure 3 shows the connection of respondents to Mornington Peninsula. The majority of the respondents (105 out of 150) identified as residents of Mornington Peninsula and 15 respondents identified as residents who work in the area.

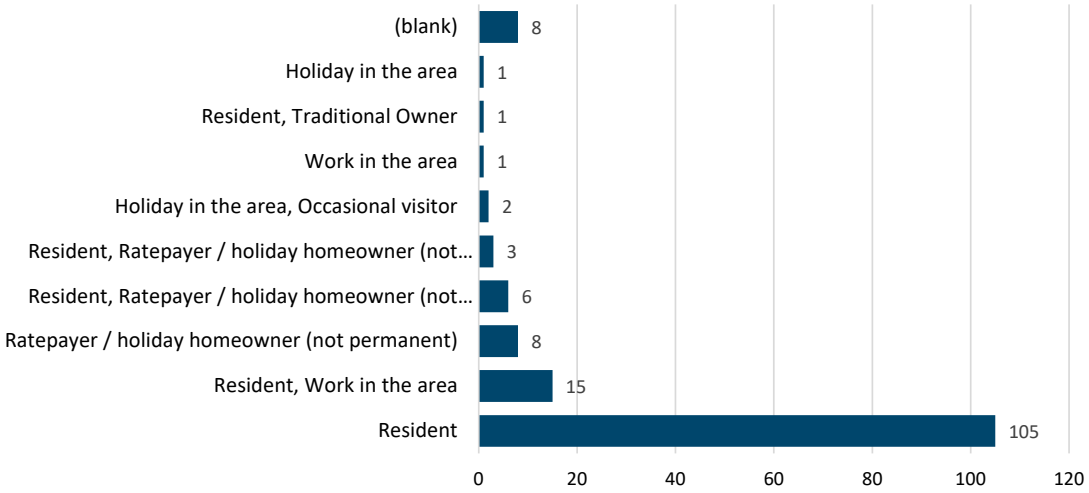


Figure 7. Connection of respondents to Mornington Peninsula

Aboriginal and Torres Strait Islander

Figure 4 shows that two respondents out of the 129 respondents identified as Aboriginal, 14 respondents selected prefer not to say and 113 respondents identified as neither Aboriginal or Torres Strait Islander.

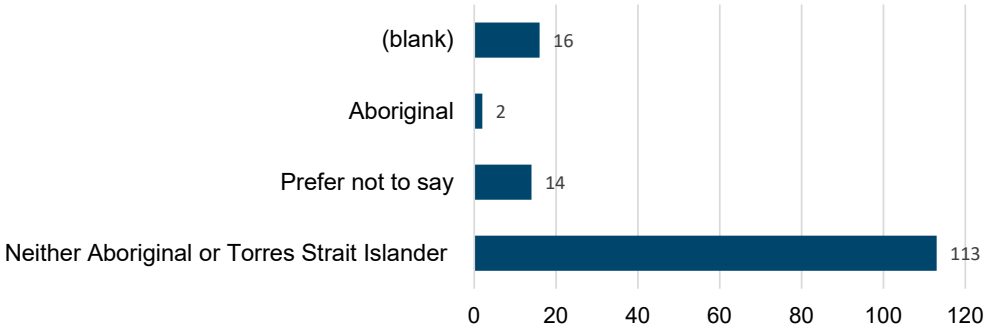


Figure 8. Respondents identified as Aboriginal and Tores Strait Islanders

Our Urban Forest Strategy – Engagement Summary

Map comments

There were 58 comments provided on the map of the Peninsula. The map allowed participants to provide comments for:

- Areas of the Peninsula's urban forest that are important to you (23 comments)
- Areas of the Peninsula's urban forest for improvement (27 comments)
- Your ideas for the future (8 comments).

The comments are presented in Table 1 and are particularly relevant for Council to take into the next stage of implementation of Our Urban Forest Strategy.

Table 1. Map comments

No.	Area of Shire	Comment
Areas of the Peninsula's urban forest that are important to you		
1	17 Eramosa Road West, Somerville Victoria 3912, Australia	Love the mature trees in front of the Woolworths shopping centre. Provides shade for the footpath and is visually attractive for the town centre.
2	1562 Frankston - Flinders Road, Tyabb Victoria 3913, Australia	Love the 2 English Oak trees around the Tyabb hall and the 6 in corner reserve across the road. They are growing incredibly well and complement the town significantly. Cant wait to see them mature and fill out the space in the centre of Tyabb
3	141 Hearn Road, Mount Martha Victoria 3934, Australia	Important biolink
4	The Bays Hospital, Main Street, Melbourne, Victoria 3931, Australia	Mornington Rotary has a Council approved project to plant trees from the Esplanade to Highway along the Eastern Green Link
5	8 Pentecost Road, Mornington Victoria 3931, Australia	Mornington Rotary has completed a project of tree planting in Tanti Bushland Reserve and is seeking permission to continue this. Also a revegetation project at nearby Hunters Crossing has included sheoak, eucalypt, and Melaleuca trees.
6	12 Flame Tree Grove, Mornington Victoria 3931, Australia	Flame Tree Reserve and Tanti Creek - past and ongoing tree planting
7	12 Sailing Lane, Mornington Victoria 3931, Australia	Vegetation in SE water pumping station would be good
8	71 Skinner Street, Hastings Victoria 3915, Australia	Beautiful big old oak tree in this location (set amongst open paddock area, across from block of units at 16 Skinner Street). Very important to keep this. Provides gorgeous shade in summer and habitat for birds too. A real treasure and a landmark.
9	29 Sherwood Crescent, Mount Martha Victoria 3934, Australia	Mount Martha Bundys
10	31 Scenic View Drive, Mount Martha Victoria 3934, Australia	Important bioplink to maintain…esp if upper sunshine is sold to developers.
11	34 Dromana Foreshore, Dromana Victoria 3936, Australia	Love the tree coverage here. So lovely and cool on a hot day. Protected from wind too

Our Urban Forest Strategy – Engagement Summary

MORNINGTON PENINSULA Shire

No.	Area of Shire	Comment
12	12 Station Road, Red Hill Victoria 3937, Australia	This is a beautiful little bush area.
13	2-8 Civic Court, Balnarring Victoria 3926, Australia	I love how the pine trees were removed and natives planted. Beautiful area
14	Bay Trail, Rosebud Victoria 3939, Australia	Love this area. Shaded with trees and protected from the wind. Would be good to have more sections in here for public and not all campers in summer
15	341 Arthurs Seat Road, Red Hill Victoria 3937, Australia	Love the stunning manna gums along here. One must be hundreds of years old. So beautiful. Hope it's protected and registered
16	8 Wattle Avenue, Mount Martha Victoria 3934, Australia	Love the tracks and information boards
17	3918, Bittern, Victoria, Australia	Love how this area has been protected. Great tracks and boardwalks to explore the area
18	120 Marine Parade, Hastings Victoria 3915, Australia	Love this area with great trees and mangroves.
19	196 Jones Road, Somerville Victoria 3912, Australia	Love the beautiful Eucalyptus viminalis on the north east corner of Jones road and The Ridge. Seeds should be collected from it and planted around the local area as street trees to keep and protect the biodiversity in Somerville.
20	31 Worwong Avenue, Somerville Victoria 3912, Australia	Love the remnant Manna Gums across Beek Beek Reserve.
21	179 Jones Road, Somerville Victoria 3912, Australia	Love the remnant Eucalyptus pauciflora (Snow Gum) along the east side of Jones road. So special to the area and more should be planted from seed collected from these trees. Collecting seeds from these trees conserves and protects our biodiversity in the northern eastern side of the peninsula
22	Yaringa Boat Harbour, Melbourne, Victoria 3912, Australia	Love the remnant bushland out here. So happy it is protected and cared for.
23	38 Seahaze Street, Arthurs Seat Victoria 3936, Australia	Arthurs Seat is an incredibly important patch of remnant vegetation. There are areas that could be revegetated more and some that are at risk of weed invasion. Understand this is Parks Victoria land, and that community groups such as MP Koala Conservation are doing great work restoring vegetation at Hillview park on Boundary Rd.
Area of the Peninsula's urban forest for improvement		
24	860 Point Nepean Road, Rosebud Victoria 3939, Australia	Many of the native banksias along the foreshore have died and not naturally reproduced. It would be great to see new plantings of native plants in this area to regenerate the area and provide housing and food for native animals.
25	6a Point Nepean Road, Rosebud Victoria 3939, Australia	Throughout the Rosebud Foreshore Campgrounds, a lot of the native banksias have fallen down and not been replaced. During the warmer months, these natives provide much-needed shade for animals and campers (and those walking through for recreational purposes), as well as providing vital housing for native animals. We would love to

Our Urban Forest Strategy – Engagement Summary

MORNINGTON PENINSULA Shire

No.	Area of Shire	Comment
		see loads of native trees planted throughout the campgrounds to regenerate the area, even if it's at expense of camp spots.
26	82 Station Street, Somerville Victoria 3912, Australia	Would love to see more shady and lush areas across central Somerville village. The current planted street trees aren't very significant in the landscape and don't offer much habitat for indigenous fauna. Indigenous trees such as Acacia mearnsii, Acacia melanoxylon, Allocasuarina verticillata, Allocasuarina littoralis are great trees which hold great biodiversity for insects and bird habitat while also providing shade and lowering street surface temperatures in the summer. Currently, the planted ornamental pears offer attractive seasonal colours but are ecologically useless for most of the year. Would love to see a greater variety in planted indigenous tree species within the town centre
27	61 Marguerita Avenue, Mount Martha Victoria 3934, Australia	Open space large tree loss
28	466 Esplanade, Mount Martha Victoria 3934, Australia	Lack of trees around the oval and Mount Martha House needs some attention
29	7 Hoylake Grove, Mornington Victoria 3931, Australia	More trees to sit under
30	40 Watt Road, Mornington Victoria 3931, Australia	The Railway Reserve from Moorooduc Station to Mornington Station has the potential to be a real urban forest with both a heritage steam train and shared user path running through it and connecting many open and green spaces
31	6 Spray Street, Mornington Victoria 3931, Australia	Stage 2 of Mornington Rotary Eastern Greenlink Tree Planting Project from Elizabeth st to Government Road
32	18 Rainbow Place, Mornington Victoria 3931, Australia	Stage 3 of Mornington Rotary Eastern Greenlink Tree Planting project from Gateway Park to the Esplanade including Murray and Berry and Morrell Parks
33	22 Roslyn Street, Mount Martha Victoria 3934, Australia	Transforming this park into a green oasis, with more trees and inviting spaces for community connection. Let's elevate this basic playground into a vibrant hub for all. Near the bus stop for easy access. Together, we can make this a truly special public place.
34	50-52 Dorset Road, Mount Martha Victoria 3934, Australia	Unlocking the potential of this underutilised space to be a vital part of a biolink. Again an under-utilised playground. Bus stop at the top Of the park. Could be an amazing community space. Community garden? could be fun
35	35 Cornwall Crescent, Mount Martha Victoria 3934, Australia	Largely untouched. Need some significant regeneration work / weed removal. Stunning loop walk.
36	43 Somers Avenue, Mount Martha Victoria 3934, Australia	This whole area, I love Hearn Creek!!! Such a beautiful little oasis that needs some more love and energy…weed removal, regeneration, erosion management
37	8 Kilburn Grove, Mount Martha Victoria 3934, Australia	New tennis courts have decimated any trees that lined the courts. Any chance there could be some vegetation go back in?

Our Urban Forest Strategy – Engagement Summary

MORNINGTON PENINSULA Shire

No.	Area of Shire	Comment
38	33 Waterview Drive, Mount Martha Victoria 3934, Australia	We need to work hard to protect this. Hard as it's private land but this is epic. Forms an important biolink
39	98 Marine Drive, Safety Beach Victoria 3936, Australia	I do beach patrol in this area and although there's some trees it would be good to have more. Some low trees to not interrupt the view (so they don't get damaged in the future).
40	1-5 Bourke Road, Red Hill Victoria 3937, Australia	This little path has so many we'd species in it that it is smothering any natives. Karamu is spreading rapidly through this area
41	340 Arthurs Seat Road, Red Hill Victoria 3937, Australia	Karamu and other weed needs removing.
42	1 Balnarring Road, Balnarring Victoria 3926, Australia	Removal of pines (keep one for lone pine). Replace with natives
43	170 Boundary Road, Dromana Victoria 3936, Australia	Needs enhancing. Often rubbish dump on the edge. Important scrub land
44	31 Mount Eliza Way, Mount Eliza Victoria 3930, Australia	Remove pines and replace with native vegetation like what was done in Balnarring along the old rail trail near the commons
45	187a Jones Road, Somerville Victoria 3912, Australia	Planting of street trees along this bare nature strip on the east side of jones road to allow shade and complement the entrance to our town. Planting LOCALLY indigenous trees!!!!!
46	135 Jones Road, Somerville Victoria 3912, Australia	Locally indigenous street tree planting in this bare open section of Jones road. Looks bare and does not provide any shade or promote biodiversity. Locally collected seed from Eucalyptus viminalis, Eucalyptus obliqua, Eucalyptus radiata or Eucalyptus pauciflora should be planted along the sides of the roads in the area. Remnant indigenous trees are present within 1km of this site for seed collection such as Wellington Road or Olivers Creek Bushland Reserve.
47	215 Bungower Road, Somerville Victoria 3912, Australia	Would like to see more trees and vegetation planted along Bungower road. Looking very bare and not currently providing any shade or visual amenity for the area.
48	16 Devon Street, Rosebud Victoria 3939, Australia	This dog park would benefit from a lot more native trees. Currently there's loads of open space, which is great, but people and dogs would benefit from more trees that not only create more visual interest, but provide much-needed shade in hot summer months.
49	10 Hygeia Street, Rye Victoria 3941, Australia	The foreshore, from Sorrento all the way to Mt Martha would benefit from replanting of coastal banksias and other vegetation.
50	41 Francis Street, Rye Victoria 3941, Australia	Restoring Moonah woodlands throughout Rye and Blairgowrie, including along the 'proposed freeway', French St Reserve and roadside plantings.
Your ideas for the future		
51	866 Point Nepean Road, Rosebud Victoria 3939, Australia	The foreshore from McCrae to rye should be a source of great pride to the peninsula. It is a magnificent parkland that should be available to all residents and visitors year round. Dense camping 6 months of the year is detrimental to civic life for half the year. The areas become no go zones that are not pleasant to walk through and prevent access to the beaches. Apart from the damage lack of light

Our Urban Forest Strategy – Engagement Summary

MORNINGTON PENINSULA Shire

No.	Area of Shire	Comment
		and compacting does to the ground for 6 months it prevents the locals from using it. Plant more trees, and give pride back to the population. Imagine the civic activities that could be enacted in summer with more space. Move campers inland and let them walk to the beach like everyone else.
52	61 Eramosa Road West, Somerville Victoria 3912, Australia	Currently bare and/or grassy mowed roadside land. Would be great to have some street trees along Eramosa road West and around the commercial areas to provide shade for pedestrians walking along the paths and provide a more attractive streetscape. Something to increase local biodiversity in central Somerville.
53	8 Pentecost Road, Mornington Victoria 3931, Australia	Mornington Rotary are interested in the idea of planting a Miwayaki Forest in this location
54	9 Edward Street, Somerville Victoria 3912, Australia	Bursaria spinosa (Sweet Bursaria) is great for street tree plantings as it provides fantastic habitat for small birds and insects. The species is great for under power lines and responds well to intense pruning. It is an indigenous species and thrives everywhere in the local area. I would love to see more planted across Somerville and Tyabb!
55	7 Mornington - Tyabb Road, Tyabb Victoria 3913, Australia	Indigenous tree, midstory and shrub plantings around the central reserve would help create biodiversity in the Tyabb town centre. Planting Acacia paradoxa or Bursaria spinosa to act as habitat and structure for small birds to nest in.
56	NA	The residents along all hinterland roads need to be contacted with a simple letter and images stating no new pines or cypress and any exisiting ones to be removed. I think the shire could make a fortune out of pine and cypress tree removal and selling to be milled. Have a native tree planting grant for shelter belts (wind breaks).
57	120 Clarendon Drive, Somerville Victoria 3912, Australia	Plantings of locally indigenous herbs, shrubs, midstory and canopy would be great around the boundarys of this park. Plantings trees that don't produce lerp such as Sheoaks, Wattles and Sweet Bursarias will prevent the invasion of noisy miners into our town and promote nesting of small birds and greater biodiversity.
58	846-848 Point Nepean Road, Rosebud Victoria 3939, Australia	One of the things which set Rosebud apart from more affluent areas on the Peninsula is a noticeable lack of urban vegetation and native trees and shrubs (and gardens) on nature strips and median strips. Visually, most of the 3939 suburb is extremely bare. Planting loads more trees on nature strips and side streets would provide much-needed food and homes for native birds and wildlife, but also help to beautify the suburb. Rosebud residents, visitors and businesses would benefit greatly from this investment.

Our Urban Forest Strategy – Engagement Summary

MORNINGTON PENINSULA Shire

Community pop-up sessions

A series of six pop-up sessions were held throughout the Peninsula from 2 to 29 June 2024 (Table 2). These sessions were an opportunity for community members and visitors to chat to Council staff about the draft strategy.

Table 2. Community pop-up sessions

Date and time	Location
Saturday 2 June, 8am to 1pm	Bittern Community Market
Saturday 8 June, 8am to 1pm	Rosebud Primary School Market (Heart of the Community Market)
Saturday 15 June, 8am to 12pm	Balnarring IGA
Wednesday 19 June, 8am to 2pm	Mornington Main Street Market
Sunday 23 June, 8am to 1pm	Mount Eliza Farmers Market
Saturday 29 June, 8am to 12pm	Blairgowrie IGA

The majority of people that attended the pop-up sessions believe that increasing tree canopy will benefit them and the community (Table 3).

Table 3. Do you think increasing tree canopy will benefit you and the community?

	Yes	No	Not sure
Bittern	63	2	0
Rosebud	73	2	1
Balnarring	74	0	3
Mornington	66	0	1
Mount Eliza	74	1	3
Blairgowrie	31	0	0
Total	**381**	**5**	**8**

Of the four themes that underpin the strategy, people indicated the following rankings from extremely important to moderately important, low importance, or not at all important (Table 4).

Table 4. What themes are most important to you?

	Extremely important	Moderately important	Low importance	Not at all important
Growing and protecting	150	8	3	2
Thriving	105	11	3	0
Resilient	105	11	5	3
Equitable	97	18	2	2

Our Urban Forest Strategy – Engagement Summary

External stakeholder workshop

An online stakeholder workshop was held on 1 July 2024 to encourage external agencies to share their thoughts on the Draft Our Urban Forest Strategy and discuss implementation and partnership opportunities. The workshop was attended by 12 representatives from key state government departments and other organisations including:

- Department of Transport of Planning
- Melbourne Water
- South East Water
- Department of Premier and Cabinet
- Department of Energy, Environment and Climate Action
- APA
- United Energy
- Country Fire Association.

Feedback summary

External stakeholders supported the vision and themes of the draft strategy. There were suggestions provided regarding wording of some of the actions to cover vegetation as well as trees, enforcement of planning conditions on private land, expanding on the BLCAC actions to include species selection, and promoting community education with a focus on schools.

Stakeholders identified future engagement and collaboration opportunities including:

- With service providers regarding site and species selection to minimise conflicts and tree removals
- Engaging the State government in relation to planting proposals on state land
- Working with Melbourne Water to mitigate impacts on flooding and flow regime when revegetating
- Opportunities to partner with stakeholders on planting programs and exploring joint funding.

Detailed feedback

Vision and themes

Attendees were asked for their feedback on the draft Strategy vision and themes. There was support for the vision and themes and acknowledgment they cover the key areas needed. Attendees were particularly interested in understanding the actions and outcomes that underpin the vision.

Draft Strategy actions/targets

Growing and protecting theme:

- 2.2 – great to see this will be investigated but suggest rewording for clarity. Current wording of net decrease sounds like a decrease in the target
- It would be great to have a green cover target as well as a canopy cover target (assuming canopy means trees) (note: target for vegetation in Westernport catchment for MW's Healthy Waterways Strategy Report card, Healthy Waterways Strategy)
- 2.3 – should wording be 'enhanced by 'vegetation' planting programs'?
- Suggest consideration of more than just trees (2.2, 3.1) will only trees be recorded and monitored?
- Melbourne Water removal of exotic/weedy trees shouldn't be restricted through strategy. Melbourne Water needs to remove weeds to allow for revegetation with higher value native vegetation
- Engage internally with statutory planning team about enforcement of landscaping requirements on private land with regards to implementation of planning permit conditions.

Thriving theme:

- Will the Biodiversity Conservation Plan be updated soon? It is a five-year plan from 2019. Could be good to reference each other (BCP and UFS) or even combine
- Where would cultural connection sit best in themes?

Our Urban Forest Strategy – Engagement Summary

MORNINGTON PENINSULA Shire

- Explore with BLCAC (through future engagement), BLCAC feeding into species selection – could have native edible species planted
- Explore with BLCAC opportunities to consider cultural values of different vegetation communities
- BLCAC input into tree planting locations so it does not impact cultural heritage and registered sites
- Alternative water should be considered for irrigation initiatives.

Resilient theme:

- Tree species selection should be in line with EVC's when near sensitive areas including waterways
- Mapping of different species is important when it comes to pests/diseases – is there a case for Council to consider mapping so there is collective knowledge to enable responses as needed (noted something for Council to follow up internally with agribusiness team).

Equitable:

- Educating the community starting with primary schools – what species are damaging to the environment and why.

Future collaboration

Regarding how Council and external agencies collaborate in future, attendees noted the following:

- Collaborate with service providers on asset and connection locations (above ground and underground assets) prior to any planting plans to minimise future tree removal and conflicts
    - Recommend planting away from powerlines, however if sites are selected near overhead powerlines, planting low-growing species that require little maintenance could fulfil Council's canopy expansion objective
- For state government land including road reserves, Council should discuss any proposals with the relevant department, as well as any proposed planning scheme amendments (noting DTP has no tree canopy cover targets for road reserves. Would be hard to have a blanket cover for trees but could have for shrubs. Often infrastructure in road reserves and it is situational – every road reserve is different)
- Melbourne Water needs to be engaged to mitigate impacts on flooding and flow regime when revegetating
- Melbourne Water has a vegetation for urban cooling pilot program that they are currently seeking further funding for in the next price submission which could be an opportunity
- Melbourne Water applications for revegetation – streamlining these planning permits (sometimes take 6 months just to revegetate and control weeds) – could improve the way our organisations work together
- Tree Protection Policy emphasised and accessible to subcontractors to ensure tree longevity
- Follow up DEECA on where Plan for Victoria is up to and if cooling and greening is included (Council strategic planning team is doing submission on Council behalf).

Our Urban Forest Strategy – Engagement Summary

Community stakeholder workshop

An online community stakeholder workshop was held on 2 July 2024 to encourage representatives from community groups across the Peninsula to share their thoughts on barriers and opportunities for planting programs across the peninsula. The workshop was attended by seven community group representatives. Attendees were asked to pre-register their interest in attending the workshop via the Shape Our Future Mornington Peninsula Shire website.

Some additional letters and email feedback was provided by community groups and school representatives prior to, and post workshop and this feedback has been incorporated below.

Feedback from workshop attendees and email and letter submissions represented the following:

- Primary and secondary schools on the peninsula
- Shoreham Community Association
- Mornington Peninsula Koala Conservation
- Save Kangaroos on the Mornington Peninsula (SKOMP)
- Friends groups
- A number of local community members
- Rye Community Group Alliance
- Mt Eliza Woodland Residents Association
- Participants from Councils Nature Stewards Program
- Nepean Conservation Group Inc
- National Trust – Mornington Peninsula Branch.

The workshop used a Mural board to capture feedback and participants were invited to respond to several questions. Feedback is presented in the sections below.

Feedback summary

Overall there was a lot of support for Our Urban Forest Strategy and what it is aiming to achieve through vision, targets, objectives and actions. Feedback provided by the community groups specifically focused on opportunities for collaboration and implementation of the strategy, including:

- Working with schools presents a great opportunity for education, propagating plants, and planting days but staff need to be supported in numerous ways – time, funding, site knowledge and selection, maintenance, and logistics
- Existing Council programs with friends groups, and Gardens for Wildlife program is really positive
- Groups support Council advocating for a review of bushfire planning overlays – some groups are also doing advocacy and the need to stop unnecessary removal of vegetation on private land was identified as a key issue
- Compliance was raised a number of times in relation to Council following up planning permit conditions for directions to plant, as well as fines for tree removal
- It was noted that small pocket planting projects have been successful as placemaking projects, as these are directed by township plans, Shire funded, and people get involved as it is only a day commitment rather than an ongoing commitment. This was important as lack of volunteers can be a barrier to planting projects
- When it comes to implementation it is important that opportunities are provided for community to get involved:
    - Council could consider incentives
    - Community champions
    - Grants for community that want to do planting and support with grant process
    - Expand capacity of Briars Nursery/others to support more Council and community planting

Our Urban Forest Strategy – Engagement Summary

MORNINGTON PENINSULA Shire

    - Could mobilise in locations that don't have active community groups or extend the remit of existing groups to those locations
- Education can be a barrier
    - Groups would like to see better sharing of information – a wider spread of resources and reaching out to residents maybe through a campaign
    - Installing interpretive signage could be beneficial
    - Get information to new people coming to the Peninsula such as through real estate agents (groups already doing) and planning permits (could be Shire sending a brochure with a list of local plant species as well as educating around planting shrubs if room for trees is limited)
    - Libraries could be source of getting information out to community
    - Could utilise other groups e.g. Peninsula Writers Group – request they run a competition on 'trees' – adults/kids or Sorrento Writers Festival – more emphasis on 'environment'
- In relation to priority focus areas for planting the groups noted:
    - Areas with little or no tree cover is important but equally desirable to protect what is there
    - Areas of Shire controlled land including roadsides as well as major thoroughfares should be best practice examples – remove weeds and do maintenance to support regeneration
    - Concentrate on preserving remnant vegetation
    - Focus on biolinks and indigenous planting (species suited to local soil types, climate and locally sourced, and consider indigenous species that are more fire resistant in those areas)
- There was a strong emphasis that implementation of the strategy needs to be appropriately funded.

Detailed feedback

How have/would you plan a program to increase trees and vegetation? What would you need to support this?
• Lots of programs that schools are involved in, mostly on school property – involve students and educate community. Also involved in land care groups and planting on adjoining properties • Schools have great opportunity for both propagating plants and being involved in a planting day • Good Council program with friends groups – bringing community together, and all volunteers • Could draw on schools to become a resource in local community (e.g. propagating, planting) • Advocacy support and review of planning overlays (bushfire overlay) – developers don't need to be clearing whole block – groups have written to Minister • Do placemaking projects – greening small pockets in township (funded through Shire) – using township plan to direct planting (opportunistic as areas left out of plan, formalised plan makes it easier to get Council on board) • People find it hard to commit long term so options of a day of planting easier to get involved (a 'blitz' – think of as placemaking) • Use grant system for community that want to do planting • Any Council policy on more indigenous vegetation? Quality of the canopy. Residents doing own removal of invasive species and planting natives • Better sharing of information – wider spread of resources and reaching out to residents (info on how to stop decline of canopy – maybe a campaign so people understand uniqueness of area, what causes decline, replanting ideas etc.) • Pockets of vegetation where community doesn't know what is in there or value as much as they should/could (trees damaged, weeds, some no vegetation at all), indigenous vegetation would be great and looking at possum boxes and maintaining areas • VicRoads don't seem to do much with freeway reserves – rabbits and weeds, pockets of remnant vegetation – would be great to have more of a nature link
What are the barriers? And any potential solutions?
• Education – lots of people on peninsula only there on weekends or holiday times so more education about importance of vegetation in backyards

Our Urban Forest Strategy – Engagement Summary

MORNINGTON PENINSULA Shire

- Funding to buy plants
- OHS can be a challenge in urban areas – main roads etc.
- Lots of grants through Council but could be an off-putting process for some groups
- If well planned process (particularly on smaller projects that are supported by township plan or similar) feel there are not a lot of barriers
- Knowledge could be a barrier to new groups forming
- Lack of volunteers
- Funding to reach residents (promotion, encourage looking after environment, education)
- Compliance – direction to plant doesn't get followed up as lack of Council resources
- Gone to Minister regarding fines and increasing amounts told through review of Planning Act
- Have worked with council statutory planning team on planning scheme challenge and bushfire legislation – leads to unnecessary clearing of vegetation in urban areas as costs for removal absorbed by developers. Planning needs a lot more work to get things in place
- Attitudes that trees are not seen as valuable and providing homes for wildlife etc.
- How is the UFS going to fit with Shire planning?
- Ignorance of architects, landscapers, new residents about importance of keeping the landscape

What do you think should be Council's role in the process?

- Council provided initial support to Friends groups and group progressively felt more empowered to do work within group (self sufficient)
- Organic processes best for groups – less bureaucracy. People with different skills/ interests/ talents coming together and empowered through process. People don't like when its too formal
- Avoid situations of poor decision making (e.g. where volunteer planted trees are removed as prior approval wasn't obtained or where complaints from individual residents about volunteer weed removal leads to no planting at all)
- Shire to put money into implementation of UFS
- Education important – would be great for Shire to send a brochure with a list of plant species relevant to area with planning permits as well as educating around planting shrubs etc. if room for trees is limited – good opportunity to get information to new people coming to the Peninsula
- Concentrate on preserving remnant vegetation
- Revised Council nature strip guidelines important to allow planting, improve corridors for wildlife
- Be more responsive about queries regarding complaints about destruction of vegetation (have been told complaint has to be within 12 months)
- Council to help more with communication to residents on a particular issue. E.g. Blairgowrie lots of holiday houses and many without letter boxes so letter drop is not very effective
- Current bushfire overlays often a convenient excuse for wholesale clearing. Also contributes in the community to an unnecessary or exaggerated fear of native vegetation and bushfire risks. Would be good if overlays were more flexible, allowing property owners and developers to make more realistic choices (assisted by information and education) that benefit improved ecological, habitat, aesthetic and amenity outcomes. Perhaps Council could initiate/facilitate such a change in the directives and attitudes.
- Council with groups to erect signage on bushland reserves to increase awareness
- Council support (review of bushfire overlays) – developers shouldn't be removing trees across whole property – Council work with planning team
- Shire controlled land including roadsides cleared of major environmental weed species. This will allow the regeneration and better management of indigenous species
- Major thoroughfares need to be controlled by Council to provide examples of best practice as generally the road reserve to too wide for residents to take responsibility of the development of the reserve. Currently these are poorly maintained and a source of environmental weeds that spread to National Park and residential property

Our Urban Forest Strategy – Engagement Summary

MORNINGTON PENINSULA Shire

- Promote underground power – allows for bigger trees, reduced cost of maintenance and protects the power system from storms and fire
- Council's Garden's for Wildlife is an excellent program and can effectively complement the UFS
- Council undertook important work to define neighbourhood character. This information could be used as a starting point to monitor the maintenance and improvement of the urban forest
- Minimise excessive use of concrete and bitumen on public land. Crushed rock will often suffice and allows rainwater to penetrate the soil around paths and tracks

How should we deal with equity and distribution of resources? How to engage people in areas that are a priority that might not have an organised group?

- Getting local schools/local footy club (or other sports club) involved and that engages parents as well so that the reach becomes greater. Primary school level kids very keen
- Bush education day as an example – school kids involved and very engaged but schools need notice to fit in curriculum structure
- Libraries as source of getting information out there and as an opportunity for social connection for people to get involved
- Active outreach in the community
- The need to concentrate in areas where there is little or no tree cover is important but it is equally desirable to protect what is there.
- Could mobilise in locations that don't have active groups or extend remit of existing groups to those locations
- Utilising other groups e.g. Peninsula Writers Group – request they run a competition on 'trees' – adults/kids or Sorrento Writers Festival – more emphasis on 'environment'

Do you have any specific plans/projects/ideas in mind?

Current plans/projects:

- Using real estate agents – supplying them with a booklet talking about local environment and how people can look after it (https://mtelizawoodland.org.au/wp-content/uploads/2023/Forms/Woodland_Welcome_Pack.pdf)
- Also developing a booklet on local history of the area to supply with one about local environment
- Groups continuing to advocate regarding increasing fines for tree removal
- Focus on biolinks and indigenous planting (species suited to local soil types, climate and locally sourced) – also many indigenous species are relatively fire resistant – should be considered as part of planning process. Additionally, some exotic plants offer very little food and habitat for local wildlife
- Already doing lots so looking at how to expand
- Continuing with placemaking projects – trying to soften hard surfaces. It's about getting funding and picking specific times for projects. Advantage of these projects is having a landscape plan attached to township plan that provides direction
- Lots of planting over the years and children coming to plant is a good education aspect
- Proposed initiative for planting local trees on specific streets to improve aesthetic, plant natives that contribute to local ecosystem – invite locals to participate through distribution of flyers, opportunity for local school involvement

Ideas:

- Getting more information out to residents as educational resources (particularly in built-up areas)
- Educate local landscapers
- Use the expertise and knowledge of local professional ecologists
- Maybe more time in schools for education and planting
- Could use schools to propagate, plant etc. and educational aspect as well
- Citizen science programs engaging and bring people in
- Identify the roadside reserves suitable for tree planting – prioritise these and allocate practical timelines – identify current management agencies for each site and arrange required liaison and

Our Urban Forest Strategy – Engagement Summary

MORNINGTON PENINSULA Shire

collaboration – identify most appropriate species for each site (native/indigenous should be prioritised) – assure funding for each project site
- Provide interpretive signage both the common and scientific names of species as well as their traditional use by the traditional landowners to enhance appreciation of the forest
- Capacity of the Council's Briars Nursery needs to be expanded to support more community planting as well as meeting the Council's needs
- Indigenous knowledge should be sought and if feasible indigenous persons could be involved in programs to expand and improve the urban forest
- Target and engage the local community where the plantings/improvements are being undertaken. Give local residents the opportunity to be involved. Similar to the schools they could be responsible for propagating and planting. (e.g. see "TreeProject" – they support projects right across Victoria – have people as regular growers for them)
- Start with the biolinks that already exist. How can they be improved, expanded. Including any open space that could be improved upon
- Opportunity for planting adjacent to sporting facilities and in drainage reserves (a number of reserves are maintained by volunteer groups but other neglected and need rehabilitation)
- Many public reserves that are seriously lacking in tree canopy and provide opportunities for a substantial tree planting program
- Identify areas where major infrastructure has caused a "disconnect" such as peninsula link. Consider creating wildlife bridges/corridors that include planting
- Encouraging people to manage their nature strip. Needs to be guided to ensure appropriate species (preferably indigenous to the area) – Council should develop "standard" plans for each ecological zone to provide guidance and a rapid approval process
- Incentives could be provided to residents who plant and maintain their nature strip to an agreed standard
- Could projects be linked to Carbon Credits if schools trying to offset emissions?
- Looking at planning overlays across peninsula
- Peninsula is not homogenous there are distinct areas and difference. Not a one size fits all – celebrating those difference as a way to build local passion
- Community champions (citizen forester)

Some specific input provided by representatives from local schools is provided below aligned to barriers and potential solutions.

Topic	Barriers	Potential solutions/opportunities
Cost	Schools might have limited budgets and may find it challenging to allocate funds for purchasing trees and necessary planting materials	Shire could provide grants or subsidies to schools for purchasing tubestock. Partnering with local nurseries for discounted rates or donations could also help. The Briars donate to schools when asked, but might be worth advertising this as some staff might not be aware. It is best practice (and also required on Shire bushland reserves, foreshores, Parks Vic land etc.) to select plants that are not only from the appropriate EVC but also of local provenance stock. i.e., seed has been sourced locally. Shire can help by sourcing appropriate plants. This will also minimise community backlash if incorrect species are planted

Our Urban Forest Strategy – Engagement Summary

MORNINGTON PENINSULA Shire

Topic	Barriers	Potential solutions/opportunities
Time	Time is the main roadblock. Teachers and school staff are often already stretched thin with their responsibilities, making it difficult to find time for applying for grants, tree planting and maintenance Schools are strapped for cash and paying enough teachers to accompany students on a planting event is difficult. Have heard that since COVID, many schools struggle with attracting parent helpers for excursions	Integrate tree planting into the school curriculum (class lessons, planting/care guides) as a hands-on learning experience. This can be part of science, geography, or environmental studies classes. Designating specific "tree care days" or involving after-school clubs can also manage the time commitment more effectively. Has to be made easy for schools but more importantly teachers to participate Needs to be a well-managed and prepared program that schools could 'sign-up for projects' in advance (e.g. 12 month lead time. Here are Council's upcoming projects in 2025- basically first in best dressed) Shire can't pay for teacher time but could provide volunteers or staff to assist with planting Organise the event close to the school, if not on the property to minimise time away from classroom
Space	Some schools have limited outdoor space or areas suitable for planting trees. And space is overplanted	Collaborate with schools to identify the best possible locations for tree planting, even if it means utilising unconventional spaces like rooftops or vertical gardens. Working with Shire to allow planting in nearby public areas could also be an option
Site knowledge	School land mostly managed for current need (e.g. trees cleared for other uses such as new classrooms) and knowledge barrier as not clear guidance on significant trees, weeds etc. on site	Expertise of Shire to help with overlay at each school. Look at each school and identify what is significant, what are weeds etc. If there was this big picture plan there would be less ad-hoc removal of trees
Site selection	Run into problems due to Cultural Heritage overlays. E.g. wanted to plant on coastal area and couldn't because of risk of soil disturbance because of middens	Shire can help by doing due diligence prior to site selection, appropriate stakeholder engagement, checking overlays, obtaining landholder permission
Maintenance	Schools may lack the resources or knowledge to maintain newly planted trees, including watering, mulching, and protecting them from pests	Organise workshops or training sessions for teachers and students on tree care. Establishing volunteer programs involving parents and community members can also provide additional support
Local politics	Encountered a lot of politics between schools and the local community groups	Shire can help negotiate with volunteer groups when schools working with groups
Awareness and engagement	There might be a lack of awareness or enthusiasm among students and staff about the importance of tree planting	Conduct awareness campaigns and educational programs highlighting the benefits of urban forests. Organising tree-planting events and competitions can increase engagement and foster a sense of ownership and pride among students

Our Urban Forest Strategy – Engagement Summary

MORNINGTON PENINSULA Shire

Topic	Barriers	Potential solutions/opportunities
Regulations	Fire regulations and not able to plant trees around school buildings	
Pests	Rabbits are a big issue. They eat things and the things they don't want to eat they pull out. Have guarded as best we can, but not always enough to stop them	
Logistics	Lots of planting opportunities available off-site where on site opportunities limited. However, logistics is a challenge. Staff ratios, first aiders, toilets available, working with children for every volunteer, transporting issues – no bus to use etc. have a big impact on getting school group on site to get planting done	Shire could support by providing a bus for off-site planting

Our Urban Forest Strategy – Engagement Summary

MORNINGTON PENINSULA Shire

Conclusion

This community and stakeholder engagement phase has provided direct feedback on the Draft Our Urban Forest Strategy which will be used to prepare the final Our Urban Forest Strategy to be released September 2024.

Overall, there was strong support for the draft strategy and recognition of the benefits provided from a growing, thriving, resilient and equitable forest.

Council will also use the feedback to inform the delivery of the strategy and ongoing planning, delivery and management of the urban forest.

Mornington Peninsula Shire Council thank all those who have contributed their ideas, aspirations and vision for the future urban forest.

Image 1. Esplanade, Mount Martha

Council Policy
Nature Strip Policy
Objective Reference: TBC

MORNINGTON PENINSULA Shire

1.0 AUTHORITY
- Road Management Act 2004
- Electricity Safety Regulations 2020
- Mornington Peninsula Shire Community Amenity Local Law 2022
- Local Government Act 2020
- Occupational Health & Safety Act 2004
- Disability Discrimination Act 1992
- Environmental Protection Act 2017

2.0 INTENT
The purpose of this policy is to provide guidance and support to residents regarding landscaping works or street tree planting on nature strips. These spaces can provide community and environmental benefit through promotion of urban cooling and greening, supporting Urban Forest Strategy outcomes, biodiversity protection and enhancement, and heritage and neighbourhood character values.

3.0 SCOPE
This policy applies to all landscaping works and street tree planting by residents or businesses on nature strips within the Shire where Council is the Coordinating Road Authority.

4.0 GOVERNANCE PRINCIPLES
Under the *Local Government Act 2020*, Council must give effect to the following overarching governance principles:
- Council decisions are to be made and actions taken in accordance with the relevant law;
- priority is to be given to achieving the best outcomes for the municipal community, including future generations;
- the economic, social and environmental sustainability of the municipal district, including mitigation and planning for climate change risks, is to be promoted;
- the municipal community is to be engaged in strategic planning and strategic decision making;
- innovation and continuous improvement is to be pursued;
- collaboration with other Councils and Governments and statutory bodies is to be sought;
- the ongoing financial viability of the Council is to be ensured;
- regional, state and national plans and policies are to be taken into account in strategic planning and decision making;
- the transparency of Council decisions, actions and information is to be ensured.

5.0 POLICY STATEMENT
The Shire will retain, protect and enhance the use of urban nature strips for public purposes, including:
- Protecting and enhancing biodiversity, urban cooling and greening, heritage and neighbourhood character values
- Safe access for pedestrians and road users through minimising hazards
- Minimal disruption to public and private assets and infrastructure

Works on nature strips

5.1 Nature strips are public land and may only be developed in accordance with relevant laws, including planning schemes, strategic plans or frameworks and all other Shire standards, and only in

Council Policy
Nature Strip Policy
Objective Reference: TBC

MORNINGTON PENINSULA Shire

accordance with approval granted by the Shire. Any works undertaken on Nature Strips by persons or businesses other than Council:

5.1.1 comply with the Nature Strip Landscaping Guideline;
5.1.2 must not reduce or unreasonably compromise the safe and efficient use of nature strips for public purposes;
5.1.3 must not include any weed species of plants;
5.1.4 as far as practical all decisions on applications to carry out landscaping works on nature strips must consider and have regard for potential future needs of the nature strips, including additional utilities and infrastructure;
5.2 non-compliant nature strip works (including landscaping features created without a permit) will result in the matter being referred to relevant Shire team for appropriate investigation, compliance and/or enforcement action; and
5.3 access to services must be conducted by the relevant utility providers.
5.4 any damage or disturbance of public infrastructure (including utilities) caused by a resident (or their contractor) who is undertaking any work to the nature strip areas will be the responsibility of that resident and rectification will be at the cost of that party;
5.5 This Policy applies to all future landscaping works. Any works conducted prior to this Policy adoption are subject to all relevant regulations, acts and local laws, however, where a safety issue is identified, Council reserves the right to address any such hazard.

Urban forest and street tree planting

5.6 Any works on or use of a nature strip should be done in a manner that maintains and enhances our Urban Forest, community wellbeing and neighbourhood character
5.7 The Shire will support and enable planting street trees appropriate to the area, in a manner that does not increase risk or safety concerns. Street trees deliver a range of benefits to the Shire, the community and the natural environment, and form a crucial part of our urban forest

Landscaping works

5.8 Construction of designated car parking spaces and hard landscaping features on nature strips will generally not be permitted
5.9 Landscaping works that can be completed with and without a permit are detailed in the Nature Strip Landscaping Guidelines on the Shire's website.
5.10 If Council determines that a landscaped nature strip presents a hazard or risk to public safety or accessibility, or a risk to public assets or infrastructure, Council reserves the right to carry out any works necessary to a landscaped nature strip, including removal of some or all of the planted vegetation and any other items used as part of the landscaping works. In such circumstances, Council will not be responsible for providing compensation, reimbursement or replacement of any affected landscaping.

Street tree and vegetation removals

5.11 Street tree and vegetation removal applications will only be granted when legislative, compliance or safety concerns require it. The Shire will not support the removal of trees or vegetation because of:

- view lines, overshadowing or solar access
- parking or other unauthorised use
- leaf litter, tree debris or roosting birds
- unfounded property damage claims

5.12 Where removal of a street tree is approved, replanting must be carried out as directed by Council

Permits, planning conditions and general considerations

5.13 Pursuant to the Mornington Peninsula Planning Scheme, nothing within this policy or associated guidelines exempts any requirement to obtain a planning permit for the use and development of land.

Council Policy
Nature Strip Policy
Objective Reference: TBC

MORNINGTON PENINSULA Shire

5.14 Decisions about applications for works or use of a nature strip should:
- be made in a timely and efficient manner;
- seek to achieve outcomes which are practical, acceptable and cost effective
- have regard to the particular circumstances prevailing at the proposed site of landscaping works; and
- include any conditions that are deemed by Council to be necessary and relevant and these may include (but are not limited to) licences, maintenance obligations, any road management considerations, traffic management requirements, removal of existing features and structures, rectification and installation, make good, and any planning conditions that are necessary to ensure that the works are carried out and maintained in the manner as Council sees fit.

In addition to the above conditions, where deemed necessary and relevant by Council, any approval may include a requirement to enter into an agreement under Section 173 of the *Planning & Environment Act 1987* or Section 121 of the *Road Management Act 2004* to ensure maintenance requirements are specified and are attached to the land, ongoing and are carried out as well as requiring any indemnity Council of any maintenance responsibility or liability, loss or damage (including as a result of any disruption and/or damage that occurs to real or personal property or infrastructure of any party) incurred in connection with the landscaping works.,

5.15 All landscaping works and street tree permits must conform to the guidelines and processes found on the Shire's website. Applications will be assessed according to the assessment criteria in this policy and the Nature Strip Landscaping Guidelines.

6.0 HUMAN RIGHTS CHARTER COMPATIBILITY

This policy has been assessed as being compatible with *the Charter of Human Rights and Responsibilities Act 2006 (Vic).*

7.0 ASSOCIATED DOCUMENTS

- Our Urban Forest Strategy
- Biodiversity Conservation Plan
- Climate Emergency Plan
- Road Management Plan
- Nature Strip Landscaping Guidelines
- Council & Wellbeing Plan
- Register of Public Roads
- Electrical Lines Clearance Plan – Mornington Peninsula Shire

8.0 DEFINITIONS

Coordinating Road Authority	The Road Authority which has the responsibility to coordinate works in the road, as defined in the *Road Management Act 2004*. Council is the Coordinating Road Authority for Municipal roads listed in the Mornington Peninsula Shire Register of Public Roads. VicRoads is the Coordinating Road Authority for arterial roads and freeways.
Landscaping works	Any works involving creating, modifying or maintaining outdoor spaces, including vegetation, natural elements and hard surfaces
Laws	Laws mean:

Council Policy
Nature Strip Policy
Objective Reference: TBC

MORNINGTON PENINSULA Shire

	(a) All present and future acts of Parliament of the Commonwealth of Australia or of Victoria, regulations, codes, ordinances, local laws, by-laws, rules and requirements of any Government authority; (b) Any relevant licences; and (c) Those principles of common law and equity established by decisions of the courts.
Nature Strip	A nature strip is an area of public land between the back of kerb or road shoulder and the abutting property boundary, excluding any public roadway or pathway. In most cases a nature strip is grassed, but in the circumstances provided for in this Policy, it can be modified by an alternative landscape treatment.
Road Reserve	All of the area of land that is within the boundaries of a road
Street Tree	A large plant, generally with a single trunk, generally planted within the nature strip of urban areas
Urban Forest	All of the trees and other vegetation in an urban area and the soil and water that supports it
Weed	A plant that has the potential to become a serious threat to primary production, Crown land, the environment or community health, as defined by Agriculture Victoria

9.0 POLICY SPONSOR
The Manager Infrastructure Projects is responsible for overseeing the application and review of the Nature Strip Policy.

10.0 DOCUMENT CONTROLS
Council will review/adjust/evaluate/record/publish the Nature Strip Policy within four years or earlier as required.

10.1 Document Version Table
Summarise the key changes made to the document to provide a quick understanding of the updates.

Document Version Control				
Version	**Section**	**Revision Description**	**Date Revised**	**Approved by**

Administrative Updates
It is recognised that, from time to time, circumstances may change leading to the need for minor administrative changes to this document. Where an update does not materially alter this document, such a change may be made administratively. Examples include a change to the name of a Shire department, the change to an existing policy or document referred to in this policy, and minor updates to legislation and the like which does not have a material impact. However, any change or update which materially alters the document must be by resolution of Council

Survey Tool:	Tool Status	Visitors	Contributors	Registered	Unverified	Anonymous	Admin	SUBMISSIONS
	Archived	376	263	0	0	263	0	263

Share your feedback	17 June 2024	to	19 July 2024

	Survey Response																																
Date	Do you support the proposal to implement wayfinding signage to improve awareness of available parking options?	Comments (optional)	Do you support the expansion of the 3P parking areas in John Butler Reserve car park and Ranelagh Drive shown below?	Comments (optional)	The draft Strategy notes that a main parking challenge is people not following time restrictions. Do you support efforts to increase parking compliance within the Mount Eliza town centre?	Comments (optional)	Smart parking technology can offer real time information to drivers about available parking spots (like electronic signage) and gather data on parking usage and compliance. Would you support the use of smart parking technology within the Mount Eliza Centre?	Comments (optional)	The draft Strategy identifies potential parking capacity in some parts of Howard Parker Reserve. Do you support using locations near the football/ cricket oval and the playground as alternative long-term parking options?	Comments (optional)	Council is restricted in its ability to expand parking areas within the centre, without impacting on existing vegetation and heritage values. Would you support the option of upgrading the parking facilities at the gravel carpark opposite the Canadian Bay Hotel? Subject to further investigation, this may involve upgrading the surface from gravel to asphalt, some minor reconfiguring of the carpark and potentially some vegetation removal. Please refer to the map below.	Comments (optional)	Do you have other ideas where additional parking could be provided?	What other ideas do you have?	Do you support the recommendation to introduce lower parking provision rates for a number of commercial land uses for future planning permits?	Comments (optional)	Do you have other feedback/ comments to help inform the draft Strategy?	What other feedback or comments do you have?	Age	Gender	Gender (Other (please specify))	Postcode	What is your connection to Mount Eliza?	Name of community group or club	Are you a Mornington Peninsula resident?	How often do you visit Mount Eliza?	What do you visit Mount Eliza for?
Jun 17 24 01:10:35 pm	Normal signage (non-electric): Yes, Electronic signage: Yes		No		Unsure (please specify)		Yes		Weekdays: Yes, Weekends: Yes		Yes		Yes	please increase unrestricted parking for workers	Unsure (please specify)		Yes	please increase unrestricted parking for workers	50 to 59	Female		3930	Resident, Business owner, Worker							
Jun 18 24 12:20:49 pm	Normal signage (non-electric): Yes, Electronic signage: Yes	As long as the budget isn't blown on digital.	No	I've been a trader for 30 plus years and whilst building have increased in sizes and occupancy so have the the needs for all day parking.	No	As above the need for all day parking surely out weighs the need for further timed parking.	No		Weekdays: No, Weekends: No		Yes		Yes	All the gravel parking (John Butler) should be opened up and sealed.	Yes		No		35 to 49	Male		3930	Resident, Business owner, Frequent visitor		Yes	100 times per week	to run my business
Jun 18 24 01:15:49 pm	Normal signage (non-electric): Yes, Electronic signage: Yes		No		No		No		Weekdays: Yes, Weekends: Unsure (please specify)		Yes		No		Yes	Please reduce parking requirements for all businesses including Veterinary Clinics.	No		35 to 49	Female		3912	Business owner				
Jun 19 24 12:59:39 pm	Normal signage (non-electric): No, Electronic signage: No	We're talking about Mt Eliza village, not Las Vegas. There are already too many signs of all sorts. Locals don't need parking directions and here are relatively few tourist visitors to Mt Eliza and that can be said to be during only a few months of the year.	No	All-day perking for business staff is required and the area in question partially provides that.	No	This is not the problem it is said to be for general activities, e.g. shopping. 3P ought to be considered guidance to encourage turnover. To do otherwise would be bad PR, considered a revenue drive, and create resentment where none should exist. As for illegal parking: e.g. in loading zones, road traffic rule infringements; these should be actively prosecuted for everyone's benefit.	No	The use of technology for its own sake should be avoided. Whether the motorist demographic would make it useful and practicable is doubtful. Without doubt the business case would include costs being offset by parking fine revenue see above Point 6 comments also apply.	Weekdays: Yes, Weekends: No	These are primarily sports and recreation facilities and weekends are their times of use.	Yes		No		Unsure (please specify)	Perhaps I'm missing something here, but to me the provision of parking for staff and clients of a commercial business depends on the nature of that business. In my opinion this requires a case to case assessment and not be subject to a rigid formula.	No			Male		3930	Resident				
Jun 19 24 01:12:56 pm	Normal signage (non-electric): Yes, Electronic signage: Yes		No	I think for business people this will make life difficult	Yes	Signs should be adhered to	Yes		Weekdays: No	I don't think it is near enough to the village	Yes	I think business people would be more inclined to park there	No		No		No		70 to 84	Female		3930	Resident				
Jun 19 24 03:01:23 pm	Normal signage (non-electric): Yes, Electronic signage: Yes	As a person with a disability I am incredibly disappointed that council allowed Woolworths to place the disabled parking spots so far away making it difficult for people with walking issues and almost impossible for people in wheel chairs especially large motor driven chairs from accessing their entrance but approved an undercover loading area for people to have their direct to boot shopping delivered. I personally have fallen 3 times walking from my car to the entrance and have watched elderly and disabled people with walking aids have to dodge people loading their boot with shopping and seemingly not caring that they were making a hard task for people even harder. Mount Eliza is such a beautiful place but there is so much work to be done in many areas to make it a truly inclusive home for people with disabilities. Glenn Cleary 3/23 Clarkestown Avenue Mount Eliza 0416371359	No		No		No		Weekdays: Yes, Weekends: Yes		Yes		Yes	As a person with a disability I am incredibly disappointed that council allowed Woolworths to place the disabled parking spots so far away making it difficult for people with walking issues and almost impossible for people in wheel chairs especially large motor driven chairs from accessing their entrance but approved an undercover loading area for people to have their direct to boot shopping delivered. I personally have fallen 3 times walking from my car to the entrance and have watched elderly and disabled people with walking aids have to dodge people loading their boot with shopping and seemingly not caring that they were making a hard task for people even harder. Mount Eliza is such a beautiful place but there is so much work to be done in many areas to make it a truly inclusive home for people with disabilities.	Yes		No		50 to 59	Male		3930	Resident				
Jun 19 24 03:10:07 pm	Normal signage (non-electric): Yes, Electronic signage: Yes		No		No		Yes		Weekdays: Yes, Weekends: Yes		Yes		No		No		No		25 to 34	Male		3930	Resident				
Jun 19 24 08:04:40 pm	Normal signage (non-electric): No, Electronic signage: No		Yes		Yes		No		Weekdays: No, Weekends: No		No	I don't want to see any further vegetation removal	Yes	Reinstate the parking in front of chicken now, kylie's nails, sandbar cafe, vinnies pizza, Create parking on Canadian bay rd adjacent to the Canadian bay hotel. Create parking in front of IGA. on mt Eliza way.	No		Yes	The Woolies carpark is atrocious. The design should never have been approved.	35 to 49	Female		3930	Resident				
Jun 19 24 08:06:28 pm	Normal signage (non-electric): No, Electronic signage: No		No	Shop owners and those who work in Mount Eliza village rely on unrestricted parking to be able to work without worrying about getting a parking fine. If anything were to be expanded it should be the unrestricted section NOT making it more difficult for retail workers to find a park.	No		No		Weekdays: No, Weekends: No	The reserve is used by families and people exercising, do not overcrowd this area with shoppers.	No		No		Unsure (please specify)		No		18 to 24	Female		3930	Resident, Worker				
Jun 19 24 08:09:25 pm	Normal signage (non-electric): Yes, Electronic signage: Yes		No		No		Yes		Weekdays: Yes, Weekends: Yes		Yes		No		Yes		No		35 to 49	Male			Resident				
Jun 19 24 08:11:54 pm	Normal signage (non-electric): No, Electronic signage: No		Yes		No		No		Weekdays: No, Weekends: No		Yes		No		Yes		No		50 to 59	Male		3930	Resident, Member of a community aroup or club				
Jun 19 24 08:54:59 pm	Normal signage (non-electric): Yes, Electronic signage: No		Yes		Yes		No		Weekdays: Yes, Weekends: Yes		Yes		Yes	Parking at John butler reserve is inefficient, without line markings spaces between cars are large and fewer vehicles can park there than if parking bays were clearly marked. Suggestion is to seal the gravel carpark and design a parking bay layout to maximise capacity.	Yes		No		35 to 49	Male		3930	Resident				
Jun 19 24 08:55:42 pm	Normal signage (non-electric): Yes, Electronic signage: Yes		Yes		Yes		Yes		Weekdays: Yes, Weekends: Yes		Yes		No		Yes		No		35 to 49	Male		3930	Resident				
Jun 19 24 09:14:57 pm	Normal signage (non-electric): Yes, Electronic signage: Yes		No		No		No		Weekdays: No, Weekends: No		No		No		No		No		50 to 59	Male		3930	Resident, Business owner, Worker				
Jun 19 24 09:26:02 pm	Normal signage (non-electric): Yes, Electronic signage: No		No	Keep the free parking otherwise where will workers park? Paid parking will significantly deter shoppers. There is no shortage of parking. What are we fixing here? Is this just a way of raising funds at local workers' and shoppers' cost?	No	Simply not an issue. I have NEVER failed to find a park on a Saturday morning.	No	Nasty	Weekdays: No, Weekends: No	Not needed. There is NO parking shortage. It's not broken, stop fixing it.	Yes	Already free. Keep it free.	No		Unsure (please specify)		No		60 to 69	Female		3930	Resident				
Jun 19 24 09:48:34 am	Normal signage (non-electric): Yes, Electronic signage: No		Yes		Yes		No		Weekdays: Yes, Weekends: Yes		No		No		Yes		No		60 to 69	Female		3930	Resident				
Jun 19 24 09:57:15 pm	Normal signage (non-electric): Yes, Electronic signage: No		No		No		No				No		No						35 to 49	Female		3930	Resident				
Jun 19 24 09:57:41 pm	Normal signage (non-electric): Yes, Electronic signage: No		Yes		Unsure (please specify)		No		Weekdays: Yes, Weekends: Yes		No		No		Yes		No		35 to 49	Female		3930	Resident				
Jun 19 24 10:39:13 am	Normal signage (non-electric): Yes, Electronic signage: No		No		No		No		Weekdays: No, Weekends: No		No		No		No		No		50 to 59	Female		3930	Family lived 45 plus years				
Jun 20 24 12:15:32 am	Normal signage (non-electric): Unsure (please specify), Electronic signage: Unsure (please specify)		No		Yes		No		Weekdays: No, Weekends: No		No	Leave nature! Rather build upwards or downwards than do the cancer growth sprawl of destruction. Woolworth parking space was the prime example of a missed opportunity.	Yes	Underground or above multi level park levels. Free It is more than known that more concreted area results in more storm water issues too. Stop the more and more asphalting, ground cover. We are not living 50 years ago anymore. Need to resolve space, think multistory. Up for living, up or underground for parking. Intense cost short term, better for lona term.	No		No		50 to 59	Female		3930	Resident, Frequent visitor		Yes	Every second day	Doctor, shopping, dentist, blood draw, coffee, post office, meeting friends
Jun 20 24 04:07:52 am	Normal signage (non-electric): Yes, Electronic signage: No		Yes		Yes		No		Weekdays: Yes, Weekends: No		Yes		No		Yes		No		50 to 59	Female		3930	Resident				
Jun 20 24 08:03:26 am	Normal signage (non-electric): Yes, Electronic signage: No		No		No		No		Weekdays: Yes, Weekends: Yes		Yes		No		Yes		No		35 to 49	Male		3930	Resident				

Date	Survey Response																																
	Do you support the proposal to implement wayfinding signage to improve awareness of available parking options?	Comments (optional)	Do you support the expansion of the 3P parking areas in John Butler Reserve car park and Ranelagh Drive shown below?	Comments (optional)	The draft Strategy notes that a main parking challenge is people not following time restrictions. Do you support efforts to increase parking compliance within the Mount Eliza town centre?	Comments (optional)	Smart parking technology can offer real time information to drivers about available parking spots (like electronic signage) and gather data on parking usage and compliance. Would you support the use of smart parking technology within the Mount Eliza Centre?	Comments (optional)	The draft Strategy identifies potential parking capacity in some parts of Howard Parker Reserve. Do you support using locations near the football/ cricket oval and the playground as alternative long-term parking options?	Comments (optional)	Council is restricted in its ability to expand parking areas within the centre, without impacting on existing vegetation and heritage values. Would you support the option of upgrading the parking facilities at the gravel carpark opposite the Canadian Bay Hotel? Subject to further investigation, this may involve upgrading the surface from gravel to asphalt, some minor reconfiguring of the carpark and potentially some vegetation removal. Please refer to the map below.	Comments (optional)	Do you have other ideas where additional parking could be provided?	What other ideas do you have?	Do you support the recommendation to introduce lower parking provision rates for a number of commercial land uses for future planning permits?	Comments (optional)	Do you have other feedback/ comments to help inform the draft Strategy?	What other feedback or comments do you have?	Age	Gender	Gender (Other (please specify))	Postcode	What is your connection to Mount Eliza?	Name of community group or club	Are you a Mornington Peninsula resident?	How often do you visit Mount Eliza?	What do you visit Mount Eliza for?
Jun 20 24 09:56:16 am	Normal signage (non-electric): No, Electronic signage: No	Only going to make it a lot worse	No		No		No	It makes it very hard for the elderly	Weekdays: Yes, Weekends: Yes		No		No		No		No		60 to 69			3930	Resident				
Jun 20 24 12:43:48 pm	Normal signage (non-electric): Yes, Electronic signage: No		Yes		Yes		Unsure (please specify)	If this requires the implementation of major road works, removal of trees and natural vegetation leading to the loss of the overall village ambience then I would defiantly oppose this proposition.	Weekdays: Yes, Weekends: Yes		No		No		Unsure (please specify)		No		60 to 69	Female		3930	Resident				
Jun 20 24 12:54:11 pm	Normal signage (non-electric): No, Electronic signage: Unsure (please specify)	Subject to cost, it seems unnecessary to have electronic signage. Most people in Mt Eliza are reasonably local and will find a suitable car park; there is no significant change in the commercial area to warrant significant changes in parking	No	As per above; for those that do drive to work, then they will need parking for >3hours and so unrestricted is required. All restricted parking does is make people come and move cars. Most people in Mt Eliza are reasonably local and will find a suitable car park; there is no significant change in the commercial area to warrant significant changes in parking	No	The report states short term parking is at or nearing capacity; I don't see time restrictions as a significant issue and have never had an issue finding a car park	No	Absolutely not. This is an unnecessary cost given significant other areas that money can be spent within our council area, with the proposal having marginal benefits.	Weekdays: Unsure (please specify), Weekends: No	The area to the north can be available during the week, however not the playground area (that would be unfair to parents who do use the playground)	Yes	This is currently an eyesore and has potholes etc in any case. This should be unrestricted parking as is currently the case	Yes	The area behind the tennis club would have some more spaces available as would some areas near the community centre.	Yes	This is subject to the type of commercial use - the restaurant requirement for car spaces is generally at evenings, being a different time to the commercial offices, and the commercial offices are generally for the whole day. If commercial office increases, then car spaces are needed to support that. not so much for bar/restaurants.	No		35 to 49	Male		3930	Resident, Business owner, Member of a community group or club	Mt Eliza Chamber of Commerce / STM netball club / Redlegs / STM basketball club / Canadian Bay Club / Ranelagh club			
Jun 20 24 01:04:34 pm	Normal signage (non-electric): Yes, Electronic signage: No		No		No	Time restrictions only make people feel harassed	No	Absolutely not. It's a village, not Southland. A lot of elderly folk can't rush, leave them alone.	Weekdays: Unsure (please specify), Weekends: Unsure (please specify)	I don't know the pros and cons in this area	No	Gravel and trees suit the village , asphalt doesn't.	No		Unsure (please specify)	Have you done an actual study on this in Mount Eliza? Or are you just guessing?	Yes	Staff in businesses should have to park at the back or furthest from the shops, instead of leaving their vehicles nearby and making the patrons walk. Especially younger folk, they can usually walk. A regular shuttle bus service on a loop around the town would reduce parking pressure and increase access. Disabled parking bay compliance should be enforced even on 'private' carparks eg Woolies. 'Better' parking should not come at the expense of the village aesthetic ie gravel, trees, no time limits.	60 to 69	Female		3930	Resident				
Jun 20 24 01:10:16 pm	Normal signage (non-electric): Yes, Electronic signage: No	Electronic signage is unnecessary. Ultimately, it would probably be used to revenue raise. There are sufficient parking options in the Village. People who work there need the long term unrestricted options.	No	People who work in the village need these longer term options.	No	Not necessary. There are adequate parking options for all needs. Again, this will be a revenue raising exercise. Cynical to propose it as a problem that needs to be solved. It doesn't.	No	There is not a problem with parking. There is enough for resident and workers needs. Smart technology will be used as a tool to fine people and raise revenue. It will have a negative effect on businesses and deter people from leisurely shopping and dining.	Weekdays: No, Weekends: No	This reserve is used by residents for exercise, parents to entertain children, people to exercise dogs and various team sports activities. It is not appropriate to make this long term parking - the flow on effect of lack of short term parking here will force people onto streets in the area which could be unsafe for children and pets. It will be inconvenient for people who currently use the parking for activities at the oval, which is counter-intuitive.	Yes	This is a badly designed area for parking in its current form. It could be improved without too much negative impact on businesses and residents.	No		Yes	If the example is honest and correct, then it would make sense to reduce the requirement. The example restaurant size used is much larger than any restaurants in the village though.	Yes	Any changes need to take into consideration the unique identity of Mount Eliza Village and aim to maintain its pleasant and peaceful atmosphere. It is not Mornington and doesn't want to be! Many residents choose to live in the area because of its gentle, old school nature and have no desire to see these unique features lost.	60 to 69	Female		3930	Resident				
Jun 20 24 01:31:07 pm	Normal signage (non-electric): Yes, Electronic signage: No		No		No		No	I disagree to smart technology in mount Eliza.	Weekdays: No, Weekends: No	I am a resident and currently have no issue with parking in the village. If one area is full other areas exist within 1-5 minutes walk. I don't not believe there is any reason for improved parking compliance activities.	Yes		No		Yes		No		35 to 49	Male		3930	Resident				
Jun 20 24 02:38:43 pm	Normal signage (non-electric): Yes, Electronic signage: No		No	There doesn't seem to be a good reason for the change. The carpark is rarely full, and it is behind the shops so a good place for workers to park for the whole day.	No		No	This just sounds like a way to fine more people.	Weekdays: No, Weekends: No	I can't see the need for this, and worry about the potential removal of vegetation	No	This will remove the quiet village type nature. the carpark is fine as it is.	No		No	There is little to no public transport options within Mt Eliza, and given the hilly nature and spread of the village, the ability to walk, particularly at night are restricted.	No		35 to 49	Female		3930	Resident, Business owner, Worker				
Jun 20 24 04:49:40 pm	Normal signage (non-electric): No, Electronic signage: No	Leave the village parking alone.	No	Leave it alone. Leave the ti tree lined parking area alone.	No	Show evidence of this? The majority of shoppers only spend a limited amount of time in the village. This looks like another council money grab.	No	Do it in Mornington, you've already f'd that place up for locals.	Weekdays: Unsure (please specify), Weekends: Unsure (please specify)	They are already being used.	No	Leave the green space alone.	Yes	Marked parallel parking in all surrounding streets.	No	Mount Eliza space is a finite thing. Do not allow commercial and multi dwelling projects ruin the village. There is no more room!	No		50 to 59	Female		3930	Resident, Business owner, Frequent visitor		Yes	Multiple times weekly	Groceries- restaurants- fashion- post- specialty stores
Jun 20 24 05:33:55 pm	Normal signage (non-electric): Unsure (please specify), Electronic signage: Unsure (please specify)		Unsure (please specify)		No		No		Weekdays: Yes, Weekends: Yes		Yes		No		Unsure (please specify)				35 to 49	Female		3930	Resident				
Jun 20 24 06:17:45 pm	Normal signage (non-electric): Yes, Electronic signage: No		No		No		No		Weekdays: Yes, Weekends: Yes		Yes		No		Yes		No		50 to 59	Male		3930	Resident				
Jun 20 24 06:52:55 pm	Normal signage (non-electric): Yes, Electronic signage: No		Yes		No	Parking has always been self regulating in Mt Eliza, when it's busy people park and leave quickly, when quieter they may stay longer. I've lived in Mt Eliza for 22 years and RARELY have issues with parking. Increasing compliance means fines, and I don't think this is appropriate for a small village community.	No	Smart parking technology is more appropriate for larger townships that have periods of higher and lower visitation. This is not the case for Mt Eliza, and it would likely not be cost effective to install such technology.	Weekdays: Yes, Weekends: No		Yes		No		Yes		No		70 to 84	Female		3930	Resident				
Jun 20 24 10:15:00 pm	Normal signage (non-electric): Yes, Electronic signage: Yes		Yes		Yes		Yes		Weekdays: Yes, Weekends: No		Yes		No		Yes		No		35 to 49	Female		3930	Resident				
Jun 21 24 07:30:17 am	Normal signage (non-electric): Yes, Electronic signage: No		Yes		Yes		No		Weekdays: Yes, Weekends: Yes		Yes		No		Yes		No		35 to 49	Female		3930	Resident				
Jun 21 24 06:37:07 pm	Normal signage (non-electric): Yes		No		Yes		Unsure (please specify)		Weekdays: Yes, Weekends: Unsure (please specify)		Yes		No		Yes				60 to 69	Male		3913	Business owner				
Jun 21 24 06:53:37 pm	Normal signage (non-electric): Yes, Electronic signage: Yes		Yes		Unsure (please specify)		No		Weekdays: No, Weekends: No		No		No		Yes		Yes	The Woolworths carpark is a nightmare. Before recent renovations to the carpark it was a clear one way driveway (entry from Canadian Bay Road and then exit via the other driveway to Canadian Bay road). Currently the driveway closest to the shops is two way and there are an incredible number of near misses and conestion. Please return it to the one wav flow.	35 to 49	Female		3930	Resident				
Jun 21 24 09:47:16 pm	Normal signage (non-electric): Yes, Electronic signage: No		No		No		No		Weekdays: No, Weekends: No		No		No		No		No		35 to 49	Female		3930	Resident				
Jun 22 24 10:56:54 am	Normal signage (non-electric): No, Electronic signage: No	We don't need this!	No		No		No	No more smart technology needed!	Weekdays: No, Weekends: No		No		No		No		No		50 to 59	Female		3930	Resident				
Jun 22 24 04:45:52 pm	Normal signage (non-electric): No, Electronic signage: No	Mount Eliza is now proliferated with road signage - drive into Mount Eliza from the Nepean Hwy down Mount Eliza Way - the amount of signage is ridiculous. We don't need more we need a rationalisation of what is already located in the village for its effectiveness and a strategic approach. Electronic signage is absolutely not in keeping with the neighbourhood character or the Village.	Yes		Yes		Unsure (please specify)	For data collection purposes yes - but not if it means installation of electronic signage - not consistent with neighbourhood character	Weekdays: Yes, Weekends: No		No		No		Yes	For restaurants/bars and other local businesses. However council need to be careful in considering these changes that larger premises (e.g brewery), and land uses are excluded as they can result in significant parking impacts e.g. gyms/group fitness uses and other child activity providers e.g dance studio etc. It may be floor space in the village would not accommodate these uses however as evidenced in the IN3Z at Mornington these uses have large scale impacts on parking.	Yes	Unmade road surfaces and vegetation (often ad-hoc) are a significant feature of neighbourhood character in and around Mt Eliza Village. This includes 'goat tracks' or a lack of footpaths in some areas. Introducing hard infrastructure and urban solutions (particularly in a piecemeal approach without a strategic plan) will result in eroding the characteristics that the community love about living here.	50 to 59	Female		3930	Resident				
Jun 22 24 04:53:14 pm	Normal signage (non-electric): Yes, Electronic signage: No		No		No		No		Weekdays: Yes, Weekends: No		Yes		No		No		Yes	Do not introduce paid parking as you have in Mornington. It has ruined business patronage and people don't want to visit the area.	35 to 49	Female		3930	Resident				
Jun 22 24 08:54:25 pm	Normal signage (non-electric): Yes, Electronic signage: No		No		No		No		Weekdays: No, Weekends: No		Yes		No		Yes		No		35 to 49	Female		3930	Resident				
Jun 22 24 09:08:36 pm	Normal signage (non-electric): Yes, Electronic signage: Unsure (please specify)	More information required	No		Yes		Yes		Weekdays: Yes, Weekends: No		No		No		Yes		No		60 to 69	Female		3930	Resident				
Jun 23 24 08:53:27 am	Normal signage (non-electric): Unsure (please specify), Electronic signage:No	I would hate Mount Eliza to be full of large signs. They don't need to be big and take over the place. Idiots don't read signs, big or small.	No	I do not want trees to be removed for more parking.	Yes	We have to ensure there is adequate parking for the clubs in the area eg Bowls, tennis, netball, cricket, and the community centre and senior citizens. they must have priority in that part of Mount Eliza.	No	We DO NOT want the centre of Mount Eliza to be "neon centrsa" with flashing lights, and big signboards. That is not why we came to live in Mount Eliza. We came for the "rural" ambience, trees, birds. A pleasant place to live.	Weekdays: No, Weekends: No	The parking area is needed for cricket, bowls and tennis club to use. The existing parking is inadequate when there is an event on at the community centre. The bowls club needs the Howard Parker Playground as overflow parking for visiting pennant bowlers when an event is on at the community centre.	Yes	That area is used a lot and could be expanded. Speed humps on Canadian Bay Road would make it safer to go in and out of this parking area. Canadian Bay Road is treated like part of a Grand Prix circuit at times.	No		Unsure (please specify)	I do not know the requirements.	Yes	Tread carefully so you don't spoil the reason we live in Mount Eliza. My wife and I have to drive to the shops for all our needs. We find parking currently to be satisfactory and learn to avoid busy times. Please do not spoil the area with over-regulation. We are going ok at present.	70 to 84	Male		3930	Resident, Member of a community group or club	Mount Eliza Bowls Club			
Jun 23 24 11:32:15 am	Normal signage (non-electric): Yes, Electronic signage: No		No		No		No		Weekdays: Yes, Weekends: Yes		Yes		No		No		No		35 to 49	Female		3930	Resident				

	Survey Response																														
Date	Do you support the proposal to implement wayfinding signage to improve awareness of available parking options?	Comments (optional)	Do you support the expansion of the 3P parking areas in John Butler Reserve car park and Ranelagh Drive shown below?	Comments (optional)	The draft Strategy notes that a main parking challenge is people not following time restrictions. Do you support efforts to increase parking compliance within the Mount Eliza town centre?	Comments (optional)	Smart parking technology can offer real time information to drivers about available parking spots (like electronic signage) and gather data on parking usage and compliance. Would you support the use of smart parking technology within the Mount Eliza Centre?	Comments (optional)	The draft Strategy identifies potential parking capacity in some parts of Howard Parker Reserve. Do you support using locations near the football/ cricket oval and the playground as alternative long-term parking options?	Comments (optional)	Council is restricted in its ability to expand parking areas within the centre, without impacting on existing vegetation and heritage values. Would you support the option of upgrading the parking facilities at the gravel carpark opposite the Canadian Bay Hotel? Subject to further investigation, this may involve upgrading the surface from gravel to asphalt, some minor reconfiguring of the carpark and potentially some vegetation removal. Please refer to the map below.	Comments (optional)	Do you have other ideas where additional parking could be provided?	What other ideas do you have?	Do you support the recommendation to introduce lower parking provision rates for a number of commercial land uses for future planning permits?	Comments (optional)	Do you have other feedback/ comments to help inform the draft Strategy?	What other feedback or comments do you have?	Age	Gender	Gender (Other (please specify))	Postcode	What is your connection to Mount Eliza?	Name of community group or club	Are you a Mornington Peninsula resident?	How often do you visit Mount Eliza?	What do you visit Mount Eliza for?
Jun 23 24 12:04:14 pm	Normal signage (non-electric): No, Electronic signage: No	It's not busy enough nor really necessary, improve footpaths around Mt Eliza with the money	No		No		No		Weekdays: Yes, Weekends: Yes		Yes		No		Yes		No		50 to 59	Male		3930	Resident				
Jun 23 24 02:27:32 pm	Normal signage (non-electric): Yes, Electronic signage: No		Yes		No	Majority of people who visit the village are only there to have lunch, coffee, and shop. I don't think putting parking restrictions in place is right, it will deter people from visiting if they fear they will cop a fine. Not many people are there for more than max 2 hours at a time anyway so why the need for restrictions.	No		Weekdays: Yes, Weekends: Yes		Yes		No		Yes		No		35 to 49	Female		3930	Resident				
Jun 23 24 03:29:05 pm	Normal signage (non-electric): Unsure (please specify), Electronic signage: No		Yes		No		No		Weekdays: No, Weekends: No		Yes		No		Unsure (please specify)		No		35 to 49	Female		3930	Resident				
Jun 23 24 07:27:13 pm	Normal signage (non-electric): No, Electronic signage: No		No		No		No		Weekdays: No, Weekends: No		No		No		No		Yes	Leave the parking as is	35 to 49	Male		3930	Resident, Frequent visitor		Yes	Every day	Shopping, restaurants, barber etc
Jun 23 24 08:14:17 pm	Normal signage (non-electric): Yes, Electronic signage: Unsure (please specify)		No		Yes		No		Weekdays: Unsure (please specify), Weekends: Unsure (please specify)		Yes		No		Unsure (please specify)		No		60 to 69	Female		3930	Resident				
Jun 23 24 08:56:51 pm	Normal signage (non-electric): No, Electronic signage: No		No	Local workers and business owners need this very small amount of all day parking!	No		No	It's not needed. Mount Eliza is a locals shopping village. Locals are well aware of how to find parking at peak times.	Weekdays: No, Weekends: No		No		No		Yes		No		35 to 49	Female		3930	Resident				
Jun 23 24 10:30:03 pm	Normal signage (non-electric): Yes, Electronic signage: No		No		No		No		Weekdays: No, Weekends: No		Yes		No		No		No		25 to 34	Female		3930	Resident				
Jun 23 24 10:41:34 pm	Normal signage (non-electric): Yes, Electronic signage: No		No		Yes		No		Weekdays: Yes, Weekends: No		Yes		No		Yes		No		60 to 69	Female		3929	Worker				
Jun 24 24 07:01:54 am	Normal signage (non-electric): No, Electronic signage: No		No		No		No		Weekdays: No, Weekends: No	Leave as is	Yes		Yes	Asphalt existing area near Ranelaah/ wimbledon	No		No		35 to 49	Female		3930	Resident				
Jun 24 24 07:29:54 am	Normal signage (non-electric): No, Electronic signage: No		No		No		No		Weekdays: Yes, Weekends: Yes		Yes		No		Yes	Yes the parking provisions could be lowered for businesses such as restaurants. However, 3.5 spaces per 100sqm is probably too little. Other commercial uses would need to consider patron use cases though. Eg medical businesses often have high parking requirements during the day. It would be prudent to keep current requirements for most commercial operators.	No		50 to 59	Male		3930	Resident				
Jun 24 24 05:03:06 pm	Normal signage (non-electric): Yes, Electronic signage: No	I don't think you need to have electronic signage and waste resources/money and usleep.	No		No		No	No, definitely not in support of this.	Weekdays: Yes, Weekends: No		Yes		No		Yes		No		35 to 49	Female		3930	Resident				
Jun 24 24 10:01:13 pm	Normal signage (non-electric): Yes, Electronic signage: No	No need for electronic parking in mt eliza	No	Parking should remain unrestricted, in fact most of mt Eliza should be unrestricted parking	No	If people are not following time restrictions, that means the current restrictions are not adequate for the users parking in mt Eliza. Make parking unrestricted	No	There are plenty of parking spaces in mt Eliza, we don't need electronic parking	Weekdays: No, Weekends: No	Parking should be for those people playing the sports. However people should be free to park there when they want. You'd find most people would think it's too far away and more likely to park at community centre / bowls club	Yes	As long as it doesn't reduce the number of car park spaces in that area	Yes	Make Woolworths carpark multi story or underground, and leave untimed - ie what Ritchie's did.	No	Where are these new restaurants being built?	Yes	I have never had an issue with finding a car parking spot. Either in John butler, Ritchie's or woolies there is usually a carparking space. Woolies car park needs to return to the original one way or once was. Need to work on making the village buzz in a Sunday afternoon, as it's currently dead from 2pm	25 to 34	Male		3930	Resident, Member of a community group or club	CFA			
Jun 25 24 12:11:47 am	Normal signage (non-electric): Yes, Electronic signage: No		Yes		Yes		No		Weekdays: Yes, Weekends: No		Yes		No		Yes		No		60 to 69	Male		3930	Resident				
Jun 25 24 06:17:39 am	Normal signage (non-electric): No, Electronic signage: No	Not necessary & expenditure outweighs the need.	No		No	As a residentgor over 20yrs I don't agree with your anecdotal evidence on this point	No	Not necessary & expenditure will outweigh the need.	Weekdays: No, Weekends: Yes		No	Cars already utilise this area for parking, upgrading the surface makes no impact on parking availability & what you say you are trying to achieve.	No		Yes		No		50 to 59	Female		3930	Resident				
Jun 25 24 11:05:44 am	Normal signage (non-electric): No, Electronic signage: No		No		No		No		Weekdays: No, Weekends: No		No		No		No		No		50 to 59	Female		3930	Resident, Frequent visitor		Yes	Daily	Shopping
Jun 25 24 01:34:07 pm	Normal signage (non-electric): No, Electronic signage: No	Unnecessary cost, and not in keeping with the look of the village.	No		No		No		Weekdays: Yes, Weekends: No		Yes		No		No	In practice there is currently just sufficient parking for needs during daytime. Weekends can be difficult so the proposed extra spaces on weekends is a good idea. At night there is enough parking to service the restaurants, however parking for Canadian bay hotel is not enough and impacts on the others. The proposal to increase parking in the gravel area opposite is a good idea, suggest adding a pedestrian crossing to it.	No		50 to 59	Male		3930	Resident				
Jun 25 24 06:34:41 pm	Normal signage (non-electric): No, Electronic signage: No	Unnecessary, people know where to park, its quite clear already.	No	Why is this necessary? There is plenty of parking in the village, there is no reason to move people on.	No	Absolutely not. Locals do not want this. Unnecessary revenue raising.	No	Absolutely not. Unnecessary revenue raising. Don't destroy our village atmosphere with this.	Weekdays: Yes, Weekends: No		No	I believe most people would prefer this left as is.	No		Yes		Yes	Mount Eliza is a special place with an individual atmosphere. Please don't try to drag mount eliza in a direction that residents don't want.	35 to 49	Male		3930	Resident, Member of a community group or club	Ranelagh Club			
Jun 25 24 06:36:29 pm	Normal signage (non-electric): Yes, Electronic signage: No		No		No		No		Weekdays: No, Weekends: No		Yes		No		Unsure (please specify)		Yes	I'm never have a problem with parking. No matter what time of day I go.. it's not broke, no need to fix it	35 to 49	Female		3930	Resident				
Jun 25 24 08:23:26 pm	Normal signage (non-electric): Yes, Electronic signage: No		No		No		No		Weekdays: No, Weekends: No		Yes		No		No		No		35 to 49	Male		3930	Resident				
Jun 25 24 10:32:05 pm	Normal signage (non-electric): No, Electronic signage: No	Please stop wasting money on useless things. No need for these. How about cleaning drains so flooding is avoided. Now that's useful!	No	Leave it alone thanks	No	Leave us alone. We are a small village with greedy landlords, a community of people doing their best. We do not need meter readers giving out fines thank you. Most people comply most of the time. There are always parks available near enough to where one needs to go.	No	Most definitely NO smart technology around Mt Eliza for parking. It will kill our village as many older community members will go elsewhere. I'm not old but will go elsewhere too.	Weekdays: Yes, Weekends: Yes	Yes only if it is free unlimited parking	No	It's fine as it is thanks			Yes		Yes	Mt Eliza Village is a gem of a location. It is the hub of our community and this is under threat if you implement any sort of smart technology for parking or increase compliance checks via meter people. Please listen to the locals.	50 to 59	Female		3930	Resident				
Jun 25 24 11:48:31 pm	Normal signage (non-electric): No, Electronic signage: No		No	Leave areas alone ..	No		No		Weekdays: Unsure (please specify), Weekends: Unsure (please specify)		Yes		Yes	The areas next to Scout hall & Dog park areas	Unsure (please specify)				60 to 69	Male		3130	Resident				
Jun 26 24 07:24:52 am	Normal signage (non-electric): Yes, Electronic signage: No		No		No		No		Weekdays: No, Weekends: No		Yes		No		No		No		50 to 59	Female		3930	Resident				
Jun 26 24 12:07:47 pm	Normal signage (non-electric): Yes, Electronic signage: No		No	There is very little unrestricted parking available for people who work in the village to make this area 3P puts even more pressure on where to park as an Employee in the Village and who cannot utilise public transport too and from work.	No	A small majority of people may not abide by the parking notices but generally I see movement of traffic in time restricted parking zones and almost always can get a park for short shopping purchases etc	No		Weekdays: Unsure (please specify), Weekends: Unsure (please specify)	Not sure of the benefit of these areas becoming available due to location to village and being too far for most to walk	Yes	The vegetation in the gravel area provides little benefit given its location	No		Yes	But only in relation to the type of business identified so entertainment related premises not shopping eg supermarkets etc	No		50 to 59	Female		3930	Resident, Worker				
Jun 26 24 04:52:22 pm	Normal signage (non-electric): No, Electronic signage: No		Yes		No		No		Weekdays: Yes, Weekends: Yes		Yes		No		No		No		25 to 34	Female		3930	Worker				
Jun 26 24 07:30:42 pm	Normal signage (non-electric): No, Electronic signage: No		No		No		No		Weekdays: No, Weekends: No		Yes		No		No		No		35 to 49	Male		3930	Resident				
Jun 26 24 09:17:53 pm	Normal signage (non-electric): Yes, Electronic signage: Yes		Yes		Yes		Yes		Weekdays: Unsure (please specify), Weekends: Unsure (please specify)		No		Yes	I believe there should be a greater focus on pedestrian and bike access to the town centre and infrastructure. This would encourage people to use these other forms of transport more.	Unsure (please specify)		Yes	I would like to see more pedestrian and bike infrastructure.	25 to 34	Male		3930	Resident				

Date	Survey Response																												
	Do you support the proposal to implement wayfinding signage to improve awareness of available parking options?	Comments (optional)	Do you support the expansion of the 3P parking areas in John Butler Reserve car park and Ranelagh Drive shown below?	Comments (optional)	The draft Strategy notes that a main parking challenge is people not following time restrictions. Do you support efforts to increase parking compliance within the Mount Eliza town centre?	Comments (optional)	Smart parking technology can offer real time information to drivers about available parking spots (like electronic signage) and gather data on parking usage and compliance. Would you support the use of smart parking technology within the Mount Eliza Centre?	Comments (optional)	The draft Strategy identifies potential parking capacity in some parts of Howard Parker Reserve. Do you support using locations near the football/ cricket oval and the playground as alternative long-term parking options?	Comments (optional)	Council is restricted in its ability to expand parking areas within the centre, without impacting on existing vegetation and heritage values. Would you support the option of upgrading the parking facilities at the gravel carpark opposite the Canadian Bay Hotel? Subject to further investigation, this may involve upgrading the surface from gravel to asphalt, some minor reconfiguring of the carpark and potentially some vegetation removal. Please refer to the map below.	Comments (optional)	Do you have other ideas where additional parking could be provided?	What other ideas do you have?	Do you support the recommendation to introduce lower parking provision rates for a number of commercial land uses for future planning permits?	Comments (optional)	Do you have other feedback/ comments to help inform the draft Strategy?	What other feedback or comments do you have?	Age	Gender	Gender (Other (please specify))	Postcode	What is your connection to Mount Eliza?	Name of community group or club	Are you a Mornington Peninsula resident?	How often do you visit Mount Eliza?	What do you visit Mount Eliza for?
Jun 27 24 11:52:04 am	Normal signage (non-electric): No, Electronic signage: No	Mt Eliza is not a tourist metropolis, it's mainly residents who shop in the village. We all know how/where to park, we don't need additional signage	Yes	As long as there are no parking metres installed	No	Absolutely not, we can all find a park, even if it's a little further than one would prefer. If you increase the parking as per the above (John butler) that will extend options for places to park	No	Just why? What a ridiculous waste of money for rate payers. Put money into fixing facilities at Worralla Drive FC and Cricket club facilities instead. The club rooms are just atrocious. Morn Pen council need to look at club room facilities all over Frankston shire, it's disgusting the lack of investment this council has made.	Weekdays: Yes, Weekends: No		Yes	As long as it does not become paid parking. Your council has obliterated some businesses in Mornington, don't do the same to mt eliza	No		Unsure (please specify)		No		35 to 49	Female		3930	Resident				
Jun 27 24 03:34:58 pm	Normal signage (non-electric): Yes, Electronic signage: No	What a waste on money. There are always parks available.	No	Where are people who work in businesses meant to park?	No	This is not an issue at all	No	Waste of money	Weekdays: No, Weekends: No	Not neccessary	Yes	This is not suitable for regular cars. Only 4WD	No		Yes		No		35 to 49	Female		3930	Resident, Business owner				
Jun 28 24 06:40:59 am	Normal signage (non-electric): Yes, Electronic signage: No		No	There are no problems finding all day parks as it is. I	No		No		Weekdays: Unsure (please specify), Weekends: Unsure (please specify)		No	Will ruin the village. Not needed.	No		Unsure (please specify)		Yes	Not necessary to make changes		Female		3930	Resident				
Jun 29 24 10:30:03 am	Normal signage (non-electric): No, Electronic signage: No	Unnecessary, everyone knows where parking is already.	No	Leave it as is.	No	There are always parks available in mount Eliza.	No	Definitely not.	Weekdays: Yes, Weekends: No		Yes		No		Yes		No		25 to 34	Male		3930	Resident, Business owner				
Jun 29 24 09:33:12 pm	Normal signage (non-electric): Yes, Electronic signage: No		No		Yes		No		Weekdays: Yes, Weekends: No		Yes		No		No		No		35 to 49	Female		3930	Resident				
Jun 29 24 09:36:41 pm	Normal signage (non-electric): Unsure (please specify), Electronic signage: No		Unsure (please specify)		No	Residents of Mount Eliza should be free to park in designated parking spaces without restrictions and limitations	No	Absolutely do not support this big brother approach. I reject being spied on, I reject this type of technology vehemently. It is absolutely unethical and unnecessary in our little community.	Weekdays: Unsure (please specify), Weekends: Unsure (please specify)		No	Our village is rustic in areas and that's how we like it	No		Yes		Yes	Better lighting in the gravel car park near Butler Reserve would be welcome for safety	50 to 59	Female		3930	Resident				
Jun 29 24 09:39:20 pm	Normal signage (non-electric): No, Electronic signage: No		Yes		No		No		Weekdays: Yes, Weekends: Yes		No		No		Unsure (please specify)		No		35 to 49	Male		3930	Resident, Worker				
Jun 29 24 09:41:14 pm	Normal signage (non-electric): Yes, Electronic signage: Yes		Yes		Yes		Yes		Weekdays: Unsure (please specify), Weekends: Unsure (please specify)		No		No		No		No		70 to 84	Male		3930	Resident				
Jun 29 24 09:43:29 pm	Normal signage (non-electric): Yes, Electronic signage: No		Yes		No		No		Weekdays: Yes, Weekends: No		Yes		No		Yes		No		50 to 59	Female		3939	Resident, Worker				
Jun 29 24 09:45:51 pm	Normal signage (non-electric): Yes, Electronic signage: No	We need disable and pram parking	Yes	We need disable and pram parking	Yes	We need disable and pram parking	No	We need disable and pram parking	Weekdays: No, Weekends: Yes		Yes		Yes	We need disable and pram parking Everywhere but mainly near Woolworth	Unsure (please specify)		No		25 to 34	Female		3930	Resident, Frequent visitor, Worker		Yes	Daily	Food, doctor, pharmacy, Dinner
Jun 29 24 09:45:58 pm	Normal signage (non-electric): Yes, Electronic signage: No		Yes		No		No		Weekdays: No, Weekends: No		No		No		Yes		Yes	Please do not remove existing vegetation	35 to 49	Female		3930	Resident				
Jun 29 24 09:51:19 pm	Normal signage (non-electric): Yes, Electronic signage: No		No		No		No		Weekdays: No, Weekends: No		No		No		No		No		50 to 59	Female		3930	Resident				
Jun 29 24 09:57:53 pm	Normal signage (non-electric): Yes		Yes		Yes		No		Weekdays: Yes, Weekends: Yes		No		No		No		No		60 to 69	Female		3930	Resident				
Jun 29 24 10:06:46 pm	Normal signage (non-electric): No, Electronic signage: No	Not needed	Yes		No		No	Leave it as is	Weekdays: No, Weekends: No		Yes	Angle one way parking please	Yes	Reconfigure woolworths it's a nightmare. Should be one way angle parking.	Yes	A lot of us walk	Yes	Woolworths carpark a nightmare. Should be one way angle parking	50 to 59	Male		3930	Resident				
Jun 29 24 10:07:40 pm	Normal signage (non-electric): Yes, Electronic signage: No		No		No	Revenue raising. Plenty of parks around even in peak periods	No	Electronic signage is ugly and and smart parking another way to track for issuing fines	Weekdays: Yes, Weekends: Yes		Yes		No		Yes		No		35 to 49	Male		3930	Resident				
Jun 29 24 10:09:59 pm	Normal signage (non-electric): Yes, Electronic signage: No	We are not the cbd, Frankston or mornington. 95% of people in the town are locals supporting local businesses	Yes		No	Per above. Majority of people on town are locals, shopping and supporting local businesses. We should not be fined for parking in our suburb when we are supporting local businesses.	No	We are a small local community. How about put the money towards the Emil Madson redevelopment which will actually improve our community	Weekdays: Yes, Weekends: No		Yes		No		Yes		Yes	Spend our money where it actually needs to be spent. Emil Madson redeveloped needs an addition $10m to satisfy all sporting tenants	35 to 49	Male		3930	Resident				
Jun 29 24 10:10:46 pm	Normal signage (non-electric): No, Electronic signage: No	I have lived in Mt Eliza for 11 years and have never ever had an issue parking. I worked in the village for 8 years and never had an issue parking. If you want to fix Mt Eliza consider pot holes and cutting down vegetation that obstructs views while driving through the village.	No	People that work in the village need somewhere to park too.	No		No	Unnecessary cost to set up and revenue raising for no reason, it is not a tourist destination merely locals trying to shop and support their lovely village who are already struggling. Introducing paid complicated parking will result in less people shopping and dining in our village.	Weekdays: Yes, Weekends: Yes	Good option for able bodied but fair distance for elder generation	Yes	No paid parking	Yes	Expand parking area into existing dog park behind the shops	No					35 to 49	Female		3930	Resident, Member of a community group or club, Frequent visitor, Worker		Yes	Daily	Shopping, dining, doctor, chiro, dentist, bank, bakeaway, post office. (Reality rare I leave 3930!)
Jun 29 24 10:11:40 pm	Normal signage (non-electric): Yes, Electronic signage: No		Yes		No		No		Weekdays: No, Weekends: No		No		Yes	Make it safe for bicycles, pedestrians and scooters. When most village car trips are for one person - We should be prioritising alternatives to cars.	Yes	Support walking or cycling	Yes	Cars ruin communities... Don't wreck what little open space we have for more asphalt. Support cycling, walking and community									
Jun 29 24 10:17:40 am	Normal signage (non-electric): Yes, Electronic signage: No		No		No		No		Weekdays: No, Weekends: No						No		No		35 to 49	Female		3930	Resident				
Jun 29 24 10:20:33 pm	Normal signage (non-electric): Yes, Electronic signage: Yes		Yes		No		No	Concern data collection will lead to council decision to commence paid parking (without and reduction to rates to offset).	Weekdays: Yes, Weekends: No		Yes		No		No		No		35 to 49	Female		3930	Resident				
Jun 29 24 10:24:01 pm	Normal signage (non-electric): No, Electronic signage: No		No		No		No		Weekdays: No, Weekends: No		No		No		No		No		85 +		Trans	3930	Resident, Business owner, Member of a community group or club, Frequent visitor, Worker, Occasional visitor		Yes		
Jun 29 24 10:34:58 pm	Normal signage (non-electric): Yes, Electronic signage: No		Yes		Yes		No	Too expensive and unreliable.	Weekdays: Yes, Weekends: Yes		Yes		No		No		No		50 to 59	Female		3930	Resident				
Jun 29 24 10:49:06 pm	Normal signage (non-electric): Yes, Electronic signage: No		No	More unrestricted parking is needed not taken away.	No	Because there are not enough parks for workers	No		Weekdays: No, Weekends: No		Yes		No		No								Worker				
Jun 29 24 10:53:55 pm	Normal signage (non-electric): Yes, Electronic signage: No		Unsure (please specify)	Doesn't really make a difference to me because I don't normally park where the blue area is though I would LOVE it if the green area became unrestricted as well if you had to switch the unrestricted area to another	No		Unsure (please specify)	Depends on what sort of smart signage it would be	Weekdays: No, Weekends: No	I don't park there so it makes no difference to me.	No		No		Yes		Yes	I am the driver of a disabled person (my mother) and am also a disabled person myself who visits Mount Eliza 6/7 days of the week every week (unless there's a public holiday or illness). I would greatly appreciate if there were more disabled parking spaces created around the Ranelagh Drive area. My mother also runs a small business in Mount Eliza and is unable to walk long distances due to her physical disability. I have been parking on the gravel car park next to Petticoat Lane for the last few years and would welcome an expansion of the unrestricted parking area as I had no idea there were areas back there that were unrestricted. If that were not possible I would ask that you strongly consider adding more disabled parking spaces closer to the Ranelagh Drive area or making some spaces around there 2 or 3P to make up for the lack of disabled parking spaces.	35 to 49	Female		3930	Resident, Business owner I live in Mount Eliza and have all my life. My mother has run a small business in Mount Eliza for the last 22 years and I have volunteered to work there for the entirety of this run.				
Jun 29 24 11:11:15 pm	Normal signage (non-electric): No, Electronic signage: No		Yes		No		No		Weekdays: No, Weekends: No		Yes		Yes	Near the fishop and the rotunda seeing as that's where a bulk majority of cafes and restaurants are	Yes		Yes	The parking situation is fine and there only appears to be complaints when it's raining and people have to walk too far. There are always car spaces available surrounding shops cafes and restaurants as well as offices etc.	18 to 24	Female		3930	Resident				
Jun 29 24 11:13:43 pm	Normal signage (non-electric): Yes, Electronic signage: No		No		No		No		Weekdays: No, Weekends: No		Yes		No		Yes		No		35 to 49			3930	Resident				
Jun 29 24 11:18:30 pm	Normal signage (non-electric): Yes, Electronic signage: Yes		No		No		No		Weekdays: Yes, Weekends: Yes		Yes		No		Yes		No		18 to 24	Male		3930	Resident				
Jun 29 24 11:31:12 pm	Normal signage (non-electric): Yes, Electronic signage: No		No		No		No		Weekdays: Unsure (please specify), Weekends: Unsure (please specify)		Yes		Yes		Yes		No			Female		3930	Resident				
Jun 29 24 11:32:41 pm	Normal signage (non-electric): No, Electronic signage: No		No		No		No		Weekdays: No, Weekends: No		No		No		No		No		50 to 59	Female		3930	Frequent visitor		Yes	5 days a week	Shopping, Post Office, School
Jun 29 24 11:34:22 pm	Normal signage (non-electric): Yes, Electronic signage: No		Unsure (please specify)	Where will the workers park?	Yes		Unsure (please specify)	How much will our rates go up to cover this?	Weekdays: No, Weekends: No	Where will I park when I want to go to the reserve?	No	How many spots will that actually achieve? 2? Not worth the money.	No		No	It would take me over half an hour to walk into the shops, so I drive. There are only 2 of us in the car. We need more car parks.	No		60 to 69	Female		3930	Resident				
Jun 29 24 11:57:43 pm	Normal signage (non-electric): Yes, Electronic signage: No		No		No		No		Weekdays: No, Weekends: No		Yes		No		No		No											
Jun 30 24 12:01:48 am	Normal signage (non-electric): Yes, Electronic signage: No		No		No		No		Weekdays: Yes, Weekends: Unsure (please specify)		Yes		No		No		No		18 to 24	Female		3930	Resident, Worker				
Jun 30 24 12:13:33 am	Normal signage (non-electric): Yes, Electronic signage: No	It's a local shopping centre primarily used by locals who are in & out daily so are well aware of signage. Electronic signage is an unnecessary spend on not required visual pollution.	No		No		No		Weekdays: Yes, Weekends: No		Yes		No		Yes		Yes	Return the Woolworths car park to one way only entry & exit from Canadian Bay Rd; in on the Blisque Salon side and out on the Woolies side. It's too narrow and unsafe for two way traffic in that zone.	50 to 59	Female		3199	Resident, Member of a community group or club, Worker				
Jun 30 24 12:18:22 am	Normal signage (non-electric): Yes, Electronic signage: No	Electronic signage is completely unnecessary and overkill in this area.	No	A look around the shops, a lunch and a chat and then the supermarket shopping is more than three hours.	No	I have never experienced a lack of parking in the Mount Eliza Village area and I am there about twice a week.	No	Absolute ROBBERY of citizens going about there normal activities. Sneaky revenue raising at its absolute worst. The Village is lovely the Shire should keep their nose out of the area.	Weekdays: Yes, Weekends: No	This should not be instead of closer long term options but in addition to on weekdays when sport is not playing would be fine.					No	Greed takes over when you do that. Have a business pay for the appropriate number of spaces.	Yes	Parking interference from the Shire drives away business- the businesses need all of the help that they can get. Keep your noses out of the parking.	70 to 84	Female			Frequent visitor		Yes	Twice per week lunch and shopping day. Over65 activities on other days	Shopping, socialising

	Survey Response																																
Date	Do you support the proposal to implement wayfinding signage to improve awareness of available parking options?	Comments (optional)	Do you support the expansion of the 3P parking areas in John Butler Reserve car park and Ranelagh Drive shown below?	Comments (optional)	The draft Strategy notes that a main parking challenge is people not following time restrictions. Do you support efforts to increase parking compliance within the Mount Eliza town centre?	Comments (optional)	Smart parking technology can offer real time information to drivers about available parking spots (like electronic signage) and gather data on parking usage and compliance. Would you support the use of smart parking technology within the Mount Eliza Centre?	Comments (optional)	The draft Strategy identifies potential parking capacity in some parts of Howard Parker Reserve. Do you support using locations near the football/ cricket oval and the playground as alternative long-term parking options?	Comments (optional)	Council is restricted in its ability to expand parking areas within the centre, without impacting on existing vegetation and heritage values. Would you support the option of upgrading the parking facilities at the gravel carpark opposite the Canadian Bay Hotel? Subject to further investigation, this may involve upgrading the surface from gravel to asphalt, some minor reconfiguring of the carpark and potentially some vegetation removal. Please refer to the map below.	Comments (optional)	Do you have other ideas where additional parking could be provided?	What other ideas do you have?	Do you support the recommendation to introduce lower parking provision rates for a number of commercial land uses for future planning permits?	Comments (optional)	Do you have other feedback/ comments to help inform the draft Strategy?	What other feedback or comments do you have?	Age	Gender	Gender (Other (please specify))	Postcode	What is your connection to Mount Eliza?	Name of community group or club	Are you a Mornington Peninsula resident?	How often do you visit Mount Eliza?	What do you visit Mount Eliza for?
Jun 30 24 01:05:39 am	Normal signage (non-electric): Yes, Electronic signage: No		No		No		No		Weekdays: Yes, Weekends: No		Yes		No		No		No		50 to 59	Female		3930	Resident, Worker				
Jun 30 24 03:56:27 am	Normal signage (non-electric): No, Electronic signage: No		No		No		No		Weekdays: Yes, Weekends: No		No		Yes	multilevel woolworths	Yes		No		35 to 49	Male		3930	Resident, Business owner				
Jun 30 24 07:02:41 am	Normal signage (non-electric): Yes, Electronic signage: No	Electronic signs feel overkill in a small village like Mount Eliza.	No		No		No		Weekdays: Yes, Weekends: Yes		Yes		Yes	Not in the village but at the top of Humphries Road. As you head down Wirona Road towards Canadian bay there could be an opportunity for diagonal parking on the left nature strip to ease overflow from the main Top Shops car park at busy times.	Unsure (please specify)		No		50 to 59	Female		3930	Resident				
Jun 30 24 07:08:10 am	Normal signage (non-electric): Yes, Electronic signage: No		No		No		No		Weekdays: No, Weekends: No		Yes		No		Yes		No		35 to 49	Female		3930	Resident				
Jun 30 24 07:08:18 am	Normal signage (non-electric): No, Electronic signage: No	Not necessary	No		No		No		Weekdays: Yes, Weekends: No	Mount Eliza is not usually busy on a weekend, so let people park closer to the village to encourage easier access to the small business	Yes		Yes	I think if you asphalted the main parking lot (next to the dog park) more spaces would magically appear as people would have to park in the lines! Half the problems there are caused by people parking wherever they like as there are no lines. Something could probanl be fixed around the kinder / maternal child care centre parkina too.	Yes		Yes	How about a small section of undercover parking in the main parking lot (next to the dog park).	35 to 49	Female		3930	Resident				
Jun 30 24 07:11:11 am	Normal signage (non-electric): No, Electronic signage: No		No		No		No		Weekdays: No, Weekends: No		No		No		No		Yes	Leave the parking the way it is in Mount Eliza.	35 to 49	Female		3930	Resident				
Jun 30 24 07:20:03 am	Normal signage (non-electric): Yes, Electronic signage: No		Yes		No		No		Weekdays: Yes, Weekends: Yes		No		Yes	Never an issue with parking	No		No		35 to 49	Female		3198	Business owner, Frequent visitor, Worker		No	Every day	Work and shopping
Jun 30 24 07:32:07 am	Normal signage (non-electric): No, Electronic signage: No	An added expense that isn't needed. Council should be helping ease cost of living pressure, not look for way to eventually impose paid parking systems.	No		No	I see the main issue being lack of foot paths and safe walking tracks at the Canadian bay beach.	No		Weekdays: Yes, Weekends: Yes		Yes		No		No		No		25 to 34	Male		3930	Resident				
Jun 30 24 07:37:54 am	Normal signage (non-electric): Yes, Electronic signage: No		No		No		Yes	I only support this if parking remains free.	Weekdays: No, Weekends: No		No		No		Yes		Yes	All parking needs to remain free of charge	35 to 49	Female		3930	Resident				
Jun 30 24 07:46:59 am	Normal signage (non-electric): Yes, Electronic signage: No		Yes		No		No		Weekdays: No, Weekends: No		Yes		No		Yes		No		60 to 69	Female		3930	Resident				
Jun 30 24 07:48:48 am	Normal signage (non-electric): Unsure (please specify), Electronic signage: Yes		Yes		No		Yes		Weekdays: No, Weekends: No		Yes		No		No		No		25 to 34	Male		3930	Resident				
Jun 30 24 08:01:01 am	Normal signage (non-electric): Yes, Electronic signage: No		No		No		No		Weekdays: Yes, Weekends: No		No		No		No		No						Resident				
Jun 30 24 08:15:13 am	Normal signage (non-electric): Yes, Electronic signage: No		No	There needs to be some unrestricted parking available still within a close distance for the elderly	No	I don't believe the main issue is people not following the time restrictions. The amount of parking is fine and the time restrictions is fine, it's more about the organisation and flow of traffic in car parks such as the Woolworths car park.	No		Weekdays: No, Weekends: No	Is too far away. If the parking is too far away, people will go to the shops, cafes, restaurants and other businesses in Mornington and the local retail will suffer.	No	I don't think it needs to be upgraded but just build awareness that it is there.		Yes		Yes	I don't believe the issue is the amount of car parks or the time allowed to park. I have lived in Mount Eliza for 23 years and have not had an issue with finding a car park unless it was Christmas etc which is normal. It is more about the traffic and flow management and I think the main issue that gets people riled up is the Woolworths car park. It is bedlam. The lanes are not quite wide enough for two way traffic and allowing people space and time to park.	50 to 59	Female		3930	Resident				
Jun 30 24 08:35:40 am	Normal signage (non-electric): Yes, Electronic signage: No		Yes		No		No		Weekdays: No, Weekends: No		Yes		No		No		No		18 to 24	Female		3930	Resident				
Jun 30 24 08:46:29 am	Normal signage (non-electric): Yes, Electronic signage: No	Not a major issue	No	Totally Unecessary	No	This is because a few who are 'loud' say this. I have lived and shopped in ME for over 30 years, it is not a major problem	No	This would be a complete waste of time and money. Can't believe it is even being concidered!	Weekdays: No, Weekends: No	Unnecessary, too far away really. It is a nice safe quiet spot to walk, kids to play etc - leave it as it. Do not ruin it with more cars.	No	Save green areas. It is part of what gives ME its character.	No		Yes	This seems like a practical, commensense idea. If new businesses wish to come to the village they should be able to do this with the current infrastructure such as parking- dont cone if it doesnt!	Yes	Do not ruin the feel of the village by turning it into one giant concrete jungle/carpark. Encorage people to walk/ride to the village. Imprive footpaths in mt eliza - esp ones which access the village. This should beca priority given older people with aids, disabled people and prams.	50 to 59	Female		3931	Resident				
Jun 30 24 08:47:11 am	Normal signage (non-electric): Yes, Electronic signage: No		No		No		No		Weekdays: Yes, Weekends: No		Yes		No		Unsure (please specify)		No		50 to 59	Female		3930	Resident				
Jun 30 24 08:57:44 am	Normal signage (non-electric): Yes, Electronic signage: No		No		No		No		Weekdays: Yes, Weekends: No		Yes		No		Yes		No		50 to 59	Female		3930	Resident				
Jun 30 24 09:08:38 am	Normal signage (non-electric): No, Electronic signage: No	Why? It's not an issue, are you trying to justify a revenue raising initiative with fines? Park in the overflow gravel car park when it's busy.	No	There's no issue, never a problem finding a car park more than 3 minutes walk to where I need to go. If it's elderly/disabled who can walk then consider additional disabled bays.	No	Clearly revenue raising.	No	The main benefit to council of smart technology is so you can issue fines more efficiently. This is clearly revenue raising?!?	Weekdays: No, Weekends: No	Leave it for people who need to use the playgrounds not push workers there because you want to fine everywhere else.	Yes		No		Yes	I visit all times of day weekends and week days it's not an issue, people can walk 5 mins to where they need to go.	No		35 to 49	Male		3930	Resident				
Jun 30 24 09:19:52 am	Normal signage (non-electric): No, Electronic signage: Yes		Yes		No		Yes		Weekdays: Yes, Weekends: No		Yes		No		No		No		50 to 59	Female		3930	Resident				
Jun 30 24 09:22:46 am	Normal signage (non-electric): Yes, Electronic signage: Yes		Yes		Yes		Yes		Weekdays: No, Weekends: No		Yes		No		Yes		No		35 to 49	Female		3930	Resident				
Jun 30 24 09:26:03 am	Normal signage (non-electric): Yes, Electronic signage: No	Seems an unnecessary expense - I'm in the village multiple times a day and parking is never an issue. Sometimes I need to walk an extra 2 minutes - hardly inconvenient.	No	see above	No	See above	No		Weekdays: Yes, Weekends: No		Yes		No		Yes		No		50 to 59	Female		3930	Resident				
Jun 30 24 09:35:12 am	Normal signage (non-electric): Yes, Electronic signage: No		No		No		No		Weekdays: Yes, Weekends: Yes		Yes		No		No		No		35 to 49	Male		3930	Resident				
Jun 30 24 09:46:53 am	Normal signage (non-electric): Yes, Electronic signage: No		No		Yes		No		Weekdays: No, Weekends: No		Yes		No		Unsure (please specify)		No		50 to 59	Female			Resident, Worker				
Jun 30 24 09:48:18 am	Normal signage (non-electric): No, Electronic signage: No		No	There is not enough all day parking, most people who shop in the area don't stay for over 3 hours anyway	No	This is not a problem just a money grab for the council	No	Waste of rates money for a small village like Mount Eliza.	Weekdays: No, Weekends: No	This should be reserved for users of the reserve and playground	No	Works ok as is	No		Yes		No		50 to 59	Female		3930	Resident				
Jun 30 24 10:10:15 am	Normal signage (non-electric): Yes, Electronic signage: No	I think the Mount Eliza population know where the car parking is. Mount Eliza is a village and it is very easy to navigate even if you cannot park outside where you want to go. It becomes a matter of a minute or 2 to walk to where you want.	No	I do not see any reason for this, as there has never been a problem with parking.	No	You say main parking challenges people, not following time restrictions. When there is never a problem finding a carpark, I don't understand why this is an issue.	No	Mount Eliza is a village it is not a massive shopping Centre. I could not even imagine driving around Mount Eliza for five minutes looking for a carpark. It never happens. I guess this is a side issue. Could the money not be better spent on fixing the atrocious roads.	Weekdays: Unsure (please specify)	The whole system works why didn't we need to fix it?	No		No		Yes		No		70 to 84	Female		3930	Resident				
Jun 30 24 10:26:09 am	Normal signage (non-electric): No, Electronic signage: No	Parking is mainly locals so way finding signs unnecessary. Electronic signs would diminish the the visual appeal of the village and offer limited benefit.	Yes	Useful to keep more spaces in rotation during the day.	Yes	With limited spaces, compliance seems warranted to keep spaces in rotation	Yes	This might neatly improve compliance. Not convinced the notification of available space locations is worth the visual clutter of more signage.	Weekdays: Yes, Weekends: Unsure (please specify)	Sensible to use the existing infrastructure. My only uncertainty / concern on weekends is whether there would be a clash with sports facility users	Yes		Yes	Land between the Community Hall and Canadian Bay Road. It is mostly grass	Yes	Yes, absolutely. This change is of high importance.	No		60 to 69	Male		3930	Resident				
Jun 30 24 11:28:00 am	Normal signage (non-electric): Yes, Electronic signage: No		Yes		Yes		No		Weekdays: Yes, Weekends: Yes		Yes		No		Yes		No		50 to 59	Female		3930	Resident				
Jun 30 24 11:29:56 am	Normal signage (non-electric): Yes, Electronic signage: No	Mt Eliza is a small village, please retain its uniqueness.	No	There needs to remain long term parking for people enjoying Mt Eliza.	No		No	These meters are unnecessary and hard to comply with if you are not tech savvy. It is a nightmare.	Weekdays: Yes, Weekends: Yes		Yes	Only if no vegetation is removed and this vegetation is maintained. The Shire is abysmal at maintenance. The area is scrappy but at least it is available for birds etc.	No		No	The parking available is adequate for the village. As a local resident all that is required is a neatening of areas where cars park. Keep parking meters out of Mt Eliza they are not necessary. Parking meters will deter shoppers to the area.	Yes	Perhaps a small levy could be added to the shire rates to cope with the maintenance of car parking. Not meters for Mt Eliza.	70 to 84	Female		3930	Resident				
Jun 30 24 11:37:49 am	Normal signage (non-electric): Yes, Electronic signage: No		No		No		No		Weekdays: Yes, Weekends: Yes		No		No		Yes		No		35 to 49	Female		3930	Resident				
Jun 30 24 12:46:48 pm	Normal signage (non-electric): No, Electronic signage: No	I don't see an issue with parking in the village, spending money on signage when there is no current issue seems frivolous.	No	No. Most of this parking is used for staff of small businesses in the village. This will only impact negatively on people.	No	I don't think that penalizing people is helpful. We are all struggling financially and making it more expensive to park will impact negatively on the small businesses within the village.	No	See answer above	Weekdays: No, Weekends: No	This will impact families who visit the parks. For those who wish to visit the village for the shops aren't wanting to park that far away.	Yes		No		No		No		35 to 49	Female		3930	Resident				
Jun 30 24 12:55:57 pm	Normal signage (non-electric): Yes, Electronic signage: No		No	All unrestricted please	No		No	Anything labelled "Smart" is code for sovina.	Weekdays: No, Weekends: No		No		No		Yes		No		50 to 59	Female		3930	Resident				
Jun 30 24 01:06:27 pm	Normal signage (non-electric): Yes, Electronic signage: No		Yes		No		No		Weekdays: Yes, Weekends: No		No		No		No		No		35 to 49	Female		3930	Resident				
Jun 30 24 02:14:22 pm	Normal signage (non-electric): Yes, Electronic signage: No		Yes		Unsure (please specify)	If you are going to increase the enforcement of parking times then you need to increase the number of unrestricted parks.	No	Too many residents are 65+ and might struggle with smart parking technology.	Weekdays: No, Weekends: No		Yes		No		No		No		50 to 59	Female		3934	Frequent visitor, Worker		Yes	Monday to Friday	work and the shops

Date	Survey Response																														
	Do you support the proposal to implement wayfinding signage to improve awareness of available parking options?	Comments (optional)	Do you support the expansion of the 3P parking areas in John Butler Reserve car park and Ranelagh Drive shown below?	Comments (optional)	The draft Strategy notes that a main parking challenge is people not following time restrictions. Do you support efforts to increase parking compliance within the Mount Eliza town centre?	Comments (optional)	Smart parking technology can offer real time information to drivers about available parking spots (like electronic signage) and gather data on parking usage and compliance. Would you support the use of smart parking technology within the Mount Eliza Centre?	Comments (optional)	The draft Strategy identifies potential parking capacity in some parts of Howard Parker Reserve. Do you support using locations near the football/ cricket oval and the playground as alternative long-term parking options?	Comments (optional)	Council is restricted in its ability to expand parking areas within the centre, without impacting on existing vegetation and heritage values. Would you support the option of upgrading the parking facilities at the gravel carpark opposite the Canadian Bay Hotel? Subject to further investigation, this may involve upgrading the surface from gravel to asphalt, some minor reconfiguring of the carpark and potentially some vegetation removal. Please refer to the map below.	Comments (optional)	Do you have other ideas where additional parking could be provided?	What other ideas do you have?	Do you support the recommendation to introduce lower parking provision rates for a number of commercial land uses for future planning permits?	Comments (optional)	Do you have other feedback/ comments to help inform the draft Strategy?	What other feedback or comments do you have?	Age	Gender	Gender (Other (please specify))	Postcode	What is your connection to Mount Eliza?	Name of community group or club	Are you a Mornington Peninsula resident?	How often do you visit Mount Eliza?	What do you visit Mount Eliza for?
Jun 30 24 02:17:33 pm	Normal signage (non-electric): No, Electronic signage: No	I'm not sure this is an issue that needs resolving or having funds spent on it.	No	As someone who regularly uses the unrestricted parking on Ranelagh drive I don't think this change is wanted or needed.	No	I never have a problem finding a park somewhere in Mount Eliza when I need it and don't see problems with overstays	No	It seems like a colossal waste of money.	Weekdays: No, Weekends: No	As a regular user of Howard Parker playground I don't support this. I think it would make it harder to find a park when we want to use the playground	No	Again, this seems like a waste of money	No		Yes	As someone who regularly visits Mount Eliza restaurants in the evening parking is never an issue due primarily to the factors identified above. Anything that can be done to make the area more attractive for hospitality businesses should be supported.	Yes	Am really not sure why the study or draft strategy was deemed necessary in the first place. Of all the challenges and issues on the peninsula this seems very low priority to me.	35 to 49	Female		3930	Resident				
Jun 30 24 03:02:46 pm	Normal signage (non-electric): Yes, Electronic signage: Yes		Yes		Unsure (please specify)				Weekdays: No, Weekends: Yes		Yes		No							25 to 34	Female		3930	Resident, Frequent visitor, Worker		Yes		
Jun 30 24 03:13:19 pm	Normal signage (non-electric): Yes, Electronic signage: No		No		No		No		Weekdays: Yes, Weekends: Yes		No		No		No		Yes	Before investing our money to improve car parking how about the Council repair the existing footpaths in the village centre. Those along Mount Eliza Way and Ranelagh Drive are a disgrace. I am surprised the Council is not being sued more frequently by elderly people tripping on raised edges. Slapping a bit of asphalt on the tripping hazard does not remove it!!	70 to 84	Male		3930	Resident				
Jun 30 24 03:21:05 pm	Normal signage (non-electric): No, Electronic signage: No		Yes		No		No		Weekdays: No, Weekends: No		Yes		No		No		No		70 to 84	Female		3930	Resident				
Jun 30 24 03:33:28 pm	Normal signage (non-electric): Yes, Electronic signage: Unsure (please specify)		Yes	Happy with no charge. Also good to have some unrestricted parking with no time limit.	No	Most people adhere to the allocated parking periods. Sometimes an hour might not be quite enough if someone is seeing a doctor or dentist.	No	If smart parking is where each car parking area has a sensor, then I don't believe we should have it.	Weekdays: Yes, Weekends: No	Maybe during the week within a certain period.	Yes		No		No		No		50 to 59	Female		3930	Resident, Frequent visitor		Yes	I live in Mt Eliza	Live here
Jun 30 24 03:56:29 pm	Normal signage (non-electric): Yes, Electronic signage: No		No		No		No	Ridiculous waste of money	Weekdays: No, Weekends: No		Yes		No		Yes		No		60 to 69	Female		3930	Resident, Member of a community group or club	Ranelagh club			
Jun 30 24 04:56:40 pm	Normal signage (non-electric): Yes, Electronic signage: No		Yes		Yes		No		Weekdays: Yes, Weekends: No	Not part of the survey - but can we do something to improve the flow of traffic in and out of the Woolies carpark on Canadian Bay Road? It should be one way in and one way out. The option of going both in and out at the entrance by the chicken shop is so ridiculous, yet you can't go out at the other entrance - so bizarre.	No		No		Yes		No		50 to 59	Female		3930	Resident				
Jun 30 24 05:45:50 pm	Normal signage (non-electric): Yes, Electronic signage: No		No		No		No		Weekdays: No, Weekends: No		No		No		No		No		50 to 59	Female		3930	Resident				
Jun 30 24 05:51:54 pm	Normal signage (non-electric): Yes, Electronic signage: No	Paid parking? Don't want to sign up to an App so we can park there or give our personal info to a 3rd party in order to park.	No	Don't want to give our personal info over to 3rd party or use an App in order to park here.	No	There is always plenty of parking in the gravel car park. Don't want to give 3rd parting our personal info or use an App in order to park here.	No	No. Don't want to hand over my personal info to some 3rd party or use an App to park here.	Weekdays: No, Weekends: No		Yes	But not if we have to hand over our personal info to 3rd party or use an App in order to park here	No		No		Yes	Don't want to hand over our personal info to you or a 3rd party in order to park and shop. Don't want to download an App for parking either.	50 to 59	Female		3930	Resident				
Jun 30 24 06:37:59 pm	Normal signage (non-electric): No, Electronic signage: No		No		No		No		Weekdays: No, Weekends: No		No		No		Yes		No		50 to 59	Male		3930	Resident				
Jun 30 24 07:26:25 pm	Normal signage (non-electric): Yes, Electronic signage: No		Yes		No		No		Weekdays: No, Weekends: No		No		No		Yes		No		35 to 49	Female		3930	Resident, Member of a community group or club	Mount Eliza Soccer Club			
Jun 30 24 07:31:13 pm	Normal signage (non-electric): Yes, Electronic signage: No		No		No		No		Weekdays: Unsure (please specify), Weekends: Unsure (please specify)						Yes		No		70 to 84	Female		3930	Resident				
Jun 30 24 08:26:57 pm	Normal signage (non-electric): Yes, Electronic signage: No		No		No	This seems like revenue raising. It is rare to be unable to find a carpark in the village.	No		Weekdays: No, Weekends: No		Yes		No		Yes		Yes	Do not raise revenue through car parking strategy by way of restrictions and paid parking. The village is empty almost nights and weekends after 5. There is not need to introduce paid parking.					Resident				
Jun 30 24 08:41:19 pm	Normal signage (non-electric): No, Electronic signage: No	Not needed at all	No	Do not support at all. It's not needed. Parking in this village is perfectly fine as it is. You can always find a car park	No	Not needed	No	Not needed at all. This is a small village and parking is never a problem	Weekdays: No, Weekends: No		No		No		Yes	There's always parking in The Village in the evenings	Yes	We have no parking problems in The Mount Eliza Village at all. There is always parking available somewhere during the day or in the evening.	50 to 59	Female		3930	Resident				
Jun 30 24 09:33:05 pm	Normal signage (non-electric): Yes, Electronic signage: No		No	Making this area 3p will again reduce the all day parking for many workers in Mount Eliza on this side of the village. When you did this last time, we had to move our cars every 3 hours of our workday. Please consider the workers.	No	If you change the zones to 3 hourly, workers will have no choice but to use the 3p parks and move their cars	No		Weekdays: No, Weekends: Unsure (please specify)	What about weekend sports?	Yes		No		Yes		No		35 to 49	Female		3915	Frequent visitor, Worker		Yes	5 days a week	Work
Jun 30 24 10:46:04 pm	Normal signage (non-electric): Yes, Electronic signage: No		Yes		No		No		Weekdays: No		Yes		No		No		No		50 to 59	Female			Resident				
Jun 30 24 10:52:24 pm	Normal signage (non-electric): Yes, Electronic signage: No		No		No		No	Waste of money	Weekdays: No, Weekends: No	It's too far from the village	Yes	Easily the best option	Yes	Formalise the other gravel park as this is underutilized	Yes				35 to 49	Male		3930	Resident, Business owner, Worker				
Jul 01 24 06:42:47 am	Normal signage (non-electric): Yes, Electronic signage: Yes		Yes		No		No		Weekdays: Yes, Weekends: Yes		Yes		No		Yes		No		35 to 49	Male		3930	Resident				
Jul 01 24 07:22:03 am	Normal signage (non-electric): Yes, Electronic signage: Yes		No		No		No		Weekdays: Yes, Weekends: Yes		Yes		No		Yes		No		35 to 49	Female		3930	Resident				
Jul 01 24 07:49:58 am	Normal signage (non-electric): No, Electronic signage: No		No		Yes		No		Weekdays: No, Weekends: No		Yes				No		No		60 to 69	Male		3930	Resident				
Jul 01 24 08:10:40 am	Normal signage (non-electric): Yes, Electronic signage: No		No	There is always parking available, imposing this is not necessary	No		No	This is not a good use of council $ and is not necessary	Weekdays: No, Weekends: No	This space is used by the local families who may often drive there, if people are parking there for the whole day where do the families park? Especially on weekends.	Yes		No		Yes		No		35 to 49	Female		3930	Resident				
Jul 01 24 08:39:04 am	Normal signage (non-electric): No, Electronic signage: No	If people are too stupid to work out parking, they shouldn't have a lucence	No		No	It's MtEliza. People do as they wish	No	Wasting taxpayer money	Weekdays: Yes, Weekends: Yes		Yes		Yes	People in Mt Eliza should have a free pass to park where they please. That's why they live there	Yes	Our drivers normally drop us off anyway	No		50 to 59	Male		3930	Resident				
Jul 01 24 01:01:06 pm	Normal signage (non-electric): Yes, Electronic signage: Unsure (please specify)	electronic signage seems excessive for this restricted area.	No	No - people will need the village for a range of reasons - hair appointment to coffee with friends and a play in the park - restricting car parking times will create more stress for those trying to enjoy their activities and impact on the time and money they may otherwise spend in their local community, fines for people who forget etc.	No	There are a range of car parking options timed and not timed to serve businesses and the community. Best of all this village has parking that is accessible and free for its diverse community.	No	This seems excessive - the costs would need to recouped by paid parking. It will impact pensioners and locals popping into their local village to meet their needs. We have sufficient regulations, well posted signage.	Weekdays: Unsure (please specify), Weekends: Unsure (please specify)	I'm not clear what the benefit would be as this is a further walk to the village- its already used by park users and families accessing the playground facilities.	Yes		No		Unsure (please specify)		Yes	I'm strongly against paid parking in the village/town centre although I understand the need for it around the coastal areas. Ensuring local residents have access to their town's services and are able to contribute to the local economy without being stung for parking should be a priority for Council.	35 to 49	Female		3930	Resident, Member of a community group or club	As a local resident, I'm also a member of Village Uniting Church, STM Netball Club, parent at St Thomas More and Padua.			
Jul 01 24 03:03:38 pm	Normal signage (non-electric): Yes		No		No		No		Weekdays: No, Weekends: No		Yes		No		No		No		35 to 49	Male		3930	Resident				
Jul 01 24 05:14:41 pm	Normal signage (non-electric): Yes, Electronic signage: No		No		No		No		Weekdays: No, Weekends: No		No		No		Unsure (please specify)		No		35 to 49	Male		3930	Resident				
Jul 01 24 09:20:05 pm	Normal signage (non-electric): No, Electronic signage: No	What for?? Waste of money.	No	There is plenty of 3P parking areas. Unrestricted is vital for the workers, otherwise you'd have them all parking in the side streets.	No	I don't find any issues with people overstaying in the time restricted areas.	No	Waste of taxpayer money. This is a local shopping village - not a Westfield shopping centre. It is very easy to drive around to find a car park.	Weekdays: Yes, Weekends: No		Unsure (please specify)	I would prefer to see plans and how exactly it would be done. Don't really want to see vegetation removal.	No		Unsure (please specify)	Don't know enough about it. Would require more information to make an informed decision .	Yes	Bitumen the car park behind the shops where the scout hall is and the kindergarten. Stop wasting money on a draft strategy. Money could be better utilised by making the verges neater and professionally completed. It appears to always be a rushed job and incomplete. Often looks untidy.	50 to 59	Female		3930	Resident				
Jul 01 24 09:26:04 am	Normal signage (non-electric): No, Electronic signage: No	The current signage is already appropriate and doesn't need the exorbitant cost of being electronic	No	It is relatively transient now and doesn't need time restrictions.	No	It is a small shopping village with high turnover. I have lived here and used the village for over 25 years and have never had difficulties parking.	No	There is no need to gather data for enforcement or any other purpose in this small shopping precinct.	Weekdays: Yes, Weekends: No	Okay to use when sports aren't being held	Yes	Currently it can be difficult when it rains a lot.	No		Yes		No		35 to 49	Male		3930	Resident				
Jul 01 24 09:49:36 am	Normal signage (non-electric): No, Electronic signage: No		No		No		No		Weekdays: Yes, Weekends: No		Yes		No		No		No		50 to 59	Male		3930	Resident				
Jul 01 24 10:24:05 pm	Normal signage (non-electric): Yes, Electronic signage: No		Yes		No		No	It would take away from the feel and natural aspects of Mount Eliza. Awful suggestion.	Weekdays: No, Weekends: No		Yes		Yes	Reconfigure the area and roadways at JT Smith Reserve to make way for more car spaces. Area has been used for drugs with syringes found and has alcohol bottles thrown around. Strange roadways that could be better confioured.	Yes		No		35 to 49	Female		3930	Resident				
Jul 01 24 11:47:51 pm	Normal signage (non-electric): No, Electronic signage: No	We don't need help in deciding where to park. Waste of money.	Yes	Not sure that I see the point of this change.	No	Really? Rate payer funds being wasted.	No	Definitely not. This sounds like paid parking is the objective. Ridiculous.	Weekdays: Yes, Weekends: No		Yes		No		Unsure (please specify)		Yes	The whole thing sounds like council getting readying to charge us for parking. Zero support from me if that's the plan.	70 to 84	Male		3930	Resident				
Jul 02 24 07:14:10 am	Normal signage (non-electric): Yes, Electronic signage: Yes		No	It would s important shop workers have longer term parking too	Yes	This is essential	Yes		Weekdays: No, Weekends: No	People won't walk that far and the areas are used by people using existing facilities.	Yes	Closer to Shops than providing parking further down around the oval	Yes	A thorough rework of the large car park between Priceline and the scout hall and kinder. - Sealed surface. More efficient lavout.	Yes		Yes	Re-evaluate timed parking periods with good mix of 1,2 and 3 and unrestricted. Properly enforce! Most Importantly don't push parking further into local residential streets. There is plenty of parking including Woolworths, undercover at Ritchies, behind Priceline and opposite Ezra. We don't really need more. We need existing to be properly managed. And we DONT need any Metered paid parking.	70 to 84	Male		3930	Resident				

Date	Survey Response																															
	Do you support the proposal to implement wayfinding signage to improve awareness of available parking options?	Comments (optional)	Do you support the expansion of the 3P parking areas in John Butler Reserve car park and Ranelagh Drive shown below?	Comments (optional)	The draft Strategy notes that a main parking challenge is people not following time restrictions. Do you support efforts to increase parking compliance within the Mount Eliza town centre?	Comments (optional)	Smart parking technology can offer real time information to drivers about available parking spots (like electronic signage) and gather data on parking usage and compliance. Would you support the use of smart parking technology within the Mount Eliza Centre?	Comments (optional)	The draft Strategy identifies potential parking capacity in some parts of Howard Parker Reserve. Do you support using locations near the football/ cricket oval and the playground as alternative long-term parking options?	Comments (optional)	Council is restricted in its ability to expand parking areas within the centre, without impacting on existing vegetation and heritage values. Would you support the option of upgrading the parking facilities at the gravel carpark opposite the Canadian Bay Hotel? Subject to further investigation, this may involve upgrading the surface from gravel to asphalt, some minor reconfiguring of the carpark and potentially some vegetation removal. Please refer to the map below.	Comments (optional)	Do you have other ideas where additional parking could be provided?	What other ideas do you have?	Do you support the recommendation to introduce lower parking provision rates for a number of commercial land uses for future planning permits?	Comments (optional)	Do you have other feedback/ comments to help inform the draft Strategy?	What other feedback or comments do you have?	Age	Gender	Gender (Other (please specify))	Postcode	What is your connection to Mount Eliza?	Name of community group or club	Are you a Mornington Peninsula resident?	How often do you visit Mount Eliza?	What do you visit Mount Eliza for?
Jul 02 24 08:20:54 am	Normal signage (non-electric): Yes, Electronic signage: No		No	We need some all day parking options available for people who work in the village. If the 3P area must be expanded, then provide all day passes to local businesses	Yes	But at what cost?	No	Too expensive to implement	Weekdays: Yes, Weekends: Yes		Yes				Yes	Please also factor in staff that need to park their car for the duration of their shift	No		35 to 49	Female		3930	Resident				
Jul 02 24 09:04:20 am	Normal signage (non-electric): Yes, Electronic signage: No		No		No		No		Weekdays: Yes, Weekends: No		Yes		No		No		No		60 to 69	Female		3930	Resident				
Jul 02 24 10:05:26 am	Normal signage (non-electric): No, Electronic signage: No	Works alright the way it is.	Yes		No		No	I don' think it's necessary. I do not want my details shared with private or public listed parking companies.	Weekdays: Yes, Weekends: Yes		Yes	But only after all other basic Shire responsibilities are met. ie. no homeless people, footpaths and roads in good repair and all roadside litter removed.	No		No		No		60 to 69		I don't believe this is relevant to the questions being asked.	3930	Resident				
Jul 02 24 03:41:38 pm	Normal signage (non-electric): No, Electronic signage: No	Mount Eliza is proud to play host to a very 'non-commercial' style town centre and any kind of electronic signage will take away from that. Beyond that, its not an issue, ever, finding a park where one is required so way-finding signage is superfluous.	No		No		No		Weekdays: No, Weekends: No	Absolutely not! Imagine bringing your kids to the park only have to turn around and go home because all the traders now park there. That car park is really required by the users of the reserve.	No			Yes	IF it really was needed, which it isn't at this stage, i would suggest somewhere near Rotary Park	Yes		Yes	Please leave things as they are. We as a resident and a business owner know that parking in the village works very well and does not require any change. We are not a big commercial centre and don't need these changes.	35 to 49	Female		3930	Resident, Business owner, Member of a community group or club, Worker	Mount Eliza Preschool, Community Centre and Mens Shed			
Jul 02 24 04:10:50 pm	Normal signage (non-electric): No, Electronic signage: No	Mount Eliza is a village, and the strategy should give strong consideration to retaining this village atmosphere and avoid over commercialization. There is already an overwhelming number of distracting signage and flashing lights in the village with the addition of the ped crossing flashing lights.	No	Conversion to 3 hours not supported. There is sufficient parking. The natural equilibrium of parking availability and demand is appropriate and sufficient.	No	The main concern the report appears to be addressing is the apparent use of Mt Eliza as a park and ride for Frankston. This report appears to be written in isolation without consideration of the new carparks being built in Frankston which will address this issue, and on this basis the report and its findings are flawed in terms of their contribution to and recommendations for a long term strategy.	No	No Mount Eliza is and should remain a village and not become a township - as, concerningly it is referred to in the Stantec report.	Weekdays: No, Weekends: No	The main concern the report appears to be addressing is the apparent use of Mt Eliza as a park and ride for Frankston. This report appears to be written in isolation without consideration of the new carparks being built in Frankston which will address this issue, and on this basis the report and its findings are flawed in terms of their contribution to and recommendations for a long term strategy.	No	Removal of vegetation will have a negative impact on the atmosphere and ambiance of the village. Leave as is. As a local resident, yes finding a park can, at peak, be difficult, but never impossible. The current availabity is appropiate for demand	Yes	The main concern the report appears to be addressing is the apparent use of Mt Eliza as a park and ride for Frankston. This report appears to be written in isolation without consideration of the new carparks being built in Frankston which will address this issue, and on this basis the report and its findings are flawed in terms of their contribution to and recommendations for a long term strategy. The issue is addressed through provision of proper parking at Frankston	Yes	The applied logic is appropriate and reasonable for retail and hospitality However, careful consideration needs to be given to the use of "commercial" in this sense beyond retail and hospitality. for example, the recent opening of a mental health facility at 2 Mount Eliza way is clearly ill conceived and poorly supported in terms of car parking and has resulted in cars being abandoned on nature strips in surrounding streets.	Yes	Mount Eliza is a village, it should not be transformed into a commercialized township. the very nature an d essence which underpins its success is maintenance of the village atmosphere - the erecting of flashing or electronic signs and asphalting of local gravel carparks and roads will destroy the very thing we are trying to protect.	50 to 59	Male		3930	Resident				
Jul 02 24 06:31:46 pm	Normal signage (non-electric): Yes, Electronic signage: No		Yes		No		No		Weekdays: No, Weekends: No		Yes		No		Yes		No		35 to 49	Male		3930	Resident				
Jul 02 24 08:04:56 pm	Normal signage (non-electric): Yes, Electronic signage: No	Keep away from the smart phone app idea. Not legal to use it while driving anyway	No	The blue area usually has plenty of empty spaces anyway. Use your money elsewhere	No	If visitors have parking restrictions to worry about they are less likely to drop in to any interesting businesses they pass. Which equates to losing potential customers.	No	Too many signs in the village as it is. Spend the money more wisely	Weekdays: Yes, Weekends: Yes	If its a parking space use it!					No	If parking is a problem now, how would putting in more businesses with a lower share of parking help?	Yes	Improve parking surfaces at Canadian Bay. It is a disgrace! Get realistic about pedestrian access to Mount Eliza village and put in some decent footpaths especially if you are aiming to increase the number of people utilising the village. No footpaths was once quaint but back then Mount Eliza was a seaside holiday village with few houses and one car per house at best. Walking near the kerb was possible. Nowadays everywhere is built up with more than 2 cars per household, often parked in the street. Nature strips are overgrown and inaccessible for even pedestrians let alone pushchairs/walking frames or young cyclists so these people are now forced to walk/ride down the centre of now busy streets and roads. Spend your funds on footpaths please! (And not the dangerous/slippery gravel ones like you put in on the slopes outside Kunyung school and Acheron Avenue's creek)	60 to 69	Female		3930	Resident				
Jul 03 24 11:04:23 am	Normal signage (non-electric): Yes, Electronic signage: Yes		Yes		Yes		No	Smart Parking technology has been identified to be capable of failing in other council LGAs across greater Melbourne. I'm concerned that employing this technology would also inherit those problems that other LGAs have experienced.	Weekdays: Yes, Weekends: No		Yes		No		Yes		No		35 to 49	Male		3930	Resident				
Jul 03 24 01:28:27 pm	Normal signage (non-electric): Yes, Electronic signage: No		No		No		No		Weekdays: Yes, Weekends: Yes		Yes		No		No		No		50 to 59	Female		3930	Resident				
Jul 03 24 04:31:57 pm	Normal signage (non-electric): Yes, Electronic signage: No	Not necessary.	Yes		No		No	Not necessary and just another cost for residence owners.	Weekdays: No, Weekends: No		Yes	Do not remove vegetation.	No		Unsure (please specify)	Please leave Mt Eliza as it is. Not necessary to implement change and charge locals extra money for parking. The Shires needs to spend time maintaining vegetation and not waste time on parking.	Yes	The Shire is quick to tax locals for living. This is another form of revenue raising. The Shire should spend more time in maintaining vegetation and removing rubbish from the side of the roads. Vegetation is not a high priority for the Shire and it is evident throughout the Mornington Peninsula.	60 to 69	Male		3930	Resident				
Jul 03 24 04:37:13 pm	Normal signage (non-electric): No, Electronic signage: No		No		No		No	This is the worst idea by far	Weekdays: No, Weekends: No		Yes		No		Yes		No		35 to 49	Female		3199	Frequent visitor		No	5 times a week	Family, shopping, family services
Jul 03 24 04:43:38 pm	Normal signage (non-electric): Yes, Electronic signage: No	Less environmental impact -no electricity required and less toxic materials/plastics in the sign.	Unsure (please specify)	As regular users of the Mt Eliza Community Hall we are concerned that all day parkers/workers would use the Community Hall parking.	No	Its not a major issue at the moment. It is not difficult to find a car park when required.	No	The Mt Eliza shopping precinct has a Village atmosphere with a different feel to larger shopping areas. Electronic signage would make it more commercial and lack character.	Weekdays: No, Weekends: No	To get to the Howard Parker Reserve drivers will pass the Community Hall and Bowls Club Parking and will select to parker closer to the shops than further away. This would impact on the activities that occur at the Hall, Neighborhood house and Bowls Club. Many of which last longer than 3 hours.	Unsure (please specify)	I know there is a lot of weedy vegetation in this area, (vines) however I expect there is also some local indigenous tea tree perhaps?? which should be preserved.			Yes	As you have pointed out in the evening there are many more car parks available, it only becomes a problem if the "said" restaurant also opens for lunch- then parking is problem.	Yes	With regard to the parking around the Community Hall, Neighborhood house and the Bowls club, the users of these facilities would be impacted because many are over 70 years old and cannot walk long distances. Parking at the Howard Parker reserve would be difficult for those with walkers and poor eyesight etc.	60 to 69	Female		3930	Resident				
Jul 03 24 04:47:42 pm	Normal signage (non-electric): Yes, Electronic signage: No		No		No		No		Weekdays: Yes, Weekends: Yes		Yes		No		Yes		No		70 to 84	Female		3930	Resident, Member of a community group or club	Mt Eliza Garden Club & MtEliza Bowling Club			
Jul 03 24 07:05:19 pm	Normal signage (non-electric): Yes, Electronic signage: No		Yes		No		No		Weekdays: Yes, Weekends: No		No		No		Yes		No		60 to 69	Female		3930	Resident				
Jul 04 24 10:41:29 am	Normal signage (non-electric): Yes, Electronic signage: Unsure (please specify)	I'm not sure that the benefits would outweigh the cost	Unsure (please specify)	Would need to make sure that there was sufficient unrestricted for the people who work with the Mount Eliza village area before restricting further spaces	Yes		Unsure (please specify)	Seems a bit over the top for the volume of cars	Weekdays: Yes, Weekends: Unsure (please specify)	Depends if there is high demand on weekends for leisure activities.	Yes		No		Yes		Yes	The unrestricted street parking in Davies Avenue needs to have bays marked. Often there could be two more cars accommodated if people were properly parked.	60 to 69	Female		3930	Resident, Frequent visitor, Worker		Yes	Every day	Work in Mount Eliza and shop in Mount Eliza
Jul 04 24 12:15:09 pm	Normal signage (non-electric): Yes, Electronic signage: Yes		No	Need more all day parking for people who work in area not less.	Yes		Yes		Weekdays: No, Weekends: Yes		No		No		Yes		No		50 to 59	Female		3977	Worker				
Jul 04 24 05:35:49 pm	Normal signage (non-electric): Yes, Electronic signage: No		No		No	I do not support this, particularly if it involves introducing a pay to park structure. Do not introduce paid parking.	No	I'd prefer less "smart" features in life and I find that the smart parking technology is not that accurate anyway.	Weekdays: Yes, Weekends: Unsure (please specify)	#9 - not if weekend parking impacts sporting events at the Reserve. additional - if more parking is needed, consider reinstating the parking spaces that are used as "outdoor dining".	Yes		Yes	remove the "outdoor dining" spots and reinstate those parking places	Yes		No		50 to 59	Female		3930	Resident, Business owner, Frequent visitor		Yes	daily	groceries, shopping, pet grooming, cafes, restaurants
Jul 04 24 06:28:28 pm	Normal signage (non-electric): No, Electronic signage: No	There is ample parking for locals and shoppers. Timed parking makes it harder for local business people who need to come and go from their business during the day and therefore can't park further away in all day parking	No	Local business owners need somewhere close by to park, especially if they need to come and go during the day so can't always park in the all day parking, which there isn't enough of anyway nearby. Young female staff members are at risk when they have to walk a long distance to their cars at night when trying to secure all day parking. Reduction of the unrestricted parking places them at further risk. Designated permit parking for local workers would be helpful.	No	Timed parking is just all revenue raising and not actually supportive of the locals. Only the 1 hour parks on the main thoroughfares should be patrolled.	No	Waste of money and is such an unwelcoming blatant revenue raising exercise. Especially when the Mount Eliza Village Chamber of Commerce could utilise the funds much better for beautification of the Village and events to attract patronage.	Weekdays: No, Weekends: No	This is too far away for the local business people to park safely and walk to and from at night and during bad weather.	Yes	Slighlty closer than the football field option. Would need to be well lit though.	No		Yes		Yes	Provide permit parking for local businesses and workers, plus allow one vehicle per business all day parking in front of their business.	60 to 69	Female		3930	Resident, Business owner, Member of a community group or club, Frequent visitor, Worker	Various	Yes	Daily	Everything. I work, shop and live here.
Jul 04 24 07:32:51 am	Normal signage (non-electric): No, Electronic signage: No	Not necessary.	No	Not necessary	No		No		Weekdays: Yes, Weekends: Yes		Yes		No		Yes		Yes	Parking seems to operate fine. I don't see signage and electronic monitoring as necessary or appropriate for Mt Eliza village.	50 to 59	Male		3930	Resident				
Jul 04 24 08:55:09 pm	Normal signage (non-electric): Yes, Electronic signage: Yes		Unsure (please specify)	Business owner sticker should allow people to park for an unspecified amount of time due to the limited nature of the parking spaces	Unsure (please specify)	Regarding the time zones it should be specific to whether it is owned by workers in surrounding buildings as they rely heavely on all day parking	Yes		Weekdays: Yes, Weekends: Yes		Unsure (please specify)	Walkways should remain unaffected in the image above as well as a lack of disruption toward local businesses	No		Yes		No		25 to 34	Male		3930	Resident, Frequent visitor, Worker		Yes	Within the village area, i visit Mount Elizabeth every 6 days	Work as well as food shopping/ groceries and to pick up fast food as well as for work purooses

Date	Survey Response																																
	Do you support the proposal to implement wayfinding signage to improve awareness of available parking options?	Comments (optional)	Do you support the expansion of the 3P parking areas in John Butler Reserve car park and Ranelagh Drive shown below?	Comments (optional)	The draft Strategy notes that a main parking challenge is people not following time restrictions. Do you support efforts to increase parking compliance within the Mount Eliza town centre?	Comments (optional)	Smart parking technology can offer real time information to drivers about available parking spots (like electronic signage) and gather data on parking usage and compliance. Would you support the use of smart parking technology within the Mount Eliza Centre?	Comments (optional)	The draft Strategy identifies potential parking capacity in some parts of Howard Parker Reserve. Do you support using locations near the football/ cricket oval and the playground as alternative long-term parking options?	Comments (optional)	Council is restricted in its ability to expand parking areas within the centre, without impacting on existing vegetation and heritage values. Would you support the option of upgrading the parking facilities at the gravel carpark opposite the Canadian Bay Hotel? Subject to further investigation, this may involve upgrading the surface from gravel to asphalt, some minor reconfiguring of the carpark and potentially some vegetation removal. Please refer to the map below.	Comments (optional)	Do you have other ideas where additional parking could be provided?	What other ideas do you have?	Do you support the recommendation to introduce lower parking provision rates for a number of commercial land uses for future planning permits?	Comments (optional)	Do you have other feedback/ comments to help inform the draft Strategy?	What other feedback or comments do you have?	Age	Gender	Gender (Other (please specify))	Postcode	What is your connection to Mount Eliza?	Name of community group or club	Are you a Mornington Peninsula resident?	How often do you visit Mount Eliza?	What do you visit Mount Eliza for?
Jul 04 24 10:34:51 pm	Normal signage (non-electric): No, Electronic signage: No	Really not needed, waste of rate payer money	No		No		No		Weekdays: No, Weekends: No		Unsure (please specify)	Is it really going to make a difference?	Yes	You could put bitumen and put proper lines at car park at back of fruit shop near dog park, probably fit more cars in as it is a bit messy as is.	Unsure (please specify)		Yes	If I didn't see this on Facebook, I as a resident and ratepayer would not have know this existed. Is council actually informing and communicating with all residents of Mount Eliza or just a few that happen to see this? It is disgraceful if you are not giving proper information and communication to all residents in a formal and reliable way.	50 to 59	Female		3930	Resident				
Jul 05 24 08:42:41 am	Normal signage (non-electric): Yes, Electronic signage: No		No	There are always spots available for 3P, but the unrestricted section is always full before 9.30am due to the people who actually work in Mt Eliza, if you remove this then the people who actually work in Mt Eliza will be forced to park on the surrounding roads outside residential houses, this will cause residents to complain. I note also that your Executive summary states an increase in commercial growth up to 2036, this will be hard to achieve if employers cannot attract staff due to no parking availability and very limited public transport.	Yes		No	Given there are always spots available i dont see the need for this	Weekdays: Unsure (please specify), Weekends: Unsure (please specify)	Howard Parker playground should be restricted time, it is used by parents to access the playground, and does not need to be occupied for long periods	Yes		No		Yes		No		35 to 49	Male		3199	Worker				
Jul 05 24 02:25:26 pm	Normal signage (non-electric): No, Electronic signage: No	We are just a small village, this parking proposal is an overkill. Being a resident I expect to be able to park and go about my day with my family without having to worry about parking restrictions etc. spending money on technology for is a waste on funding and should go somewhere else that is more important. We have lived here for 5 years and parking isn't really a problem	No		No	People need to be able to spend more time in the village not be restricted by time limitations	No	See more notes above but it an overkill. Money should be spent on things like footpaths for growing families	Weekdays: Unsure (please specify), Weekends: Unsure (please specify)	It should just be available to use for parking just in general	Yes	This makes more sense then to limit families and staff	No		No		No		35 to 49	Female		3930	Resident				
Jul 05 24 02:46:35 pm	Normal signage (non-electric): Yes, Electronic signage: No		No	It is completely fine ? It's a carpark that works for the locals and those that come to visit . It's charming and part of the Village atmosphere - we don't want another bitumen council looking space amongst the village . The gorgeous colour rock and stone is part of the cliff top land and we want to retain it . Not pull it up .	No	People will definitely follow the rules like everyone and everywhere else IF they are enforced and there are penalties. We want to bring people into the community. It all works perfectly well .	No	What ? Is this a joke ? NO. I was a City dweller and have come here to avoid this sort of thing . Please do not integrate this sort of technology into a beachside rural setting for the sake of it	Weekdays: Yes, Weekends: Yes		No		No		No		No		50 to 59	Female		3930	Resident				
Jul 05 24 07:01:40 pm	Normal signage (non-electric): No, Electronic signage: No		Yes		No		No		Weekdays: Yes, Weekends: Yes		Yes		No		Yes		No		50 to 59	Female		3930	Resident				
Jul 06 24 01:44:37 pm	Normal signage (non-electric): Unsure (please specify), Electronic signage: Unsure (please specify)	In terms of the 'survey' responses, Mt Eliza Bowling Club as a Club has a limited role in responding to most questions compared with individuals. In response to question 1 specifically, consider 'wayfinding' signage beneficial but indifferent between 'normal' and 'electronic' signage	Unsure (please specify)	while understanding the 'logic' in expansion of 3P parking areas, we are very seriously concerned with the implications involved in 'shifting' longer term car parkers, especially all-day parkers associated with the shops/businesses, into areas that will have a 'knock on' impact and merely 'shift the problem' to other user areas.	Yes	we do not condone the breach of formal parking restrictions.	Unsure (please specify)	refer comments in response to Question 1	Weekdays: No, Weekends: No	our emphatic response is 'NO'. We consider that the Report does not appropriately reflect the role and implications that these areas serve in support of the Bowling Club's activities but also more broadly the Community Precinct of the adjacent Community Hall and the Tennis Club; our response applies equally between use on weekdays and weekends. See further elaboration below in Section 16.	Yes	We consider this to be a practical way to expand the long term space equation, particularly to feed the longer term parking demands of the commercial/trading precinct of Mount Eliza. We would also support the further extension of this parking area northwards along the eastern side of Canadian Bay Road ie opposite the Bowling Club/Howard Parker Reserve. We believe that this provides a safer path for access to the commercial/trading area than 'promotion' of the Howard Parker Playground area – it is our observation that pedestrians travelling alongside the Bowling Club on the western side of Canadian Bay Road to/from the commercial /trading precinct have a high propensity to cross Canadian Bay Road along the whole length of Canadian Bay Rd in front of the Community Hall with attendant vehicle traffic accident dangers – promotion of the Playground area would increase this propensity.	Yes	For as much as parking space has been gained in JT Smith Reserve along Ranelagh Drive, similar style, nose-in parking could be gained in Wimbledon Avenue with no impact to the vegetation of the Reserve	Unsure (please specify)	Presumably the currently prevailing ratio was set from practical experience - is there any evidence that consumer patterns have changed significantly? There may be some logic for change in respect of evening dining but such a change to prevail for daytime dining would seem to aggravate the problem being addressed by this report and would be counterproductive. This proposal seems directed more towards lessening the development costs for a business owner than addressing the larger issue of parking space in Mt Eliza.	Yes	In an around about manner, the Mount Eliza Bowling Club has become aware of the Council's 'Mount Eliza Car Parking Strategy Draft" report. We are surprised that the Club has not been consulted in terms of "Stakeholder Consultation – Issues and Opportunities Establishment and Issues Workshop #1 (Para 1.3)page4" . This is especially the case considering that some of the key recommendations of the Strategy Report involve variations to car parking areas immediately adjacent to the Club and are elements potentially very deleterious to the Club's operations and activities. Nevertheless, the Club commends the Council for its initiative in commissioning the Parking Capacity review as a vital aspect of the life and vitality of Mount Eliza. The Report comments that traffic and parking is not seasonal compared with other parts of the Shire. However, seasonality is a significant factor in the operation of the Mt Eliza Bowling Club which materially impacts upon the required car parking capacity; more so, variability according to the day's bowling program affects the required level of parking capacity. Additionally, the conjunction of activities in the Community Hall and the Bowling Club can frequently lead to a very severe lack of car parking capacity within/around the Howard Parker Reserve precinct. This can be illustrated by the Club's necessity to have manufactured and place sandwich board signage to direct cars to the Howard Parker Reserve Park & Playground parking as overflow parking capacity – a photo would illustrate but is not able to be copied here; wording is: "Bowlers More parking is available at next entrance Entry to club via rear gate" We query the assumption employed within the Report's modelling of the car parking space required for the Bowling Club at "12 rinks @ 6 cars per rink = 72 spaces" The Club's greens facilities actually amount to 16 rinks: (1). at the indicated ratio employed, this points to a 96 space requirement; or (2). at 8 bowlers per rink, gives 128 Bowlers – allowing for car sharing, also pointing to a parking requirement of around 100 spaces. By our count, the car parking spaces in the Community Hall/Bowling Club/Tennis Club 'arena' amount 73 spaces total including disability spaces. This illustrates the extreme shortage of space that can often occur just for bowling alone never mind in conjunction with other activities in the precinct. 1.We are already seeing an increasing incidence of long term/all day car parkers utilising the car parking in the Bowling Club precinct, aggravating a tight capacity situation. We are fearful that the proposed tightening of limitations on long term parking elsewhere in the Village will 'push' long term parkers to further gravitate to the Community Hall/Bowling Club/Tennis Club precinct, thereby aggravating an existing tight situation and without appropriate 'protections' for the current 'natural' users of this parking area – we note that the Report does not advocate any 'protections' to users of the Community Hall/Bowling Club/Tennis Club for the parking within this precinct. 2. We are of the view that the Report's conclusion that the Howard Parker Reserve Park & Playground parking is underutilised is not a practically based assumption; 3.the recommendation to utilise the Howard Parker Reserve Park & Playground parking for long term parking as an overt policy by Council would be misplaced and not at all in the interest of improving the parking circumstances of the Village.	70 to 84	Male		3930	Resident, Member of a community group or club	Mt Eliza Bowling Club			
Jul 06 24 03:36:35 pm	Normal signage (non-electric): No, Electronic signage: No		No		No		No		Weekdays: No, Weekends: Yes	This seems a lot of over kill for parking in the village.	Yes		Yes	The beach carpark which has had a number of planning strategy's done. The whole area doesn't need replanting. The blue stone is a great feature . The surface needs repairing	No	Not proving appropriate off street parking for commercial use is	No		50 to 59			3930	Resident				
Jul 07 24 05:12:44 am	Normal signage (non-electric): No, Electronic signage: No	No problem finding parks	No		No		No		Weekdays: No, Weekends: No		Yes				No		Yes	Never had a problem parking in the Village. A resident of over 30 years. Definitely disagree with paid parking or parking requiring technology.	60 to 69	Female		3930	Resident				
Jul 07 24 06:07:10 pm	Normal signage (non-electric): Yes, Electronic signage: No		No	We have lived in Ranelagh Estate since 1971 and the MPSC has tried several times to "arrange" more or better parking but have failed dismally each time. When Hans - the newsagent proprietor as head of the Chamber of Commerce he was a strident advocate for using the Butler Reserve for car parking . Fortunately his attempts were rejected but I presume not abandoned.	No	The time restrictions are only part of the problem. The issue goes back 30 or 40 years where Planning Managers took monetary grants from developers instead of demanding that the designs incorporated parking inclusions. A case in point is that Woolworths were NOT forced to provide parking for the number of customers they expected to shop in that facility. When IGA was being built an underground carpark was part of the deign. Just think of the chaos that would be present if that car park wasn't present. Woolworths should have been denied a permit to alter their design several years ago to include an underground car park like IGA provided. In fact Woolworths could be required to construct an underground parking facility now. One of the MAJOR issues is that most surveys are conducted at times when full carparking is not present and consultants say there is sufficient. This is RUBBISH. In addition most residents who shop in the village do NOT want to walk large distances just to shop locally.	No	Such an arrangement is just tinkering at the edges. There is insufficient parking available	Weekdays: No, Weekends: No	At weekends these areas are used by sports playing families and should not even be considered as relief for the Village parking	Yes	Need to ensure that no vegetation is removed. The number of spaces available is of little consequence	Yes	Provide at Woolworth's expense an underground facility outside their premises	No	This approach is false too many assumptions are involved. Car pooling should be ignored. At best one car for two people. How many patrons are actually expected for 200 square. I'm sure is MUST be more than 32 ie 64 people. Which is probably uneconomic	Yes	See the comments included	85 +	Male		3930	Resident, Member of a community group or club	Ranelagh Residents Association			
Jul 07 24 10:45:16 pm	Normal signage (non-electric): No, Electronic signage: Yes		Yes		No		No		Weekdays: No, Weekends: No		Yes		No		Yes		No		35 to 49	Male		3930	Resident				
Jul 07 24 10:59:43 pm	Normal signage (non-electric): No, Electronic signage: No	I think the time limits need to be increased and no need to fine people if they overstay - it's Mt Eliza, not Bourke St!	No	People who work in the village need permits or all day parking areas.	No	Employees are the only people who stay for a long period, most shoppers are gone within 2 hours.	No		Weekdays: No, Weekends: No		No				Yes		No		60 to 69	Male		3930	Resident				
Jul 08 24 07:37:55 am	Normal signage (non-electric): No, Electronic signage: No		No		No		No	Absolutely unnecessary and will ruin the ease of the village.	Weekdays: No, Weekends: Yes		Yes		No		Yes		No		35 to 49	Female		3930	Resident				
Jul 08 24 08:50:05 am	Normal signage (non-electric): No, Electronic signage: No	Unnecessary - so much more that would be done with council money	No	Where are staff meant to park? There is enough parking in the village for shoppers and business workers alike.	No	Not necessary there is sufficient turnover of car parks	No	This is purely revenue raising	Weekdays: No, Weekends: No	There is not enough park space for children as is - leave this for families to enjoy	Yes	Not necessary but if you feel you want to spend council money. Footpaths for safety would be better.	No		Yes	There is plenty of parking already	No						Resident, Business owner				

	Survey Response																														
Date	Do you support the proposal to implement wayfinding signage to improve awareness of available parking options?	Comments (optional)	Do you support the expansion of the 3P parking areas in John Butler Reserve car park and Ranelagh Drive shown below?	Comments (optional)	The draft Strategy notes that a main parking challenge is people not following time restrictions. Do you support efforts to increase parking compliance within the Mount Eliza town centre?	Comments (optional)	Smart parking technology can offer real time information to drivers about available parking spots (like electronic signage) and gather data on parking usage and compliance. Would you support the use of smart parking technology within the Mount Eliza Centre?	Comments (optional)	The draft Strategy identifies potential parking capacity in some parts of Howard Parker Reserve. Do you support using locations near the football/ cricket oval and the playground as alternative long-term parking options?	Comments (optional)	Council is restricted in its ability to expand parking areas within the centre, without impacting on existing vegetation and heritage values. Would you support the option of upgrading the parking facilities at the gravel carpark opposite the Canadian Bay Hotel? Subject to further investigation, this may involve upgrading the surface from gravel to asphalt, some minor reconfiguring of the carpark and potentially some vegetation removal. Please refer to the map below.	Comments (optional)	Do you have other ideas where additional parking could be provided?	What other ideas do you have?	Do you support the recommendation to introduce lower parking provision rates for a number of commercial land uses for future planning permits?	Comments (optional)	Do you have other feedback/ comments to help inform the draft Strategy?	What other feedback or comments do you have?	Age	Gender	Gender (Other (please specify))	Postcode	What is your connection to Mount Eliza?	Name of community group or club	Are you a Mornington Peninsula resident?	How often do you visit Mount Eliza?	What do you visit Mount Eliza for?
Jul 08 24 09:54:34 am	Normal signage (non-electric): Yes		No	There isn't enough all day parking for employees as it is. We struggle to find spots and we cant just leave during the day to move our cars as we have patients/appointments. There also needs to be more lighting put in, especially up the back on the dirt roads. In winter, going to our cars in the dark doesn't feel overly safe.	No		No		Weekdays: No, Weekends: No	Don't feel safe walking further to our cars alone at the end of the day.	Yes		No		No		No		35 to 49	Female		3930	Worker				
Jul 08 24 10:24:52 am	Normal signage (non-electric): Yes, Electronic signage: No		No	Need some where for workers to park all dav	No		No		Weekdays: Yes, Weekends: Yes		Yes		No		No		No		60 to 69	Male		3930	Resident, Business owner				
Jul 08 24 02:09:52 pm	Normal signage (non-electric): Yes, Electronic signage: Yes		No		Yes	Staff packing should been consider for traders and team members to have available parking allocated pacifically for them especially in the Mount Eliza square shopping centre car pack.	Unsure (please specify)		Weekdays: Unsure (please specify), Weekends: Unsure (please specify)		Unsure (please specify)		No		Unsure (please specify)		Yes	Staff packing needs to be provided for the traders and team members who work in the Mount Eliza square shopping centre, staff safety is a priority when working late.	35 to 49	Female		3196	Worker				
Jul 08 24 05:58:07 pm	Normal signage (non-electric): No, Electronic signage: No	UNNECESSARY EXPENSE	No	UNNECESSARY RESTRICTION , INCONVEIENT FOR TRADERS	No	IMPACT ON AMENITY DOES NOT WARRANT EXPENSES INVOLVED IN COMPLIANCE	No	UNNECESSARY EXPENSE	Weekdays: Yes, Weekends: Yes	READY ALTERNATIVE WITH SMALL COST TO SHIRE	Yes		No		Yes		No		50 to 59	Male		3930	Worker				
Jul 09 24 05:11:30 am	Normal signage (non-electric): No, Electronic signage: No	Waste of money and creates pollution	No	There isn't an issue with parking in Mt Eliza , why are the council wasting money to create a problem	No	Never had an issue parking	No	Waste of money , all this is a revenue stream for council coffers driven by a small amount of elderly entitled people not being able to park outside their favourite outlet at the time they want to park .	Weekdays: Yes, Weekends: No		Yes		No		Unsure (please specify)	So the car parking issue is about entitled people not being able to park right outside their favourite restaurant?	Yes	What a waste of our ratepayers money . The village is the village , accept it for what it is , yes you may have to walk a very short distance to your favourite champagne bar , life's tough for the entitled isn't it	60 to 69	Male		3930	Resident				
Jul 09 24 01:46:31 pm	Normal signage (non-electric): Yes, Electronic signage: No		No		Yes	I have a floral retail business in the village that rely's on customers being able to easily park and dash in and out. In the 7 years that I have been in business I have not once seen a parking officer (I am aware that they are more prevalent around Christmas). Our biggest issue is staff or business owners parking in front of their businesses (sometimes all day) - if there was a proper effort to police this we wouldn't have issues with short term parking.	No		Weekdays: No, Weekends: No		Yes	Yes, but only to continue all day parking options.	No		Yes		No		50 to 59	Female		3930	Business owner				
Jul 10 24 01:36:18 am	Normal signage (non-electric): Yes, Electronic signage: Yes		Yes		Yes		Yes		Weekdays: Yes, Weekends: No		Yes		No		Yes		No		18 to 24	Male		3930	Resident				
Jul 10 24 05:13:07 am	Normal signage (non-electric): Yes, Electronic signage: No		No		No		No		Weekdays: Yes, Weekends: No		Yes				Yes		No		35 to 49	Female		3930	Resident, Worker				
Jul 11 24 08:24:43 am	Normal signage (non-electric): No, Electronic signage: No		No		No		No		Weekdays: No, Weekends: No		No		No		No		No		25 to 34	Female			Worker				
Jul 11 24 10:08:58 am	Normal signage (non-electric): Yes, Electronic signage: No		No		No		No		Weekdays: Yes, Weekends: No		No		No		No		Yes	Leave it as is.				3930	Resident				
Jul 12 24 10:30:30 am	Normal signage (non-electric): Yes, Electronic signage: Yes		No	No I don't agree with the changes to the unrestricted car park on busy days it's almost impossible to find a park in Mount Eliza these car parks fill up rapidly there should be a adequate allocation for small business employers and employees and there is already a lack of parking spaces, if council is seeking to make changes to the unrestricted car parking they should create more parking in town for all. I understand that this would be expensive and require constriction of a a multi level car park but I don't see how these changes could benefit small business	Yes		Yes		Weekdays: No, Weekends: No	This is not viable THis car space is too far from the main centre the weather in the winter makes it difficult to get from this space to the mani shopping centre of Mount Eliza	Yes		Yes	construction of a Multi level car park	No	Mount Eliza is not a hub of public transport there is no railway line no tram only Buses The hills are difficult to ride on and the winter weather promotes car use no bicycle use car pooling is a hippy dream, it's not practical, it does not happen in the way described	No		50 to 59	Male		3930	Resident, Business owner, Member of a community group or club	The Ahsram Mount Eliza			
Jul 12 24 10:56:30 am	Normal signage (non-electric): No, Electronic signage: No	This form of signage is inappropriate for the village character and atmosphere and small scale which is what makes Mount Eliza attractive to locals.	Unsure (please specify)	I think a trial maybe useful as long as it Doesnt include actually increasing the carpark foot print	Unsure (please specify)	again a trial period of time enforcements maybe useful in changing peoples's patterns of behaviour but not parking officers regularly partolling the carparks. For most of the time it is very easy to find a park.	No	Again electronics are at odds with the character of Mount Eliza and seem to me to be an overreaction to an ocassional problem and therefore a waste of money in a time where there is so much need for council support for many residents at serious disadvantage.	Weekdays: No, Weekends: No	Howard Parker is used by many sporting groups , tennis, bowls, netball, cricket ,older residents using the walking path around the oval, old and young dog walkers, families using the playground. They all have to carry various types of stuff and need to park close to the park. Its not for workers or shoppers.	Unsure (please specify)	Yes if its suitably landscaped with indigenous low to mid range vegetation at the front and sides and latger trees at the rear. It could become a useful and attractive asset to the village	No		Unsure (please specify)	I think it makes sense . Shoppers and diners dont overlap for the most part , the carparks are usually virtually empty by 6 pm. I would be interested to hear the views of those opposed to the recommendation to see if I have missed some obvious detrimental reason for obiection	No		70 to 84	Female		3930	Resident, Member of a community group or club	RRA, JTSmith Reserve, Neighbourhood House,MEA			
Jul 12 24 11:55:25 am	Normal signage (non-electric): Yes, Electronic signage: Yes		No	Where will workers park?	Yes		Yes		Weekdays: No, Weekends: No		Yes		No		Yes		No		25 to 34	Female		3930	Resident				
Jul 13 24 04:29:26 pm		Don't change it you grubs	No	You take enough money from us already and do nothing with it to help the community	No		No		Weekdays: No, Weekends: No		No		No		No		No		35 to 49	Male		3930	Resident				
Jul 13 24 11:14:36 pm	Normal signage (non-electric): Yes, Electronic signage: No	Electric signage just adds more light of the environment we should be trying to limit it not add more	No	provision needs to continue to be made for people working in the area therefore unrestricted areas need to be sufficient	Yes		No	smart parking is too much lighting and also to 'city' keep the village more relaxed thats the appeal	Weekdays: No, Weekends: No	people use this carparking space for exercise meeting point and dog walking and playground and use of the park it needs to be fluid not clogged up with longterm spaces	No	leave the trees leave the gravel its feature like this that keep the village essence - asphalt and trees disappearing changes the vibe and feel of the area.	Yes	encourage people to ride bikes and give more places to lock them up, encourage walking to work and lunch - so doable if people just try	Yes		Yes	consider implementing a village bus which drives the streets collecting and dropping off people to the village - less cars, less pollution more community building and less need to disrupt the township as it is.	50 to 59	Female		3930	Resident				
Jul 14 24 07:35:38 am	Normal signage (non-electric): No, Electronic signage: No	It's fine how it is. There is no need to change any signage.	No	There are plenty of parks here already. There is really no need ti change anything	No	Even if cars parked there all day it wouldn't matter. There are still plenty of parks.	No	Completely unnecessary	Weekdays: No, Weekends: No		No	Parking isn't a problem in Mt Eliza	No		Unsure (please specify)		No		35 to 49	Male		3939	Resident				
Jul 14 24 05:47:00 pm	Normal signage (non-electric): Yes, Electronic signage: No		No	As someone who works in the village, car parking is difficult enough without reducing availability for staff even further.	No	I find the time restrictions in certain areas are already insufficient for visitors to the village. Especially those attending medical appointments or the like. It is especially difficult for the elderly and disabled to find appropriate parking.	No	As much of the users of these spots are elderly it may very well cause confusion and congestion in parking areas.	Weekdays: Yes, Weekends: Yes		Yes	I regularly use this car park on work days and it is quite a basic car park. Improvements could definitely help.	No		No		No		35 to 49	Female		3930	Resident, Worker				
Jul 14 24 07:37:35 pm	Normal signage (non-electric): No, Electronic signage: No	Parking in Mt Eliza is absolutely not broken. Sometimes I have to walk up to, ooh, 20m to get to the shop I want to go to. I have never failed to get a parking space in maybe 1000 times. Why not save the money, and lower people's rates instead?	No		No		No		Weekdays: No, Weekends: No		No		Yes	Extra parking not necessary	Yes		No		35 to 49	Male		3930	Resident				
Jul 14 24 07:52:00 pm	Normal signage (non-electric): No, Electronic signage: No	No extra signing needed. The village is small enough for everything to be self explanatory.	No	They is plenty parking in Mt Eliza. Don't restrict business income by limited parking options.	No		No	Don't over complicated your small village. It has a lovely charm, don't ruin it with extra unnecessary technology and rules. Don't make it 'hard' for people to visit our villaae.	Weekdays: No, Weekends: No		No		No		Yes		No		35 to 49	Female		3930	Resident				
Jul 14 24 08:48:28 pm	Normal signage (non-electric): Yes, Electronic signage: No		Yes		No		Yes		Weekdays: Yes, Weekends: No		Yes		No		Yes		No		50 to 59	Male		3930	Resident				
Jul 14 24 09:22:18 pm	Normal signage (non-electric): Yes, Electronic signage: No		Unsure (please specify)	Only certain times maybe	No		No		Weekdays: Unsure (please specify), Weekends: No	Don't want to take parks away from park users	Yes		No		Unsure (please specify)	I think it might vary by business but also would need to be a temporary drop to be reassessed in case parking became much worse	No		35 to 49	Female		3930	Resident				
Jul 14 24 09:31:47 pm	Normal signage (non-electric): Yes, Electronic signage: No		No		No		No		Weekdays: No, Weekends: No		Yes		Yes	The entrances off Canadian Bay Rd to the Woollies carpark needs to be a single direction. One as enter and one as exit.	No		Yes	Maybe more planning strategies to fix potholes	50 to 59	Female		3930	Resident				

Date	Survey Response																															
	Do you support the proposal to implement wayfinding signage to improve awareness of available parking options?	Comments (optional)	Do you support the expansion of the 3P parking areas in John Butler Reserve car park and Ranelagh Drive shown below?	Comments (optional)	The draft Strategy notes that a main parking challenge is people not following time restrictions. Do you support efforts to increase parking compliance within the Mount Eliza town centre?	Comments (optional)	Smart parking technology can offer real time information to drivers about available parking spots (like electronic signage) and gather data on parking usage and compliance. Would you support the use of smart parking technology within the Mount Eliza Centre?	Comments (optional)	The draft Strategy identifies potential parking capacity in some parts of Howard Parker Reserve. Do you support using locations near the football/ cricket oval and the playground as alternative long-term parking options?	Comments (optional)	Council is restricted in its ability to expand parking areas within the centre, without impacting on existing vegetation and heritage values. Would you support the option of upgrading the parking facilities at the gravel carpark opposite the Canadian Bay Hotel? Subject to further investigation, this may involve upgrading the surface from gravel to asphalt, some minor reconfiguring of the carpark and potentially some vegetation removal. Please refer to the map below.	Comments (optional)	Do you have other ideas where additional parking could be provided?	What other ideas do you have?	Do you support the recommendation to introduce lower parking provision rates for a number of commercial land uses for future planning permits?	Comments (optional)	Do you have other feedback/ comments to help inform the draft Strategy?	What other feedback or comments do you have?	Age	Gender	Gender (Other (please specify))	Postcode	What is your connection to Mount Eliza?	Name of community group or club	Are you a Mornington Peninsula resident?	How often do you visit Mount Eliza?	What do you visit Mount Eliza for?
Jul 14 24 09:36:57 pm	Normal signage (non-electric): Yes, Electronic signage: No		No	There are many staff in the village that need these spots	No		No		Weekdays: Yes, Weekends: Yes		Yes		No		Yes		No		50 to 59	Female		3930	Resident, Member of a community group or club, Worker	1st Ranelagh Scouts			
Jul 14 24 09:40:20 pm	Normal signage (non-electric): No, Electronic signage: No		No		No		No		Weekdays: Yes, Weekends: Yes		No		No		Unsure (please specify)		No		35 to 49	Female		3930	Resident				
Jul 14 24 09:46:47 pm	Normal signage (non-electric): Yes, Electronic signage: No		No		No		No		Weekdays: No, Weekends: No		No		No		Yes		No		50 to 59	Male		3930	Resident				
Jul 14 24 10:09:19 pm	Normal signage (non-electric): Yes, Electronic signage: No		Yes		Yes		Yes		Weekdays: No, Weekends: Yes		Yes		No		Yes		No		35 to 49	Male		3930	Resident				
Jul 14 24 10:13:29 pm	Normal signage (non-electric): Yes, Electronic signage: No	No need for electronic signage	No	Leave it alone there is enough parking elsewhere - this is a community space	No	It's not busy enough to worry Ive lived here 20 years and never had an issue getting a park	No	Will change the village feel of Mount Eliza	Weekdays: No, Weekends: No	It's a sporting precinct areas well used by residents walking dogs and exercising.	Yes	Yes put the money into improving existing unfinished parking areas	No		No	There will be plenty of options for patrons to secure parking. Mount Eliza doesn't have that many restaurants open	Yes	Stop trying to change parking options based on commercial needs you are ruining the essence of Mount Eliza					Resident				
Jul 14 24 10:17:59 pm	Normal signage (non-electric): No, Electronic signage: No		No		No		No	I have absolutely no problem with Mt Eliza parking and so don't support any changes	Weekdays: Yes, Weekends: Unsure (please specify)	I have no problems with the current parking therefore I support no changes.	Yes		No		Unsure (please specify)		No		70 to 84	Female		3930	Resident				
Jul 14 24 10:55:54 pm	Normal signage (non-electric): Yes, Electronic signage: No		No		No		No		Weekdays: No, Weekends: No	It will take from parking for local community using oval & surroundino facilities	Yes		No		No		Yes	Leave our village a village as it is !	60 to 69	Female		3930	Resident				
Jul 14 24 10:56:33 pm	Normal signage (non-electric): Yes		No		No		No		Weekdays: No, Weekends: No		No		No		No		Yes	Do not put into Mt Eliza the ridiculous electronic parking metres as you have done at Mornington pier. Mt Eliza as it is has extreme difficulty attracting shoppers/patrons to the village and this implementation of electronic parking metres would deter visitors. Many residents of Mt Eliza are elderly and thev do not have the means or capability of understanding their use, it would destroy the village.	60 to 69	Female		3930	Resident				
Jul 15 24 12:14:38 am	Normal signage (non-electric): Yes, Electronic signage: No		No	Staff need to park somewhere too and a visit to the hairdressers takes more than 3 hours	No		No		Weekdays: Yes, Weekends: No		Yes				No		No		50 to 59	Female		3199	Member of a community group or club, Frequent visitor		No	3-5 times per week	Shopping, hair, dining , coffee, mail, dental, doctors, everything pretty much
Jul 15 24 12:34:29 am	Normal signage (non-electric): No, Electronic signage: No		No		No		No	Waste of time and money. So incredibly rare to have any issue finding parking in mt Eliza. This feels like someone has a solution and they're desperately searching for a problem.	Weekdays: Yes, Weekends: Yes		Yes		No		Yes		No		35 to 49	Male		3930	Resident				
Jul 15 24 12:40:48 am	Normal signage (non-electric): No, Electronic signage: No		No		No		No		Weekdays: No, Weekends: No		Yes		No		No		No					3930	Resident				
Jul 15 24 01:33:11 am	Normal signage (non-electric): Yes, Electronic signage: Yes		No		No		Yes		Weekdays: Yes, Weekends: Yes						No				50 to 59	Male		3930	Resident				
Jul 15 24 04:11:47 am	Normal signage (non-electric): No, Electronic signage: No	If you need assistance to find a car park in the village then you shouldn't be driving. This would be a wasteful use of money.	No	There is never a shortage of parking spaces ans it is, and therefore no need to limit parking to 3hrs. This would be an obvious attempt at revenue raising to the detriment of locals and shopkeepers.	No	There is very little to do in the village so most people would be hard pressed to overstay their car parking limit!	No	What a waste of resources (time, money and effort) that could be better spent on issues that really are of concern to locals, such as the state of roads and, footpaths which are in desperate need of maintenance and repair.	Weekdays: No, Weekends: No		Yes		No		Yes	The village is virtually dead during , let alone after business hours. The addition of new restaurants would be a welcome boost to the town; the less restrictions the better.	Yes	Please listen to the community. Use our money to improve things that we all agree need improving- our roads, footpaths etc. The intersection at Nepean Hwy and Woorralla has weeds that are 3-4ft tall, as do most of the intersections in the area, and the grass on nature strips along the main roads has not been mown or edged in at least two years it's unsightly. It seems council is all too keen to create a non-existent parking "issue", which is a thinly disguised and blatant revenue raising attempt, but not interested in spending money on items that would actually improve our living conditions. It shows a massive lack of ability to spend money wisely and a huge lack of respect for taxpayers and local residents. We can ALL see through it.	35 to 49	Female		3930	Resident				
Jul 15 24 04:52:12 am	Normal signage (non-electric): Yes, Electronic signage: Yes		Yes		No		Yes		Weekdays: Yes, Weekends: No		Yes		No		Yes		Yes	We need a pedestrian overpass to connect the entire Woodlands areas which would in turn drastically reduce the number of people driving into the village. By building an overpass at the end of Baden Powell Drive it would offer a safe option for adults and children alike to walk or ride into the village, reducing pollution as well as parking requirements. It an absolute necessity and an urgent priority that we provide this to ensure that the Woodlands area is safely connected to its local community.	35 to 49	Female		3930	Resident				
Jul 15 24 05:58:28 am	Normal signage (non-electric): No, Electronic signage: No		No		No		No		Weekdays: No, Weekends: No		Yes		No		Yes		No		35 to 49	Female		3930	Resident				
Jul 15 24 07:09:17 am	Normal signage (non-electric): Yes, Electronic signage: Yes		Yes		Yes		Yes		Weekdays: Yes, Weekends: Unsure (please specify)	Not if it will interfere with weekend sporting activities parking.	Yes		No		Yes		Yes	The Woolworths car park set out is conducive to chaos and could be fixed by having better directional flow.	35 to 49	Female		3930	Resident				
Jul 15 24 07:31:25 am	Normal signage (non-electric): No, Electronic signage: No		No		No		No		Weekdays: No, Weekends: No		No				Yes		No		35 to 49	Female		3930	Resident				
Jul 15 24 08:33:34 am	Normal signage (non-electric): No, Electronic signage: No	It's fine as it is, stop wasting money	No	Leave it as it is	No		No		Weekdays: No, Weekends: No		No		Yes	Leave it alone, lived here for years, never not got a park, it's not needed and is a huge waste of money	No		No		60 to 69	Female		3930	Resident				
Jul 15 24 09:00:18 am	Normal signage (non-electric): Yes, Electronic signage: No	It's a small community that doesn't need to look like Vegas	No	You never have an issue getting parking in Mt Eliza, this would only be done for the council to raise revenue	No	Start booking people in the 3P zones and they will start to park in the unrestricted zone	No	My Eliza does not need to look cheap or like Vegas	Weekdays: Yes, Weekends: Yes		Yes		No		Yes	People can walk into the Village for dinner	No		50 to 59	Male		3930	Resident, Business owner				
Jul 15 24 09:15:40 am	Normal signage (non-electric): Yes, Electronic signage: No		No		No		No		Weekdays: Yes, Weekends: No		Yes		Yes	Woolworths to move car to boot area, to increase further parking as it was prior. The parking options for families with young kids using this space is impossible			No		35 to 49	Female		3930	Resident				
Jul 15 24 09:48:28 am	Normal signage (non-electric): Yes, Electronic signage: No		No	Not enough all day parking available for employees that work in the villaae	Unsure (please specify)		No	Need a lot more lighting around car parks. Too dark in a lot of parking areas.	Weekdays: Yes, Weekends: Yes	Too far from the village for people to walk with shopping.	Yes		No		No		No		35 to 49	Female		3930	Resident, Worker				
Jul 15 24 10:56:31 am	Normal signage (non-electric): Yes, Electronic signage: No		Yes		No		No		Weekdays: No, Weekends: No		No		No		Yes		No		35 to 49	Male		3930	Resident				
Jul 15 24 11:27:26 am	Normal signage (non-electric): Yes, Electronic signage: No		No		No		No	Absolutely not needed.	Weekdays: No, Weekends: No		No		No		No		No		35 to 49	Female		3930	Resident				
Jul 15 24 01:32:52 pm	Normal signage (non-electric): Yes, Electronic signage: Yes		Yes		Yes		Yes		Weekdays: Yes, Weekends: No		Yes		No		Yes		No		60 to 69	Male		3930	Resident				
Jul 15 24 02:16:49 pm	Normal signage (non-electric): Yes, Electronic signage: No	Don't waste money. Parking works perfectly well in Mt Eliza	No	Don't waste money. Parking works perfectly well in Mt Eliza	No	I've never had an issue finding parking except maybe to pickup takeaway on a Friday or Saturday night. No changes necessary	No	Don't waste money. Parking works perfectly well in Mt Eliza	Weekdays: Yes, Weekends: Yes		No	Don't waste money. Parking works perfectly well in Mt Eliza	No		Yes		No		50 to 59	Male		3930	Resident				
Jul 15 24 03:27:21 pm	Normal signage (non-electric): Yes, Electronic signage: Yes		No		Yes		No		Weekdays: Yes, Weekends: No		Yes		No		Yes		No		60 to 69	Female		3930	Resident				
Jul 15 24 03:37:30 pm	Normal signage (non-electric): Yes, Electronic signage: Yes		No		No		No		Weekdays: Yes, Weekends: Yes		Yes		No		Unsure (please specify)		No		70 to 84	Male		3930	Resident				
Jul 15 24 03:40:44 pm	Normal signage (non-electric): Yes, Electronic signage: No		No		No		No		Weekdays: Yes, Weekends: No	They need the extra parking for bowls club on saturdays.	Yes		No		Yes		No		70 to 84	Female		3930	Resident				
Jul 15 24 03:47:49 pm	Normal signage (non-electric): No, Electronic signage: No	There are already enough signs and increasing in the village. People who live there know where parking areas are and if they have the cognitive ability to operate a motor vehicle , then they can find a space to park without even more signs.	No	I very regularly drive through the section with a proposed change. Mostly there is a space available. I'd rather not increase the opportunity for penalties to be applied when for the most part its totally fine.	No	Really? Who spends hours in the village and in the numbers that cause issues? I simply don't have trouble finding a space for the most part.	No	Absolutely not , What is the cost of this , and then the village has electronic signage everywhere, do we really need this expense and for how much benefit? I know it not a quaint attractive French Village but apart from being useless to most who can operate and park a car , these signs hardly add to the aesthetic. You can drive and see if spaces are available, it's that simple.	Weekdays: Unsure (please specify), Weekends: Unsure (please specify)	Don't have a view on this.	No	Is there a problem with the gravel?	No		Yes	The village is dead most nights except maybe Friday to Saturday , we're hardly in Fitzroy, parking is a dream in the evening.	Yes	I'm not opposed to change but the compliance , electronic signage , and potential for fining are not part of the culture of the area. There's also no real problem with parking , people know busy times and you can still get a spot somewhere. Parking is simple , we don't need more signs, if people can't handle it they probably should not be in charge of a motor vehicle and there are a few long termers I'd suggest who that applies to , but that's a different issue.	50 to 59	Male		3930	Resident				
Jul 15 24 04:18:18 am	Electronic signage: Yes		Yes		No		Yes		Weekdays: Yes, Weekends: Yes		Yes		No		Unsure (please specify)		No		50 to 59	Male		3930	Resident				
Jul 15 24 04:52:51 pm	Normal signage (non-electric): No, Electronic signage: No	There is nothing wrong with parking in Mount Eliza	No	As above	No	As above	No	As above	Weekdays: No, Weekends: No	As above	Yes		No		Yes		No		60 to 69	Male		3930	Resident				
Jul 15 24 08:45:32 pm	Normal signage (non-electric): No, Electronic signage: No		No		No		No		Weekdays: No, Weekends: No	I don't find any issues with the current parking situation in Mt Eliza. It seems like unnecessary spending on a non-existent issue. Perhaps a decent playground in the village could be a better development?	Yes		No		Yes		No		35 to 49	Female		3930	Resident				
Jul 15 24 10:27:00 pm	Normal signage (non-electric): No, Electronic signage: No	It's easy to find a park - there's no need to destroy the natural environment with signage. People can use their brains - there's no need to instruct parking in a small community. This is not a mayor parking facility.	No	Extra car parking is not necessary. I have never been in a situation where I cannot park a very short distance from my destination. I have been parking for shopping/services for 10 years.	No	I have never experienced a parking problem. This a small shopping precinct ! it is not necessary.	No	Please do not clutter the environment with signs - especially electronic. This community is surrounded by nature and does not need to be destroyed.	Weekdays: No, Weekends: Unsure (please specify)	Maybe??? If the parking area is maintained as a natural surface	No	It is not necessary as there are plenty of alternatives for parking. Why not promote walking to the village or cycling. I see elderly, prams & disabled people using the road to get to the village - it's dangerous and much more important than a car park! Council should look at safety of pedestrians before increasing car space.	No		Unsure (please specify)	There are always parking spaces available for restaurants. As a patron I have never had to park further than a minutes walk to a restaurant.	No		50 to 59	Female		3930	Resident				
Jul 15 24 11:27:42 pm	Normal signage (non-electric): Yes, Electronic signage: No		No	There won't be enough parking for shop workers if you remove the unrestricted parking. Please don't	Unsure (please specify)	I don't notice this as an issue. Parking availability seems fine to me	No	Seems unnecessary	Weekdays: Unsure (please specify), Weekends: Unsure (please specify)		Unsure (please specify)	Not against this. But there is plenty of parking just across the road at the community centre/bowls/tennis club with the appropriate walking paths on that side too.	No		Unsure (please specify)			25 to 34	Female		3930	Resident				
Jul 16 24 12:14:14 am	Normal signage (non-electric): Yes, Electronic signage: Yes		No		No		Yes		Weekdays: Yes, Weekends: Yes		No		No		Unsure (please specify)		Yes	More disabled parking for elderly as well	60 to 69	Female		3930	Resident				
Jul 16 24 01:28:36 am	Normal signage (non-electric): Yes		Yes		No		No		Weekdays: Yes, Weekends: No		No				No				35 to 49	Female		3930	Resident				
Jul 16 24 07:01:06 am	Normal signage (non-electric): Yes	Normal signals far more the aesthetic of the village	No	I visit the village at all times of the day and never never have trouble finding parking right where I wish to park. Even in the far busier woolworths parking. Definitely no need for expansion	No	This is council spin and we are over it. Time restricted parking along Mt eliza Way. Not needed in the gravel parking. Help the cafes and restaurants.	No	I'm not sure what audits you have done but we always find a park far closer than the gravel pit. People who park there do so only to seek long term parking. Please support maintaining this option.	Weekdays: No, Weekends: No	The profile of our community is older and this is not convenient option.	No	I don't think it's necessary. I'd like to see if this has been resident driven. Keep the aesthetic and relaxed feel of this lovely village. We do not want another Mornington!!!	No		Yes		No		35 to 49	Female		3930	Resident				

| Date | Survey Response | | |

Project Report

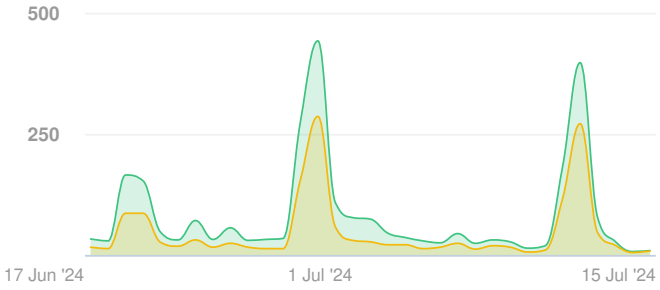
17 June 2024 - 19 July 2024

Shape Our Future

Mount Eliza Draft Car Parking Strategy

BANG THE TABLE engagementHQ

Visitors Summary



Pageviews Visitors

Highlights

TOTAL VISITS	MAX VISITORS PER DAY
1.7 k	286

NEW REGISTRATIONS
0

ENGAGED VISITORS	INFORMED VISITORS	AWARE VISITORS
263	523	1.4 k

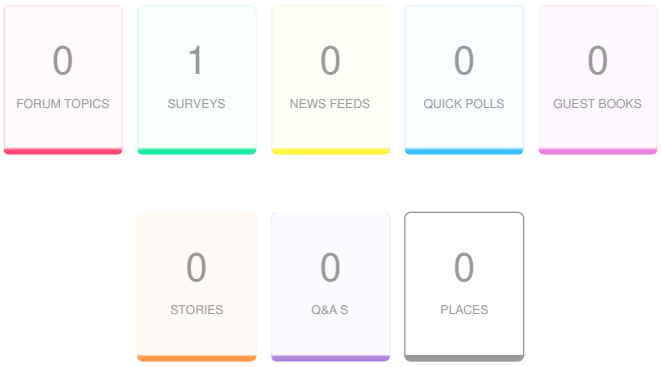
Aware Participants	1,415
Aware Actions Performed	Participants
Visited a Project or Tool Page	1,415

Informed Participants	523
Informed Actions Performed	Participants
Viewed a video	0
Viewed a photo	0
Downloaded a document	214
Visited the Key Dates page	0
Visited an FAQ list Page	0
Visited Instagram Page	0
Visited Multiple Project Pages	271
Contributed to a tool (engaged)	263

Engaged Participants	263		
Engaged Actions Performed	Registered	Unverified	Anonymous
Contributed on Forums	0	0	0
Participated in Surveys	0	0	263
Contributed to Newsfeeds	0	0	0
Participated in Quick Polls	0	0	0
Posted on Guestbooks	0	0	0
Contributed to Stories	0	0	0
Asked Questions	0	0	0
Placed Pins on Places	0	0	0
Contributed to Ideas	0	0	0

Shape Our Future : Summary Report for **17 June 2024** to **19 July 2024**

ENGAGEMENT TOOLS SUMMARY



Tool Type	Engagement Tool Name	Tool Status	Visitors	Contributors		
				Registered	Unverified	Anonymous
Survey Tool	Share your feedback	Archived	376	0	0	263

INFORMATION WIDGET SUMMARY

1	0	0	0	0
DOCUMENTS	PHOTOS	VIDEOS	FAQS	KEY DATES

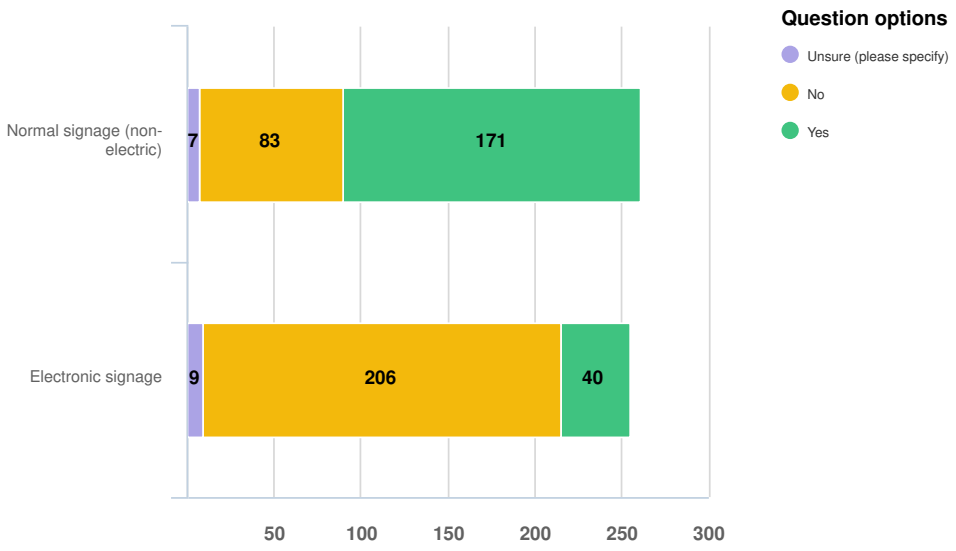
Widget Type	Engagement Tool Name	Visitors	Views/Downloads
Document	Draft Mount Eliza Car Parking Strategy	214	238

ENGAGEMENT TOOL: SURVEY TOOL

Share your feedback

Visitors 376	Contributors 263	CONTRIBUTIONS 263

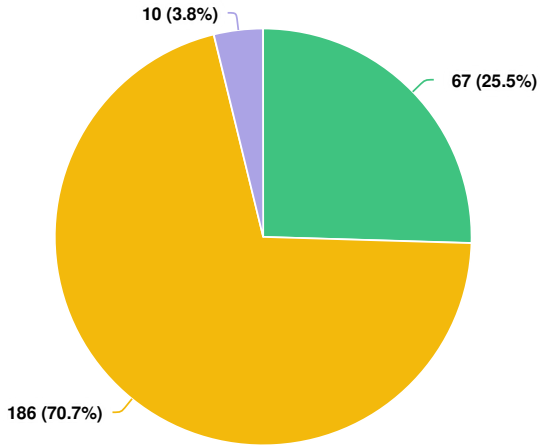
Do you support the proposal to implement wayfinding signage to improve awareness of available parking options?



Optional question (262 response(s), 1 skipped)

Question type: Likert Question

Do you support the expansion of the 3P parking areas in John Butler Reserve car park and Ranelagh Drive shown below?



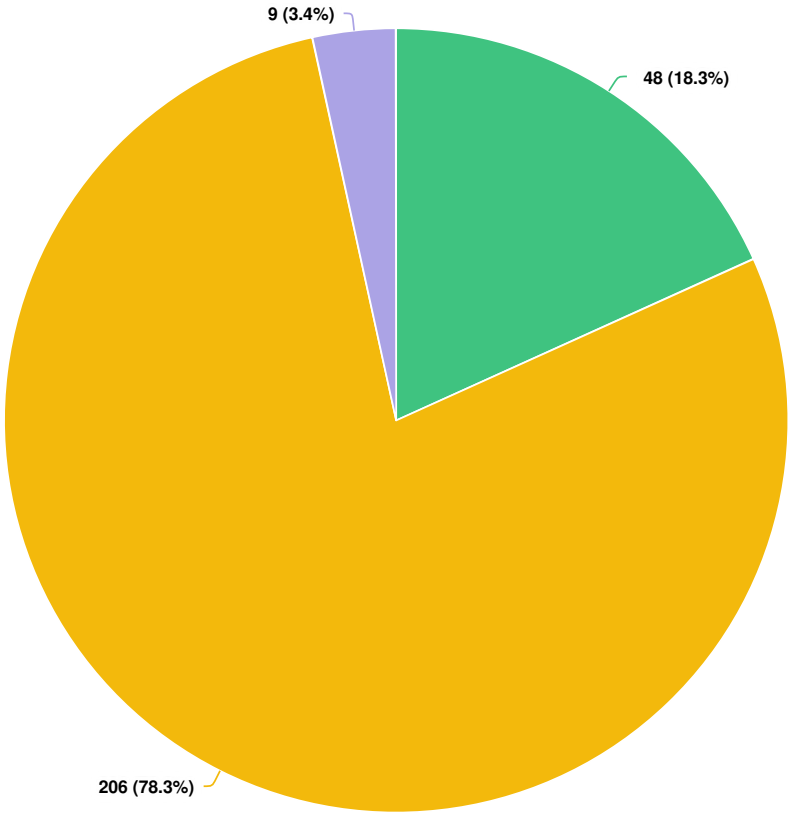
Question options

Unsure (please specify) No Yes

Optional question (263 response(s), 0 skipped)

Question type: Radio Button Question

The draft Strategy notes that a main parking challenge is people not following time restrictions. Do you support efforts to increase parking compliance within the Mount Eliza town centre?



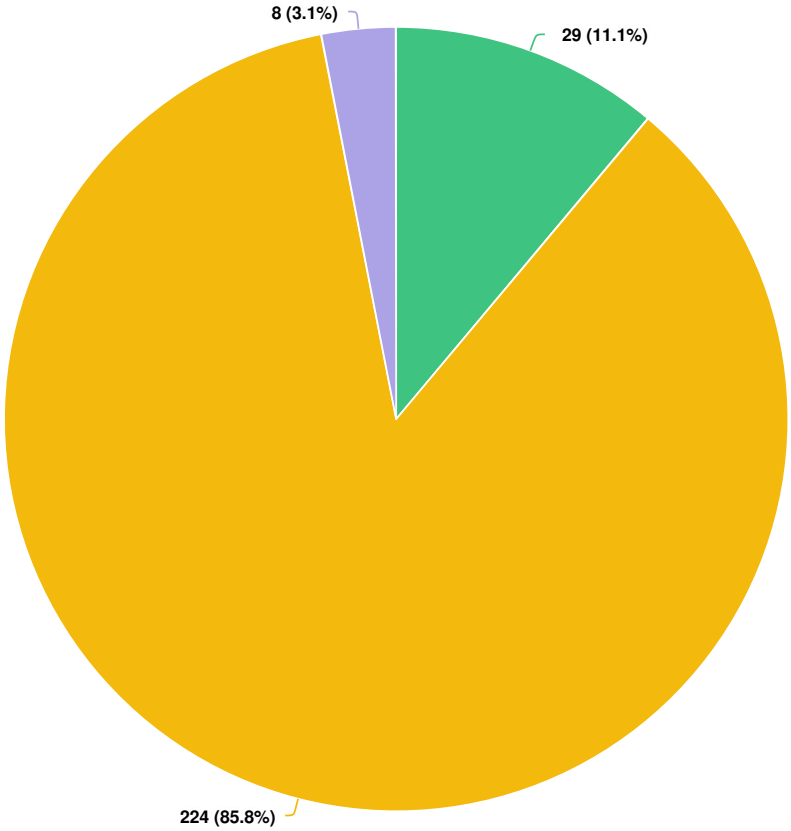
Question options

Unsure (please specify) No Yes

Optional question (263 response(s), 0 skipped)

Question type: Radio Button Question

Smart parking technology can offer real time information to drivers about available parking spots (like electronic signage) and gather data on parking usage and compliance. Would you support the use of smart parking technology within the Mount Eliz...



Question options

Unsure (please specify) No Yes

Optional question (261 response(s), 2 skipped)

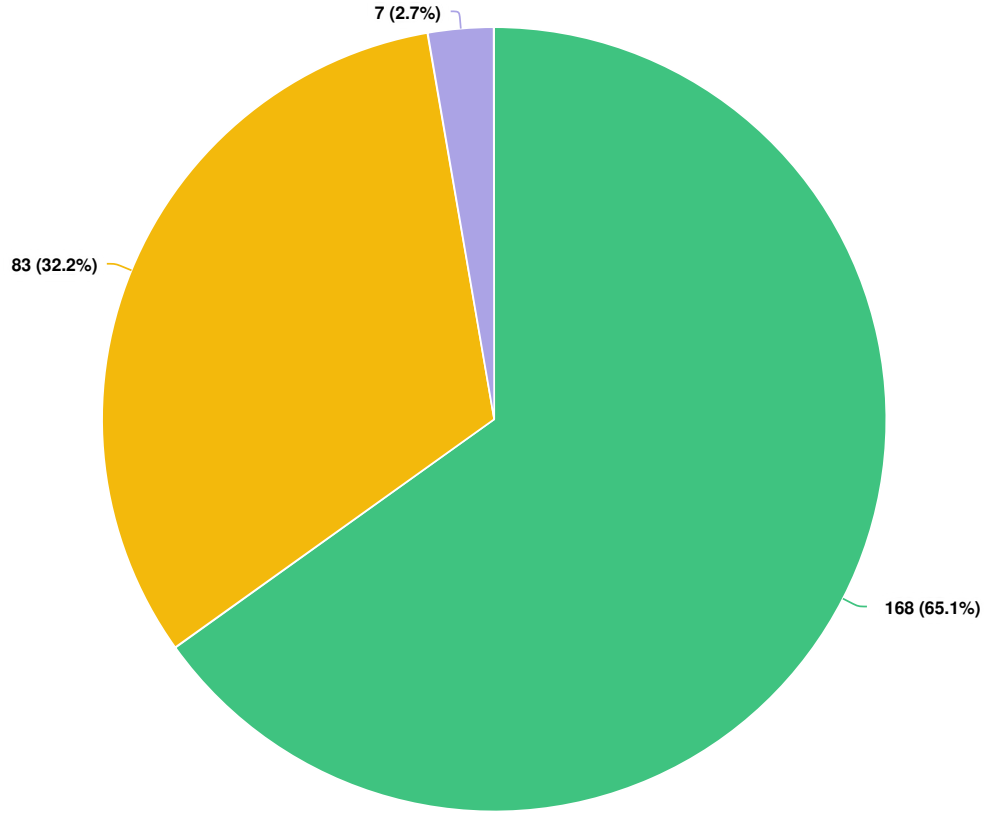
Question type: Radio Button Question

The draft Strategy identifies potential parking capacity in some parts of Howard Parker Reserve. Do you support using locations near the football/ cricket oval and the playground as alternative long-term parking options?

Optional question (262 response(s), 1 skipped)

Question type: Likert Question

Council is restricted in its ability to expand parking areas within the centre, without impacting on existing vegetation and heritage values. Would you support the option of upgrading the parking facilities at the gravel carpark opposite the Canadi...



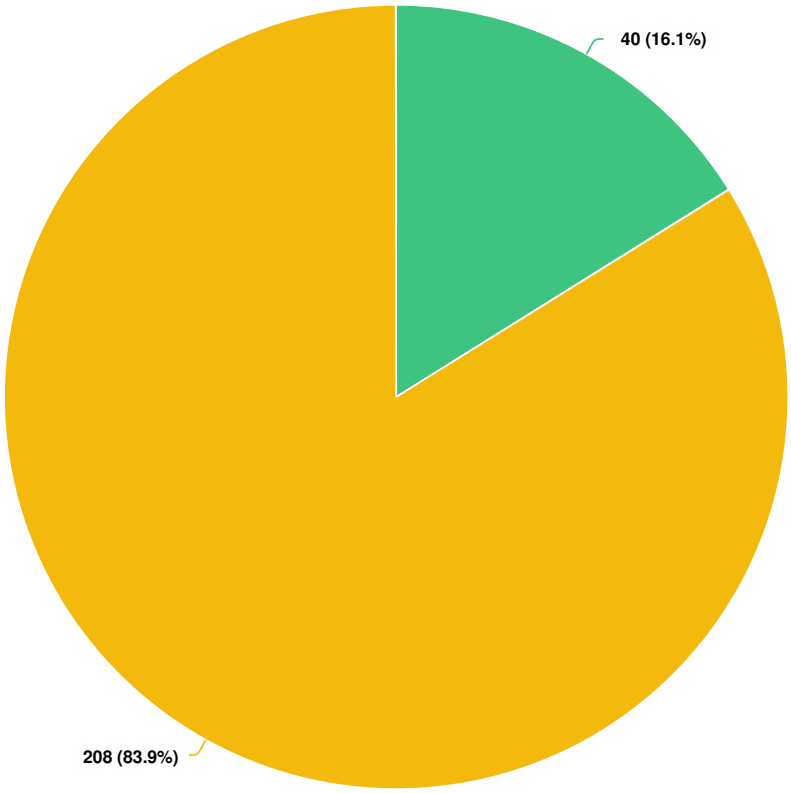
Question options

Unsure (please specify) No Yes

Optional question (258 response(s), 5 skipped)

Question type: Radio Button Question

Do you have other ideas where additional parking could be provided?



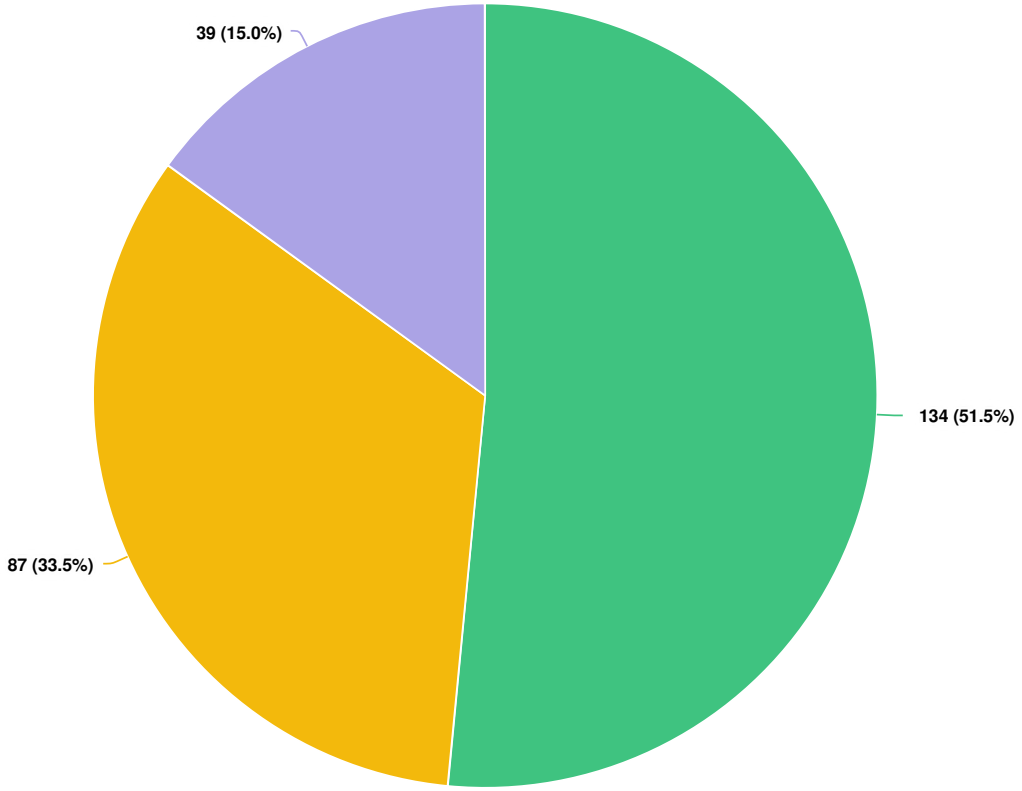
Question options

No Yes

Optional question (248 response(s), 15 skipped)

Question type: Radio Button Question

Do you support the recommendation to introduce lower parking provision rates for a number of commercial land uses for future planning permits?



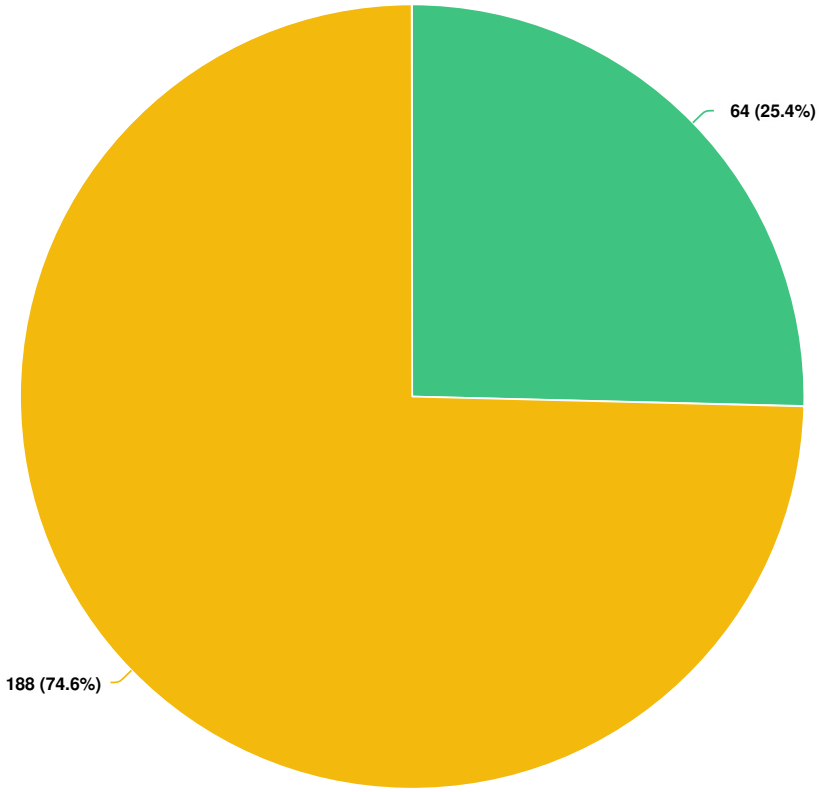
Question options

Unsure (please specify) No Yes

Optional question (260 response(s), 3 skipped)

Question type: Radio Button Question

Do you have other feedback/comments to help inform the draft Strategy?



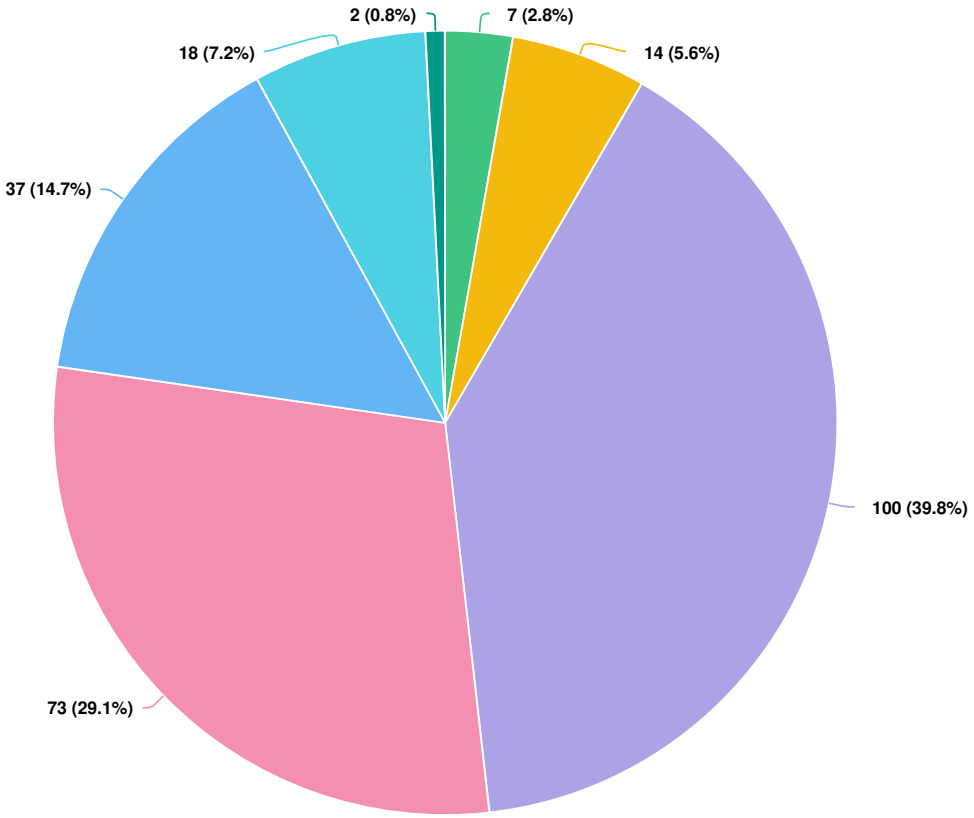
Question options

No Yes

Optional question (252 response(s), 11 skipped)

Question type: Radio Button Question

Age



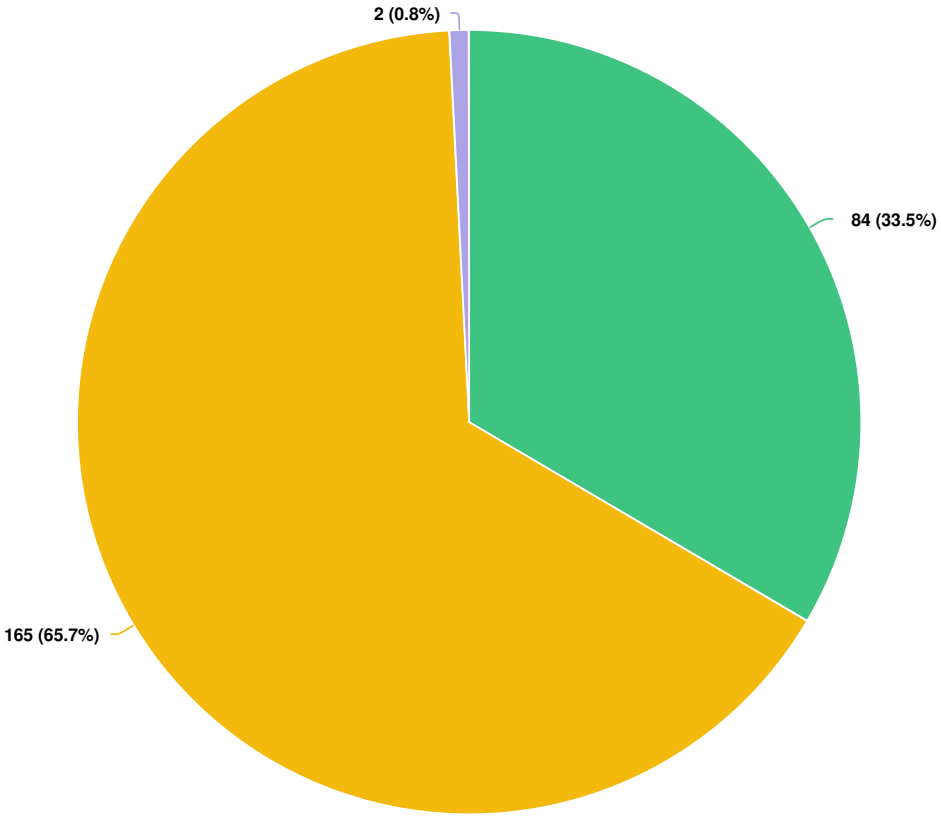
Question options

85 + 70 to 84 60 to 69 50 to 59 35 to 49 25 to 34 18 to 24

Optional question (251 response(s), 12 skipped)

Question type: Dropdown Question

Gender



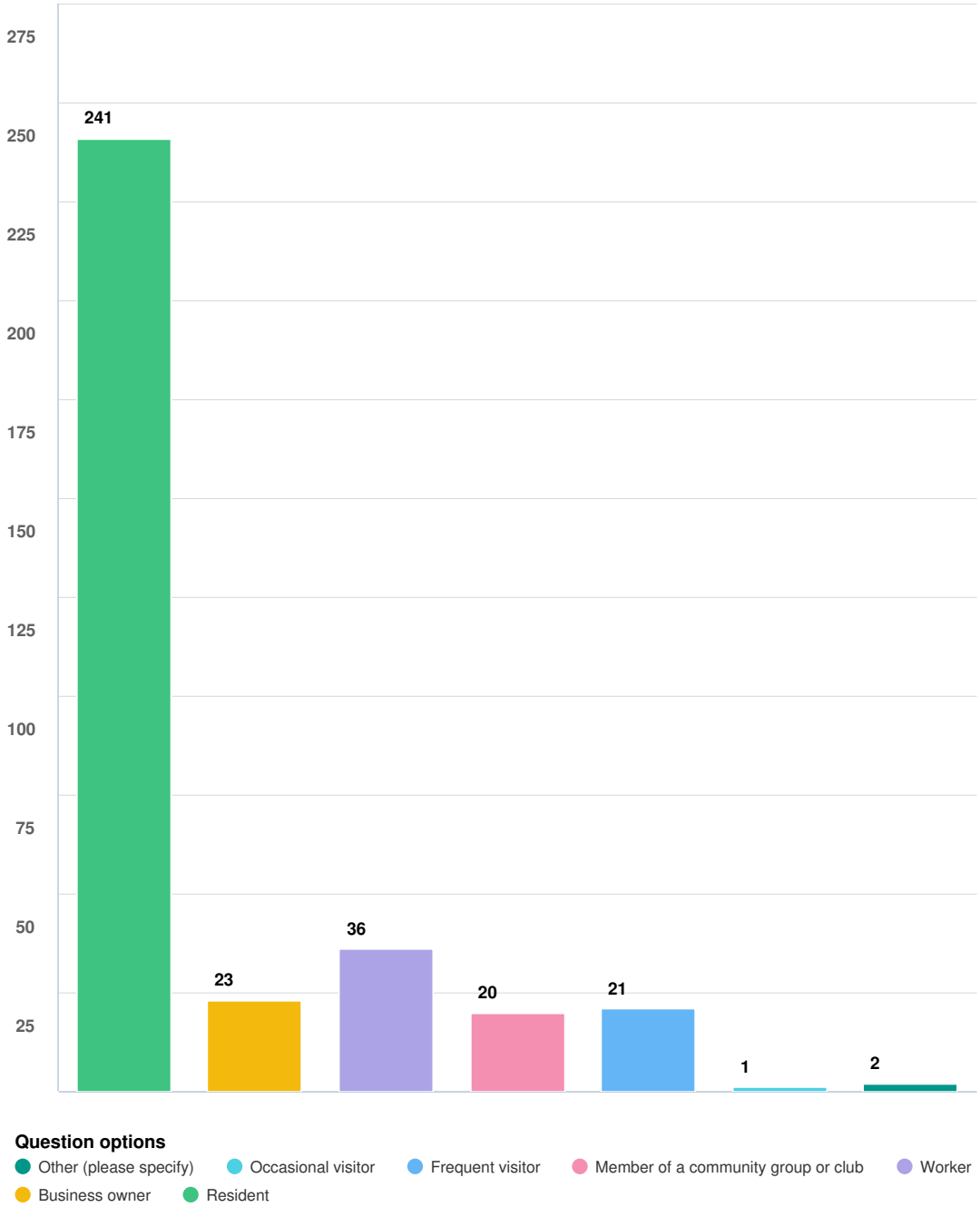
Question options

Self described (please specify) Female Male

Optional question (251 response(s), 12 skipped)

Question type: Radio Button Question

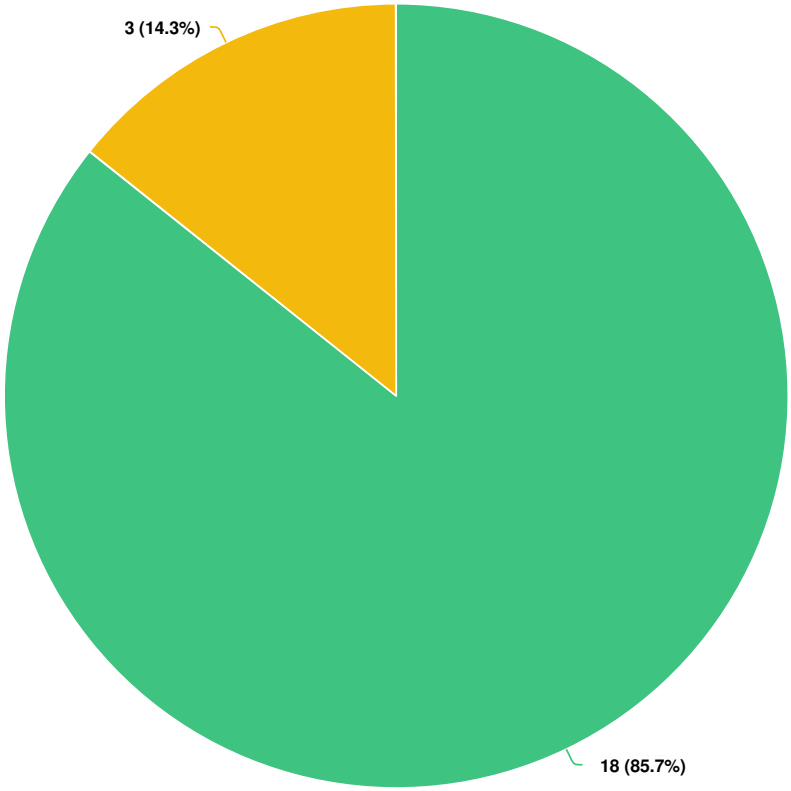
What is your connection to Mount Eliza?



Optional question (261 response(s), 2 skipped)

Question type: Checkbox Question

Are you a Mornington Peninsula resident?



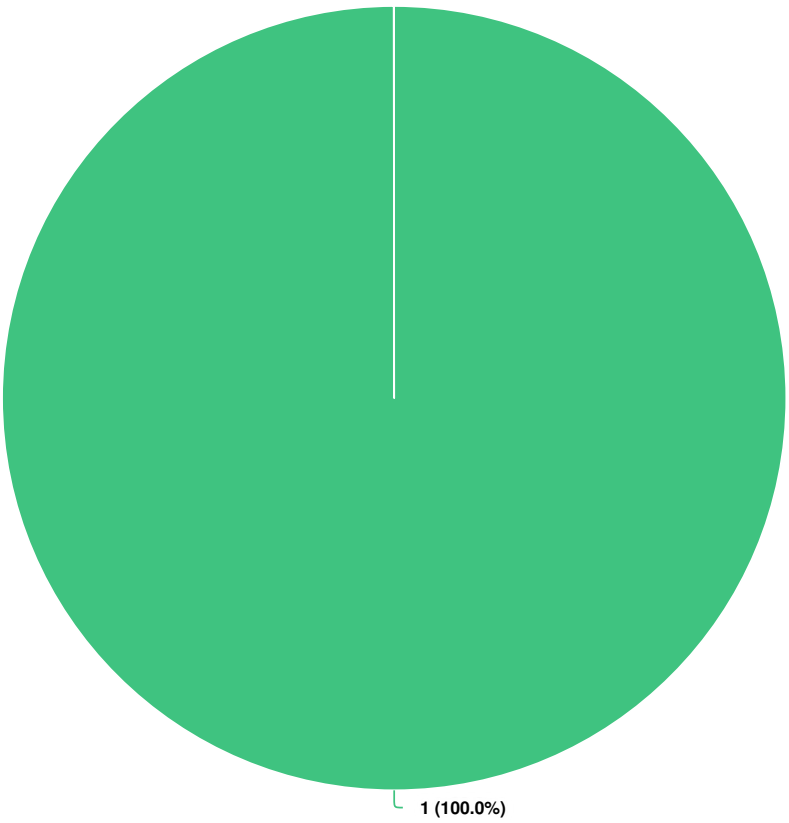
Question options

No Yes

Optional question (21 response(s), 242 skipped)

Question type: Radio Button Question

Are you a Mornington Peninsula resident?



Question options

Yes

Optional question (1 response(s), 262 skipped)

Question type: Radio Button Question

Email Received During Consultation Period

MORNINGTON PENINSULA Shire

Email 1

Good afternoon

In response to improving car parking in Mt Eliza. I live in Clarkestown Avenue Mt Eliza and I believe the parking in Clarkestown Avenue should be assessed for permit parking.

Many residents need more than 3 hour parking.

Rates are exorbitant and I have been told in the past Mornington Peninsula shire do not have resident parking permits for the shire.

That rate payers should take priority over visitors to the area.

Regards

[redacted]

Email Received During Consultation Period

MORNINGTON PENINSULA Shire

Email 2

11 July 2024

From [redacted]

Residents of 12A Dalsten Grove Mt Eliza.

Dear Brett Whitwam

Re Mt. Eliza Car Parking Strategy

Dalsten Grove is home to mainly aged residents. There is not a lot of off-street parking due to the nature of the residences. We are very close to the centre of commercial activity in Mt Eliza. A lot of the on-street parking is taken by all day parking for local employees. I am sure we are not the only street with this problem. It does highlight the problem that if it is not enforced there is little point in having it.

The second and more serious problem is the speed that people are driving down Dalsten Grove. As pointed out there are a lot of aged residents, no footpaths, frequent grandchildren, long term on street parking and no curbs on speeding. This is a recipe for disaster. What about speed humps.

Kind regards

[redacted]

Email Received During Consultation Period

MORNINGTON PENINSULA Shire

Email 3

14th July 2024

Mornington Peninsula Shire Council

Re: Mount Eliza Draft Car Parking Strategy.

I would like to set out below my thoughts in relation to this issue.

I have already completed and filed your online questionnaire so I maybe repeating myself but I believe this to be a very important issue I would like to make the following points.

Mornington and Frankston are now deemed major activity centres which means that there will be a big increase in residential, including multi story developments an example of which is sadly proceeding on Nepean Highway Frankston at present.

So both Frankston and Mornington will need a lot more carparking, flashing carparking signs , parking technology ,parking fines,etc.

1. Mount Eliza situated between the two is not, or not yet, being forced into this unappealing future.

Most people who shop in Mount Eliza live in Mount Eliza .

They know where to shop and when. There are peak periods where carparking is not as easy as 90% of the time when it a couple of minutes is enough . After 5 pm its easy and after 6pm the carparks empty out.

Most people drive up shop and leave within 30 minutes so there is revolving motion of coming and going.

I have never had the need to use the underground carpark at Ritchies and I think I'm in the majority.

So I don't think we need more carparking.

2. Expanding carparks, flashing signs, parking tech etc will change the character of Mount Eliza. Mount Eliza's charm is it's village feel,well designed streetscapes ,native vegetation individually owned businesses.
   All small scale.

3. I don't agree with adding carparks for shoppers and workers at the Howard Parker Reserve.

   The reserve is used by many different groups.

   Tennis players, cricketers, bowlers, footy players practising, older residents using the walking track around the oval, dog walkers , fitness classes,mums with kids , families using the play ground, Most of them have stuff . they need to park on the reserve.

4. The unformed carpark opposite the Canadian Bay hotel in Canadian Bay Rd.

Email Received During Consultation Period

MORNINGTON PENINSULA Shire

If this area was landscaped with suitably sized native shrubs and grasses at the interface with Canadian Bay Road and larger native trees on the rear boundary It could be an asset to the village and would be relatively inexpensive.

I know that all councils are facing very difficult times financially and who knows how long it will be before the economic climate improves.
The draft car parking strategy seems to me to be a waste of money which would be better spent on any number of more worthwhile and pressing problems and its implementation would result in damage to the Village which is precious to so many of its residents.

[redacted]

Mount Eliza.

Mount Eliza Activity Centre

Car Parking Strategy

Prepared by: Stantec Australia Pty Ltd for Mornington Peninsula Shire

on 02/08/2024

Reference: V187030

Issue #: D

Stantec

Mount Eliza Activity Centre

Car Parking Strategy

Client: Mornington Peninsula Shire

on 02/08/2024

Reference: V187030

Issue #: D

Quality Record

Issue	Date	Description	Prepared By	Checked By	Approved By	Signed
D	02/08/2024	Revised Final	Danielle Cruickshank	Chris Coath	Chris Coath	CC

Limitations
© Stantec Australia Pty Ltd 2024. Copyright in the whole and every part of this document belongs to Stantec Australia and may not be used, sold, transferred, copied or reproduced in whole or in part in any manner or form or in or on any media to any person other than by agreement with Stantec Australia. This document is produced by Stantec Australia solely for the benefit and use by Client Entity in accordance with the terms of the engagement. Stantec Australia does not and shall not assume any responsibility or liability whatsoever to any third party arising out of any use or reliance by any third party on the content of this document.

Stantec

EXECUTIVE SUMMARY

EXECUTIVE SUMMARY

Background and Research

Mount Eliza, located between Frankston and Mornington is a one of the Shire's Township Activity Centres that facilitates business, community activities and social interaction. The Mount Eliza Township Activity Centre (TAC) will continue to be the focus of economic growth and cater to the needs of residents and visitors into the future.

Critical to supporting the role and function of the Mount Eliza TAC is the provision of well-planned car parking, noting the limited public transport network and high levels of car dependency on the Peninsula. The impact of car parking availability on accessibility is a concern for residents, traders and patrons alike. It is noted that unlike other townships in Mornington Peninsula, Mount Eliza doesn't tend to have the same seasonal fluctuations and anecdotally has been increasingly used to accommodate park-and-ride demand for travel onwards to Frankston. As such, the management of car parking in the centre requires a strategic approach to be considered.

Surveys of parking demand and duration indicate that parking spaces with short-term restrictions (2 hours or less) are all nearing or above optimal maximum capacity during peak times, whilst some capacity exists within the 3P restricted parking areas. Unrestricted parking in close proximity to the centre is in high demand, however capacity does increase toward the periphery of the study area.

In terms of overall numbers, the Mount Eliza township activity centre has enough parking to accommodate existing demand, even when looking at the commercial areas in isolation. However, more can be done to increase the effectively available supply of parking without necessarily constructing additional parking spaces. Measures can be aimed at:

- Spreading parking demand spatially (to where vacancies exist)
- Altering parking restrictions to better allocate parking between short-stay and long-stay user groups
- Improving turnover in the area of highest demand, within the core of the TAC
- Improving compliance of parking infringements.

Further, the Mornington Activity Centres Strategy estimates that between 2016 and 2036, in the order of 4,500sqm of commercial (retail and office) growth could be expected to be accommodated within the Mount Eliza TAC through increased visitation and general population growth.

Recommendations

On the basis of the policy context, background research and best practice parking management, the following recommendations for managing existing car parking demand within the Mount Eliza Activity Centre are summarised below.

Managing Existing Demands

1. Implement a centre wide Parking Wayfinding Signage System (static and / or dynamic), which includes navigation information for both Council-owned and privately-owned car parks.
2. Expand areas of 3P parking in John Butler Reserve Car Park and Ranelagh Drive

3. Promote areas around the Howard Parker Reserve and Playground as alternate long stay parking areas
4. Continue to review pedestrian connections (quality of route, surface, lighting, safety, crossings) through the centre and within car parks to make the centre attractive to walk from parking locations to destination
5. Increase level of parking compliance activities within the centre
6. Investigate the feasibility of implementing Smart Parking technology in Mount Eliza to:
   - assist in the parking management task
   - increase the efficiency of parking use
   - reduce traffic congestion and subsequent vehicle emissions
   - provide additional parking data to inform future decision making.

   The introduction of Smart Parking technology would be accompanied by reviews of existing parking time restrictions and compliance activities as appropriate, responding to the enhanced parking data that is available through Smart Parking Technology, as well as considering the need for additional parking management techniques in order to appropriately manage parking demands.
7. Undertake ongoing monitoring of parking usage within the centre by drivers using Mount Eliza as a 'Park n Ride' destination
8. Council to investigate if opportunities exist to increase parking supply on the parcel of land on the corner of Canadian Bay Road and Village Lane

Managing Future Demands

9. Council to adopt Victorian Planning Provisions Column B parking rates for non-residential uses within the Commercial zone of the activity centre as the appropriate parking provision for new development
10. Council require that parking associated with new development be provided on individual development sites or reductions justified using decision guidelines specified within Clause 52.06 of the Mornington Peninsula Planning Scheme
11. It is recommended that a Cash In Lieu of Car Parking scheme not be pursued at this time, rather requiring (as above in Recommendation 10) new development to provide car parking on their own development sites or reductions justified using decision guidelines specified within Clause 52.06 of the Mornington Peninsula Planning Scheme and minimise net losses in publicly available parking as a result of private development

Monitoring and Review

12. Undertake ongoing monitoring of parking use in the area

Future implementation of any proposed recommendation is subject to further community consultation and budget availability.

CONTENTS

1. Introduction 1
1.1. Background 2
1.2. Parking Overlay Context 3
1.3. Scope of Report 4
1.4. Study Area 5
1.5. Reference Material 5
2. Car Parking Fundamentals 6
2.1. Why do we need a car parking strategy? 7
2.2. Different users have different car parking needs 8
2.3. What does a busy 'Main Street' look like? 8
2.4. Car parking as a user experience 9
2.5. What is the 'ideal' use of car parking? 10
2.6. What should we be designing for? 10
2.7. Car Parking Compliance 11
2.8. Emerging Technologies 12
3. Strategic Context 13
3.1. Background 14
3.2. Key State Policy Directions 14
3.3. Local Context 15
3.4. Mornington Peninsula Planning Scheme 17
3.5. Policy Implications for the Mount Eliza TAC 17
4. Demographics 18
4.1. Travel Behaviour and Car Ownership 19
4.2. Demographic & Land Use Projections 22
4.3. Summary 24
5. Transport Network Characteristics 25
5.1. Road Network 26
5.2. Sustainable Transport Network 27
5.3. Movement and Place 28

Stantec

V187030 // 02/08/2024
Car Parking Strategy // Issue: D
Mount Eliza Activity Centre

5.4. Summary 29
6. Existing Parking Conditions 30
6.1. Methodology 31
6.2. Existing Supply 32
6.3. Surveyed Demand 36
6.4. Parklets Program Evaluation 49
6.5. Supporting Parking Management Mechanisms 50
6.6. Existing Parking Generation Rates 51
7. Objectives 54
7.1. Parking Objectives 55
8. Managing Existing Demands 56
8.1. Identifying and Addressing Car Parking Issues 57
8.2. Overview 58
8.3. Recommendations 59
9. Managing Future Demands 76
9.1. Land Use Growth 77
9.2. Future Car Parking Rates 78
9.3. Future Car Parking Demand 81
9.4. Accommodating Future Commercial Car Parking Demands 81
10. Parking Overlay And Statutory Implementation 88
10.1. Parking Overlay 89
11. Recommendations and Implementation 91
11.1. Action Plan 92
11.2. Monitoring and Review 94

Appendices

A. Reference Documents

Figures

Figure 1.1: Mount Eliza TAC and surrounds 2
Figure 1.2: Car Parking Overlay Context 4

Figure 1.3: Scope and Methodology 4
Figure 1.4: Mount Eliza TAC Study Area 5
Figure 2.1: Willingness to Walk for Parking 8
Figure 2.2: Stages of the car parking user experience 9
Figure 2.3: The impact of on-street car parking occupancy on circulation time 10
Figure 2.4: Example of Parking Overstay Detection System 11
Figure 4.1: Location of Adjacent Local Government Area (LGA) Regions to the Mornington Peninsula Shire 19
Figure 4.2: Forecast.id Mount Eliza Population Forecasts – 2021-2036 22
Figure 4.3: Forecast.id Mornington Area Dwelling Count Forecasts – 2021-2036 23
Figure 5.1: Mount Eliza Road Network Hierarchy 26
Figure 5.2: Mount Eliza Public Transport Network 27
Figure 5.3: Mount Eliza Cycle Transport Network 28
Figure 5.4: Street classification in Department of Transport's Movement & Place Framework 29
Figure 6.1: Parking Survey Areas 31
Figure 6.2: How off-street car parking is considered in this report 32
Figure 6.3: Distribution of On- and Off-Street Car Parking – Full Study Area 33
Figure 6.4: Car parking supply by area – Full Study Area 33
Figure 6.5: Characteristics of Car Parking Spaces in Mount Eliza Activity Centre – Full Study Area 34
Figure 6.6: Distribution of On- and Off-Street Car Parking – Commercial Areas 35
Figure 6.7: Car parking supply by area – Commercial Areas 35
Figure 6.8: Characteristics of Car Parking Spaces in Mount Eliza Activity Centre – Commercial Areas 36
Figure 6.9: Car Parking Occupancy Across the Day (Full Study Area) 37
Figure 6.10: Car Parking Occupancy Across the Day (Commercial Areas Only) 37
Figure 6.11: Car Parking Occupancy Across the Day (1/4P, 1P and 2P Only) 38
Figure 6.12: Car Parking Occupancy Across the Day (3P Only) 39
Figure 6.13: Car Parking Occupancy Across the Day (3P Only) – Commercial Areas Only 39
Figure 6.14: Off-street parking locations 43
Figure 6.15: Duration of Stay – All Parking Spaces (Thursday) 46
Figure 6.16: Duration of Stay – All Parking Spaces (Saturday) 46
Figure 6.17: Variation in a '30-minute' parking event 48
Figure 6.18: Occupancy of DDA Parking Bays (Disabled Parking) Across all Areas 48
Figure 8.1: Decision framework for addressing car parking issues 57
Figure 8.2: Key decision points for drivers looking for car parking in Mount Eliza Activity Centre 59
Figure 8.3: Examples of car parking wayfinding signage 60
Figure 8.4: Example of dynamic wayfinding signage 61
Figure 8.5: Parking Demand – John Butler Reserve Car Park and Ranelagh Drive (Thur 16 Nov 2023) 62
Figure 8.6: Proposed changes to John Butler Reserve Car Park and Ranelagh Drive 63

Figure 8.7: Howard Parker Reserve and Playground Location Map 64
Figure 8.8: Howard Parker Reserve and Playground Parking Demand (Thursday 16/11/23) 65
Figure 8.9: Pedestrian Improvements Summary 67
Figure 8.10: Ranelagh Drive Pedestrian Connections 68
Figure 8.11: John Butler Car Park Pedestrian Connections 69
Figure 8.12: Pedestrian Entry to John Butler Car Park from Petticoat Lane 70
Figure 8.13: Example of Parking Overstay Detection System 72
Figure 8.14: Heritage Overlay Areas 74
Figure 8.15: Off-Street Car Parking Opportunity 74
Figure 9.1: Commercial 1 Zone land 80
Figure 9.2: The public-private spectrum for the provision of car parking 81
Figure 10.1: Car Parking Plan and Parking Overlay 89

Tables

Table 4-1: Method of journey-to-work by place of employment (ABS, 2016) 20
Table 4-2: VISTA Survey 2020 – All Trip Purposes (Weekday) 21
Table 4-3: ABS Car Ownership 2021 in Mount Eliza – Vehicles per Dwelling 21
Table 6-1: Car parking occupancy by time restriction across activity centre at 12pm Thursday (16/11/2023) – Full Study Area 40
Table 6-2: Car parking occupancy by time restriction across activity centre at 12pm Thursday (16/11/2023) – Commercial Areas Only 41
Table 6-3: On- and off-street car parking occupancy 12pm Thursday (16/11/2023) – Full Study Area 41
Table 6-4: On- and off-street car parking occupancy 12pm Thursday (16/11/2023) 42
– Commercial Areas Only 42
Table 6-5: Off-street car parking occupancy (12pm Thu, 16 November 2023) 44
Table 6-6: Duration of Stay Summary of Findings 47
Table 6-7: Theoretical Land Use Car Parking Demand 52
Table 8-1: Recommendations for managing existing parking demand in the Mornington Activity Centre 58
Table 9-1: Example of Column B Car Parking Rates from Clause 52.06 79
Table 9-2: Growth in Car Parking Demand in the Mount Eliza Activity Centre (2024 to 2036) 81
Table 11-1: Action Plan 93

1. INTRODUCTION

01

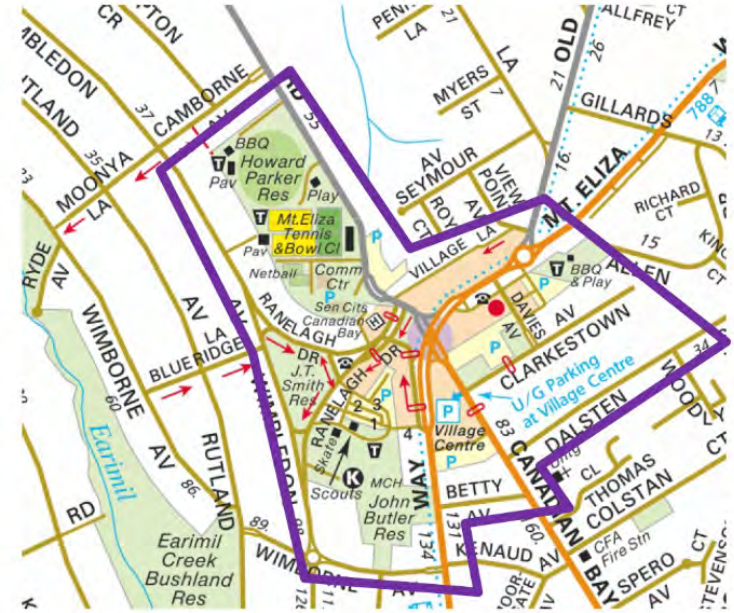
INTRODUCTION

1.1. Background

Mornington Peninsula Shire is located to the southeast of Melbourne, with around 160,000 people currently living in the municipality. Mount Eliza, located between Frankston and Mornington is a one of the Shire's Township Activity Centres that facilitates business, community activities and social interaction. The Mount Eliza Township Activity Centre (TAC) will continue to be the focus of economic growth and cater to the needs of residents and visitors into the future.

The location of the Mount Eliza TAC is shown in Figure 1.1.

Figure 1.1: Mount Eliza TAC and surrounds



Critical to supporting the role and function of the Mount Eliza Township Activity Centre (TAC) is the provision of well-planned car parking, noting the limited public transport network and high levels of car dependency on the Peninsula. The impact of car parking availability on accessibility is a concern for residents, traders and patrons alike. It is noted that unlike other townships in Mornington Peninsula, Mount Eliza doesn't tend to have the same seasonal fluctuations and anecdotally has been increasingly used to accommodate park-and-ride demand for travel onwards to Frankston. As such, the management of car parking in the centre requires a strategic approach to be considered.

Car parking is a key travel demand management (TDM)[1] technique that influences urban form, transport patterns and investment. While private vehicles will remain a key transport mode for accessing activity centres in the future, the negative aspects of car use need to be addressed to support the ongoing growth,

[1] Travel Demand Management (TDM) – a technique or suite of techniques used to better match the demand for travel within a transport network to the available network capacity. TDM is based on the 4 R's of changing travel behaviour: Retime, Re-mode, Re-route, Remove

vibrancy and investment in Mount Eliza by managing parking supply and demand at the local activity centre level. Car parking management can also play a key role in mode shift[2] in the longer term, in conjunction with ongoing investment in public transport, active travel[3] and creating a vibrant and attractive public realm.

GTA, now Stantec was engaged by the Mornington Peninsula Shire Council to prepare the Mount Eliza Parking Strategy, which is seeking to address the following issues:

- Growing number of double story developments with mixed use, with no additional parking proposed for these new developments
- Pressure on the parking provision requirements of the Mornington Peninsula Shire Planning Scheme
- Limited vacant land suitable for additional car parking in Mount Eliza because of heritage overlay and/or vegetation
- Perceptions of high parking demands throughout the TAC by the community.

With the above issues in mind, the overall purpose of the Parking Strategy is to:

- Support the long-term vision for the Mount Eliza TAC and confirm how it can be supported through integrated traffic and parking analysis and planning
- Ensure that the provision of car parking is appropriate to support the prosperity and vibrancy of the centre
- Set out a clear and integrated framework to manage car parking pressure and to address car parking supply
- Identify options to reduce car parking pressure such as parking management measures
- Assess the feasibility of implementing a Schedule to the Parking Overlay for the Mount Eliza TAC into the Mornington Peninsula Planning Scheme:
    1. facilitate financial contributions ('cash-in-lieu' payments) to be paid in place of providing car parking spaces
    2. introduce localised variations to car parking rates
    3. Implement specific design controls.

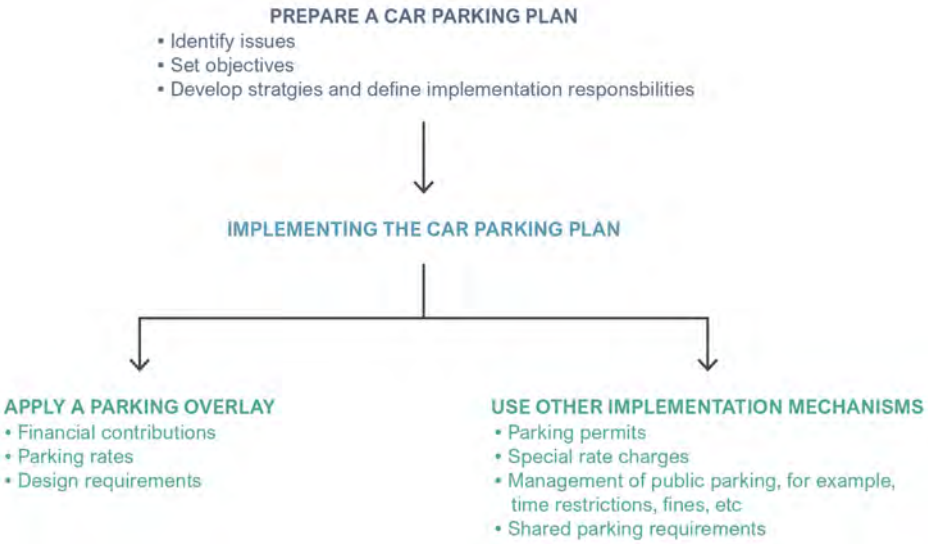
1.2. Parking Overlay Context

The implementation of parking strategy findings can occur in two forms – those that can be simply implemented by Council, such as changes to parking restrictions, or others that require a statutory form to place requirements on developers or other third parties.

The Victorian Planning Provisions Practice Note – The Parking Overlay (PN57) identifies that the outcomes of a car parking plan or strategy are likely to be implemented either through a Parking Overlay (at Clause 45.09 of the Planning Scheme) or other mechanism as shown in Figure 1.2.

[2] Mode Shift – the re-mode part of TDM. Changing travel behaviour from one mode of travel to another, e.g. from car to bicycle.
[3] Active Travel – non-vehicle travel, generally walking and cycling.

Figure 1.2: Car Parking Overlay Context



As a result, this report seeks to develop a car parking strategy to best manage existing and future car parking. The strategies of this report are likely to require a mix of the implementation techniques which will be examined throughout this report. It is worth noting that a Parking Overlay represents the most appropriate tool at this time to give a statutory force to the study's outcomes.

1.3. Scope of Report

The scope and methodology of the report has been outlined below in Figure 1.3.

Figure 1.3: Scope and Methodology

INTRODUCTION

1.4. Study Area

The study area for the Mount Eliza Township Activity Centre Car Parking Strategy, and the distinction by area, is shown in Figure 1.4.

Area A comprises largely recreational and community uses. Areas B – F comprise commercial uses. Area D also includes some residential streets adjacent to the centre which have been subject to some commercial overspill parking in recent times.

Figure 1.4: Mount Eliza TAC Study Area

1.5. Reference Material

Reference documents relied upon in the development of this report are outlined within Appendix A.

2. CAR PARKING FUNDAMENTALS

02

CAR PARKING FUNDAMENTALS

2.1. Why do we need a car parking strategy?

In activity centres, land uses generate and attract patrons, customers, staff and / or residents resulting in economic activity. A by-product of access to these land uses is, in its simplest form, a 'trip'. Trips can be made by a variety of methods including (but not limited to) walking, cycling, public transport and / or the private motor vehicle.

Where does car parking enter this equation?

Car parking provides an end-of-trip facility for car use. Each type of land use has differing levels of attractiveness (i.e. trip generation) and therefore different requirements for car parking. Different land uses also have different customer bases and in turn different needs in regard to their required length of stay.

Accordingly, different types of car parking are required (for example, pick up drop off parking – 5 to 15 minutes, short stay parking – 1 to 4 hours and long stay parking – all day) to satisfy differing needs. In an Activity Centre setting a single parking event can serve a number of trip purposes and a single space can be shared between a number of users over the course of the day as the parking peak for different land uses occurs at different times of the day; for example, an office compared to an apartment building.

There is no such thing as 'free' parking

"Just because a driver doesn't pay for parking doesn't mean the cost goes away" – Donald Shoup[4]

Free parking simply means higher costs for everything else – goods, services and housing, for example. It is important to recognise that the provision of car parking always comes at a cost. If it is not paid directly by the users themselves (through paid parking), then it is borne by developers, Council, landowners or businesses, who ultimately pass these costs onto all users of an activity centre through increased rents, costs of goods, and council rates[5]. Beyond the cost of construction, car parking spaces require maintenance, management, and activities to maintain compliance.

There is also an inherent opportunity cost in dedicating land to car parking. In the case of on-street car parking, the space could be used for wider footpaths, safer cycling infrastructure, bus lanes, or greater traffic capacity. In off-street locations car parking consumes space that might have been used for housing, shops, cafés, restaurants, offices, parks, playgrounds, or any other number of uses. Furthermore, dedicating too much space to car parking often means that distances between all other land uses are increased, impacting everyone who does not travel there by private vehicle.

This is not to detract from the important role of car parking, but highlights that overprovision of parking can be detrimental to affordability, amenity, sustainability and vibrancy of an activity centre.

In this context, it is therefore important that parking be managed to:

- Recognise that a parking space doesn't attract people; it's the destination that attracts people, parking facilitates it.
- Enhance and not detract from Mount Eliza as an attractive destination.
- Encourage economic activity while advancing liveability and sustainability.
- Ensure that Mount Eliza is not placed at a competitive disadvantage relative to other centres due to its car parking provisions.

[4] Donald Shoup, FAICP, Distinguished Research Professor, Urban Planning, University of California, Los Angeles, USA
[5] Shoup, Donald. (1997). The High Cost of Free Parking. Journal of Planning Education and Research. 17. 3-20.

CAR PARKING FUNDAMENTALS

2.2. Different users have different car parking needs

There is no 'one size fits all' when it comes to the provision of car parking. Some users will have a strong desire to park very close to their destination while others will tolerate walking a bit further (if the connection is comfortable and safe). There is always a market for those willing to pay to make their life more convenient. For parking, this added convenience is needed when people need to load or unload bulky items, or make a quick stop when pushed for time.

While it is not possible to consider the diverse preferences of all users, there is generally a relationship between the amount of time someone spends at their destination/s and the distance they are willing walk from their car to reach it[6]. Someone who is just stopping for a few minutes to buy a loaf of bread is more likely to be frustrated by having to park a few hundred metres away than someone who is spending the whole day in the activity centre. Figure 2.1indicates some tolerable walking distances for different users and trip types.

Figure 2.1: Willingness to Walk for Parking

2.3. What does a busy 'Main Street' look like?

Shopping strips (often referred to as 'high streets' or 'main streets' because they frequently bear the name) often serve as the commercial and cultural centre for older towns and villages in Australia.

A busy and vibrant main street supports local businesses and provides a valuable social space that fosters a greater sense of community. Mount Eliza is no exception, with the aim to continue to serve surrounding residents and visitors as a high amenity street-based centre mentioned in Council's strategic documents.

A busy and vibrant street is one where people go to spend time, rather than just pass through. It is the presence of pedestrians, not the cars driving past, that create the lively environment desired by the community. Those walking down a main street are far more likely to make a spontaneous visit to a shop that looks interesting than those who simply drive and park out the front of their primary destination. Although

[6] Van der Waerden, P., Timmermans, H. and De Bruin-Verhoeven, M.(2015). Car drivers' characteristics and the maximum walking distance between parking facility and final destination. The Journal of Transport and Land Use.

most visitors drive to Mount Eliza, almost all of these trips still involve some form of walk from their parking spot to their destination.

Encouraging users to park a bit further from their primary destination and walk can deliver the following benefits:

- **Reduce unnecessary vehicle traffic** on a main street itself. Less cars usually means less noise, cleaner air and a safer environment for pedestrians.
- **Increase the number of walking trips** along a main street. This can generate additional business for traders, enhance the perception of safety through greater passive surveillance, improve health outcomes, and help contribute to the 'vibrant' atmosphere.

2.4. Car parking as a user experience

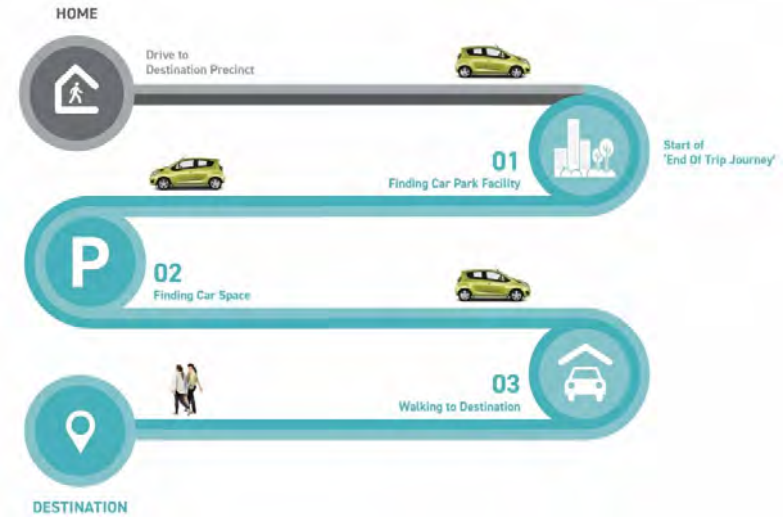
The experience of parking a car is more than just finding a vacant spot and driving into it. It also includes finding the right area to park, understanding the restrictions of the street, and the walk from the car park to the user's ultimate destination/s. Figure 2.2 shows the stages of the user experience in using car parking as an end-of-trip facility as part of a trip.

The traditional approach to designing car parks begins with identifying the required number of parking spaces, identifying how to circulate and access parking spaces and all too often then designing pedestrian networks within the left-over land.

In the context of developing a car parking strategy for an activity centre, it is important to recognise that there are more aspects to providing parking than ensuring there are enough spaces, including:

- **Wayfinding** to help drivers find parking that suits their needs
- **Pedestrian facilities** that can allow users to walk safely between their car and their destination.

Figure 2.2: Stages of the car parking user experience[7]



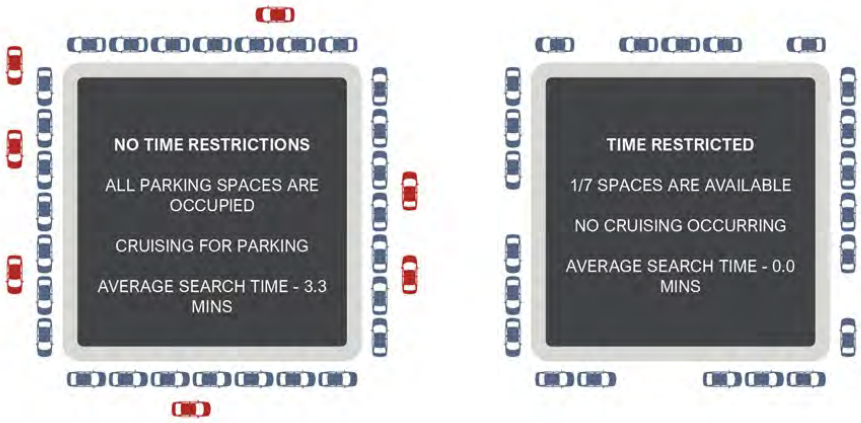
[7] Coath, C., Yousif, Ali. (2018). *Car Parking: Human Centred*. AITPM 2018 National Conference.

2.5. What is the 'ideal' use of car parking?

On a typical street block, a car parking occupancy of 85% translates to about 1 out of every 7 parking spaces being available. This balances having the highest use of a space while ensuring that the street is not congested with drivers circulating in search of a parking space[8], as shown in Figure 2.3. For off-street public car parks, a practical capacity of 90% is suitable given the higher density and visibility of car parking.

It is proposed that these occupancy rates (i.e. 85% for on-street and 90% for off-street) are adopted as ideal maximum occupancies for the Mount Eliza TAC. This means that specific areas in the activity centre that are currently above these levels should be subject to treatments that reduce demand (e.g. time restrictions) while encouraging people to park in currently underutilised areas.

Figure 2.3: The impact of on-street car parking occupancy on circulation time



2.6. What should we be designing for?

It would not be socially or economically viable for the supply of parking to be determined by the busiest hour of the busiest day of the year (i.e. the 99.9th percentile or absolute peak). As discussed above, providing too much parking can have adverse effects. On the other hand, if we were to only cater for the average demand (i.e. 50th percentile) there would be a shortfall in parking for half of the year. The approach that is generally accepted from a transport infrastructure perspective is, therefore, to design for the peak repeatable (i.e. 85th percentile) parking event, which sits somewhere just outside the highest peak times of the year.

By designing for the 85th percentile, there is an acceptance that there will be a few occasions where the demand for parking will exceed supply. However, there are usually ways to manage parking during these 'absolute peak' events, either by creating additional temporary parking or by managing demand. Failure to provide enough car parking during these periods of peak demand may result in an overspill of parked cars into the adjacent residential areas, which creates amenity and liveability issues for local residents. While this will not be tolerated by residents as an ongoing solution, it is an option if its occurrence is limited.

[8] Shoup, D. (2006). *Cruising for Parking*. Transport Policy.

2.7. Car Parking Compliance

Compliance activities are important to ensure a parking system operates as designed. In general terms, without effective compliance activities, drivers will become aware of the low probability of consequences and not seek to adhere to the system. However, parking compliance activities are often viewed negatively with the issuing of infringement notices to those who overstay.

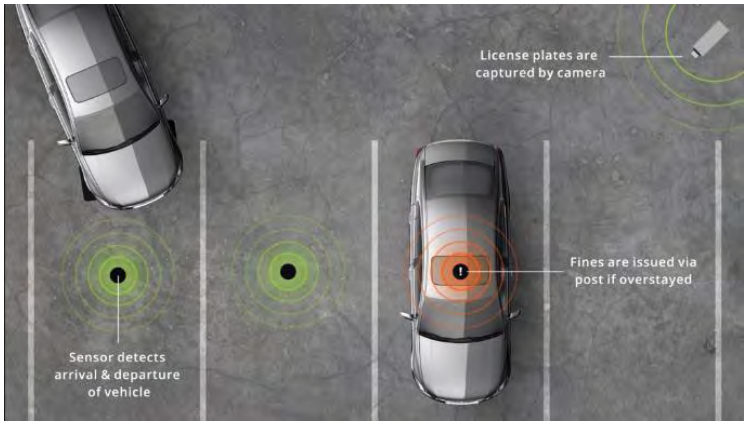
While parking compliance activities can be a frustration to drivers within an activity centre, they also have a role to play in reducing the frustrations of those seeking to adhere to the defined system.

Achieving good compliance of parking restrictions is contingent on the clarity of the message and commitment to the compliance task. To achieve this, clarity of the system (signage, advertising and education), desired outcomes (compliance and turnover of parking) and non-compliance outcomes (infringement value) must be clearly communicated to all involved.

In recent years, in-ground Parking Overstay Detection Systems (PODS) have assisted in creating greater certainty of compliance. Technologies such as this and other further technology enhancements in coming years will continue to enable an effective system to exist without requiring excessive resource allocations.

These systems can also be integrated with dynamic wayfinding signage and mobile applications to direct user to available parking and inform them of the time restrictions so that they are less likely to overstay.

Figure 2.4: Example of Parking Overstay Detection System



Source: eSMART 21

Overall, compliance activities can ultimately increase compliance, ensuring the parking system works as intended with reduced infringements being able to be issued – resulting, on the whole, in a parking system with less frustrations and a greater desire to spend time in the centre.

Compliance as it relates to activity centres includes:

- Activities relating to drivers who have not paid for parking (purchasing of a ticket).
- Identification of drivers who have overstayed the posted time period.

As this relates to current practice in the Shire, compliance activities relate solely to drivers overstaying posted time restrictions. It is expected that the level of overstay will reduce with increased monitoring capacity.

2.8. Emerging Technologies

Conventional projections of parking demand are based on an assumption that the current model of individual car ownership and use will continue. An alternative view is that a confluence of the following three disruptive technologies will create a fertile environment for a new and disruptive business model to emerge:

- Commercialisation of electric vehicles
- Introduction and legalisation of automated vehicles
- Refinement and acceptance of service sharing platforms

This resulting business model from the combination of the above three disruptive technologies is called Mobility as a Service (MaaS). The intent of this business model is to obviate the need for households to own their own vehicles. Instead MaaS platforms (i.e. smart-phone apps) would provide users with a range of transport options. Currently, Uber is an example of such a service, and the range of providers (rivals to Uber) is expected to grow in future years, including bike-share options.

Once fully automated electric vehicles (AEVs) reach the market, it is expected that they could drive further strong growth in the uptake of MaaS (and decline in household car ownership), as they would be able to provide 24/7 on-demand travel at lower cost than buying one's own vehicle. Indeed, modelling (performed by others) suggests that AEV travel would be as much as 10 times cheaper per kilometre than travel by conventional individually owned vehicles. These AEVs would be used either as a primary transport mode (for door-to-door travel) or as a feeder to higher-capacity modes such as trains and light rail.

Robust modelling of this scenario, performed in an American context, suggests that within 10 years of the legalisation of automated vehicles for general road use (which is possible within the next five years), 95% of city travel could be undertaken using AEVs[9].

Such modelling simply represents a potential future scenario, but one that is so fundamentally at odds with conventional assumptions that it demands attention.

Implications for Car Parking

Within the next 10-year horizon, the impacts of MaaS and disruptive technologies is likely to be minimal. However, when considering the future of parking on the Mornington Peninsula, it is important to consider the best approach to creating resilient options that can adapt in years to come to the changing nature of transport.

As the intent of MaaS is to provide transport users with door-to-door transport options, and thus remove the need for household car ownership, the need for both residential and destination parking would decrease as more people shift to this model. While in the longer term AEVs are likely to be a key component of MaaS, for the immediate term the MaaS 'offer' will likely continue to include car-sharing (including peer-to-peer sharing), ride sharing (including in mini-buses), as well as bike-sharing. Once people feel confident that MaaS can provide for all of their transport needs (whether this happens before or after the introduction of AEVs), they will likely move away from car ownership. This will enable residential car-spaces, both in apartment buildings and houses, to be re-purposed (to higher value uses). The number of parking spaces at destinations (such as shopping and activity centres) could decrease as demand for these also drops. The number of free parking spaces could also be actively reduced at these locations to promote a shift to more efficient and sustainable modes, again enabling a re-purposing of parking spaces (e.g, to other community or commercial uses).

[9] Arbib & Seba (2017)

3. STRATEGIC CONTEXT

03

STRATEGIC CONTEXT

3.1. Background

It is important to acknowledge the existing local and state policy documents related to transport planning, land use, and car parking within Mount Eliza and the broader Mornington Peninsular Shire, as these have a key role in informing the directions of this report. A number of relevant local and state-wide strategic documents have been reviewed, with the key findings summarised below.

3.2. Key State Policy Directions

Various State policy documents, including Plan Melbourne 2017-2050 and the Transport Integration Act 2010, provide guidance for activity centres like Mount Eliza. The following policy directions are noted as being relevant to the study area:

- **'Transport choice' is central to providing equitable access to employment and services.** Transport choice means that there are a number of viable and attractive options, such as walking, cycling, public transport or private vehicles. Transport choice is also intrinsically linked to urban form. Providing activity centres with a range of employment, retail, educational and community services in close proximity to where people live means that people will have more choices for their daily travel needs.
- **All investment decisions should be informed by a road user hierarchy.** In Victoria, the Movement and Place Framework developed by Department of Transport is the appropriate planning tool to determine the road user hierarchy across the road network. Access and circulation for car parking needs to be considered under the overall road user hierarchy. The Department of Transport's Movement and Place Framework takes a future-focused, multi-modal approach to network planning also taking into consideration the diverse role places play in planning the types of transport modes appropriate to a local road or street.
- **Promoting sustainable transport (walking, cycling and public transport)** is generally endorsed on a state-wide basis and is important for a wide range of reasons:
    - Healthy, active communities – there is a strong link between active transport and the health and wellbeing of the community.
    - Socially connected, liveable communities – places where people walk, cycle and use public transport are likely to perform better on a range of social indicators.
    - Transport efficiency – increased use of sustainable transport has environmental and economic benefits through reduced greenhouse emissions and reduced space required for vehicle movement and storage, including car parking.
    - Access for all members of the community – a large number of people in the community don't or can't drive, and the provision of attractive and viable alternative means of transport is a key factor in whether a community is affected by transport disadvantage.
    - Safety – Increased sustainable and active transport improves safety and perceptions of safety.

3.3. Local Context

3.3.1. Mornington Peninsula Climate Emergency Plan 2020

The Mornington Peninsula Shire Council declared a Climate Emergency in August 2019 which culminated in the development of the Mornington Peninsula Climate Emergency Plan 2020 that was later adopted by Council in August 2020. The plan will guide Council's efforts to deliver tangible actions, and advocacy to scale up collective Climate Emergency action. The plan provides a 10-year map including targets around:

- Leadership and governance
- Climate advocacy
- Zero carbon energy
- A resilient and adaptive community
- Sustainable transport and travel
- Sustainable land use and environmental restoration
- Circular economy and zero waste.

The plan acknowledges that transport is the second largest source of carbon emissions on the Mornington Peninsula (31%) and is mostly attributed to road transport. By 2030, transport emissions are planned to be reduced by 50% from 2018 levels. With this reduction in emissions, targets are to be developed to reduce commute distances and to increase pedestrian and cyclist traffic and shared vehicles, and to improve public transport access and road transportation route design.

Parking has a role to play in this challenge. While it is acknowledged that limitations may exist which enable access to Mount Eliza by sustainable transport modes, in the short term this strategy has a key role as it relates to managing parking to reduce vehicle circulation (and subsequently vehicle emissions) once within the centre.

3.3.2. Mornington Peninsula Activity Centres Strategy 2018

The Mornington Peninsula Activity Centre Strategy investigates the role of each activity centre across the Shire. The strategy focuses on the relationship between economic activity, population levels, demographics, and social sustainability of the activity centres and also reviews the hierarchy of existing activity centres in relation to their role, function, size, composition and relationship to one another.

The vision for the strategy states that the Mornington Peninsula's existing activity centres will continue to be the focus for new retail development and key locations for business, community activity and social interaction in the Shire. Council have noted that they will work with stakeholders and the community to maintain and enhance the existing hierarchy of activity centres to meet the needs of both the local community and visitors to the Peninsula. Throughout the growth of the centres, each activity centre will aim to be highly accessible, support positive environmental social and economic outcomes, and provide safe, attractive and diverse places for local residents and visitors to enjoy. Future development will be appropriate to the character, role and function of each centre.

Within the strategy, Mount Eliza is classified as a Large Township Activity Centre, which is defined as a centre which is a focus for serving larger settlements (10,000-plus people) and are intended to complement the role and function of the Major activity centres. Large township centres typically comprise around 10,000m^2 to 25,000m^2 of floorspace and include significant retail facilities, office-based commercial activity and some community infrastructure. These centres will contain some higher-order infrastructure and services, although

in general terms Large Township Centres have a focus on meeting the day-to-day needs of the local population.

3.3.3. Mornington Peninsula Shire, Pedestrian Access Strategy, 2024-2034

The Pedestrian Access Strategy has been developed to identify a strategic walking network for the Shire that provides safe pedestrian movement to key destinations in the Shire and is accessible to all users. This network is called the Principal Pedestrian Network (PPN). The Strategy has a vision to create a safe, accessible and connected pedestrian network that encourages and facilitates walking to key day to day destinations, to increase accessibility for those with disabilities and promote active transport including walking, cycling and other non-vehicular modes of movement. There is a PPN specific to Mount Eliza which shows the key pedestrian routes connecting into the centre in a radial form, including along Mount Eliza Way, Canadian Bay Road, Old Mornington Road and Wimbledon Avenue, as well as a number of crossings in the centre.

3.3.4. Mornington Peninsula Shire Sustainable Transport Strategy 2015-2020

This document outlines the key elements which require consideration in delivering sustainable transport outcomes for the region. Fundamentally, in order to achieve greater use of public transport and walking or cycling as a mode of transport, these services and facilities should be more efficiently integrated with improved promotion, marketing and education of both the issues and the benefits.

3.3.5. Mt Eliza Commercial Precinct Parking Action Plan (TTM), November 2016

The parking action plan contains a detailed review of parking throughout the commercial precinct. The key objectives of the study were:

- To establish future demand for parking spaces and develop strategies to meet this demand including the development of a parking action plan for the study area.
- To establish options to maximise shared parking opportunities through the coordinated provision of parking on both private and public land within the town centre.
- To establish appropriate tools to manage the existing and future parking demands and their impacts on the surrounding areas.
- To specify a way forward in terms of the application of the study and the mechanisms which could be adopted to apply the recommendations.

The analysis undertaken suggested that there is a shortfall in short-term parking within the precinct, whilst long-term demand is generally well accommodated within the centre and immediate surrounds.

Recommendations in the parking strategy focused on maximising short-term visitor parking, moving long-term parking away from the centre, reducing the mode-share of vehicle drivers to the centre and improving pedestrian linkages, particularly to the car parks in the north.

3.4. Mornington Peninsula Planning Scheme

The provision of parking within the Mount Eliza TAC is informed by Clause 52.06 of the Mornington Peninsula Planning Scheme.

The purpose of Clause 52.06 is to:

- *"To ensure the provision of an appropriate number of car parking spaces having regard to the demand likely to be generated, the activities on the land and the nature of the locality.*
- *To support sustainable transport alternatives to the motor car.*
- *To promote the efficient use of car parking spaces through the consolidation of car parking facilities.*
- *To ensure that car parking does not adversely affect the amenity of the locality.*
- *To ensure that the design and location of car parking is of a high standard, creates a safe environment for users and enables easy and efficient use."*

Clause 52.06 applies to a new use or an increase in the floor area or site area of an existing use.

The clause specifies car parking requirements for various uses. This includes the number of car parking spaces that a use must provide and design standards for car parking. Table 1 of Clause 52.06 specifies the number of car parks required. Column A of Table 1 includes the standard car parking rate and the Column B rate applies if the land is within the Principal Public Transport Network Area or a schedule to the Parking Overlay or another provision of the planning scheme specifies that Column B applies.

3.5. Policy Implications for the Mount Eliza TAC

The Mount Eliza Township Activity Centre parking strategy should ensure that space is used in a way that promotes economic prosperity, social inclusion, efficiency, liveability, amenity and enjoyment. Car parking in the centre should be allocated in a way that promotes economic activity (through encouraging the vehicle turnover and allocation to preferred users) while maintaining equity of access for all users and visitors to the centre. The safety of all users is paramount.

On-street car parking has an inherent influence on the Movement & Place function of streets given the space it consumes. There is an opportunity cost[10] associated with the provision of these facilities as a land resource that could otherwise be used for other modes of travel, such as wider footways or bike lanes, or be returned to the public realm (as landscaping, seating etc.).

Primarily, the Mornington Peninsula Planning Scheme statutory requirements determine how the overall supply of on-street and off-street car parking will change as the area develops.

Sustainability and public health are key components in many of the policy documents. A parking strategy is part of an integrated approach to reducing travel by private vehicle and encouraging sustainable travel choices (such as walking and cycling) and ensuring that pedestrian amenities in the centre are adequate.

[10] Opportunity Cost – the loss of other alternatives when one alternative is chosen.

4. DEMOGRAPHICS

04

DEMOGRAPHICS

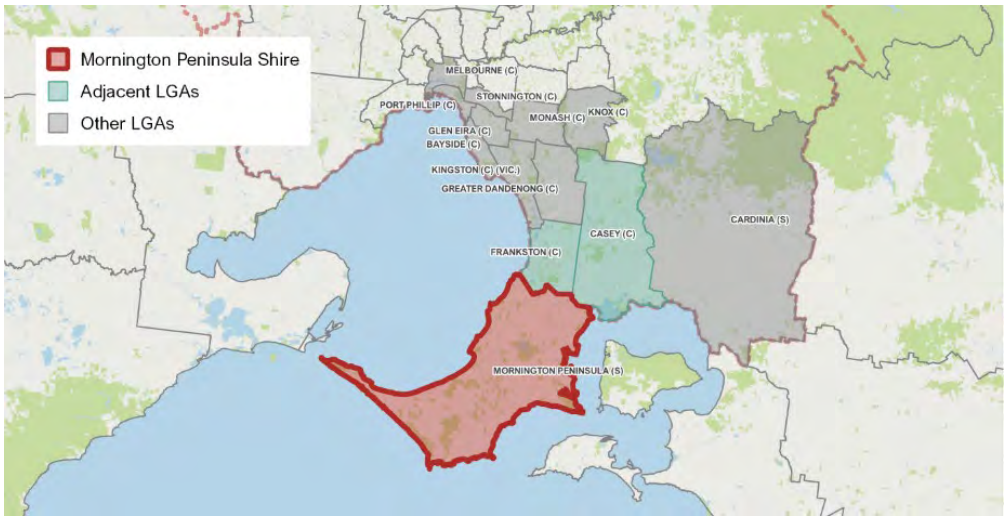
4.1. Travel Behaviour and Car Ownership

4.1.1. Mode Split

ABS Journey to work

A comparison of 2016[11] ABS journey-to-work data for Mount Eliza, the Mornington Peninsula Shire and surrounding municipalities is provided in Table 4-1. Figure 4.1 illustrates the location of these surrounding municipalities in relation to the Mornington Peninsula Shire.

Figure 4.1: Location of Adjacent Local Government Area (LGA) Regions to the Mornington Peninsula Shire



[11] 2021 data was collected during a period where COVID-19 restrictions were still in place (i.e. lockdown, social distancing, isolation for positive cases/close contacts). As such, the data overstates the proportion of people working from home and is not indicative of 'normal' conditions. Surrounding municipalities experienced similar issues with data misrepresenting typical travel behaviour. As such, 2016 data has been used to best reflect the typical journey to work characteristics for residents and workers.

DEMOGRAPHICS

Table 4-1: Method of journey-to-work by place of employment (ABS, 2016)

Geographic Area	Car as Driver	Public Transport	Bicycle	Walked	Other
Township					
Mount Eliza	88%	2%	0%	3%	8%
LGA					
Mornington Peninsula (S)	86%	2%	0%	4%	8%
Adjacent LGAs					
Casey (C)	86%	3%	0%	2%	9%
Frankston (C)	87%	3%	0%	2%	8%
Other LGAs					
Bayside (C)	81%	8%	0%	1%	4%
Cardinia (S)	85%	2%	0%	3%	9%
Glen Eira (C)	77%	11%	1%	5%	6%
Greater Dandenong (C)	88%	4%	0%	1%	7%
Kingston (C)	86%	5%	1%	2%	6%
Knox (C)	88%	3%	0%	1%	7%
Melbourne (C)	30%	56%	4%	6%	4%
Monash (C)	85%	7%	1%	2%	5%
Port Phillip (C)	60%	25%	3%	6%	5%
Stonnington (C)	66%	21%	2%	7%	5%

'Public transport' includes train, tram, bus, and ferry
'Other' includes car as passenger, taxi, motorcycle, and truck
'Worked from home', 'did not go to work' and 'not stated' have been excluded from this total

When comparing Mount Eliza to the larger municipal area in Mornington Peninsula Shire, Table 4-1 indicates that Mount Eliza contains similar journey-to-work mode split for public transport and bicycle, with a slightly lower walking mode choice and slightly higher for car as driver.

When compared to the surrounding municipalities, Table 4-1 indicates that journey-to-work for car as driver is typically higher in Mount Eliza, with Greater Dandenong and Knox having an equally high mode share of car drivers.

VISTA 2020[12]

Indicators of existing travel patterns for all trips within the Mornington Shire LGA can be derived from the Victorian Integrated Survey of Travel (VISTA), which provides guidance on existing travel mode splits. Table 4-2 indicates that trips within the Mornington Peninsula Shire are primarily by private vehicles with a lower proportion of people in the Mornington Peninsula Shire choosing to travel to work by public transport or cycling when compared to Metropolitan Melbourne.

[12] The most recent data on the VISTA website is from March 2020 and not impacted by COVID-19 restrictions. A new round of data collection began in February 2022 but the results of this have not yet been published.

Table 4-2: VISTA Survey 2020 – All Trip Purposes (Weekday)

Region	Private Vehicle	Public Transport	Bicycle	Walked	Other
Mornington Peninsula Shire	82%	3%	1%	14%	<1%
Metropolitan Melbourne	71%	9%	2%	17%	1%

[1] Public transport includes train, tram, bus and ferry
[2] "Other" includes taxi, motorcycle and truck

4.1.2. Car Ownership

The 2021 Census by the Australian Bureau of Statistics (ABS) indicates an average car ownership rate within the township of Mount Eliza is 2.13 vehicles per household, with only 2% of all households not owning any vehicle at all. Further analysis of the township has been presented in Table 4-3.

Table 4-3: ABS Car Ownership 2021 in Mount Eliza – Vehicles per Dwelling

Number of Bedrooms	Number of Dwellings	Average Car Ownership (Vehicles per Dwelling)	Share of Dwellings with No Car Ownership
None (includes bedsitters)	0	n/a	0%
One bedroom	52	1.00	8%
Two bedrooms	469	1.26	11%
Three bedrooms	2,088	1.88	2%
Four bedrooms or more	3,636	2.39	1%
Mount Eliza Average	**6,245**	**2.13**	**2%**
Mornington Peninsula Shire Average	-	1.87	4%
Metropolitan Melbourne Average	-	1.69	9%

"Not stated" and "Not Applicable" categories have been excluded from this total

Compared to the wider Mornington Peninsula Shire, car ownership across all households is higher within the township of Mount Eliza and the number of dwellings without a car is also lower than the average. It is noted that the majority of dwellings within the township are of three bedrooms or more, accounting for more than 90% of total dwellings.

DEMOGRAPHICS

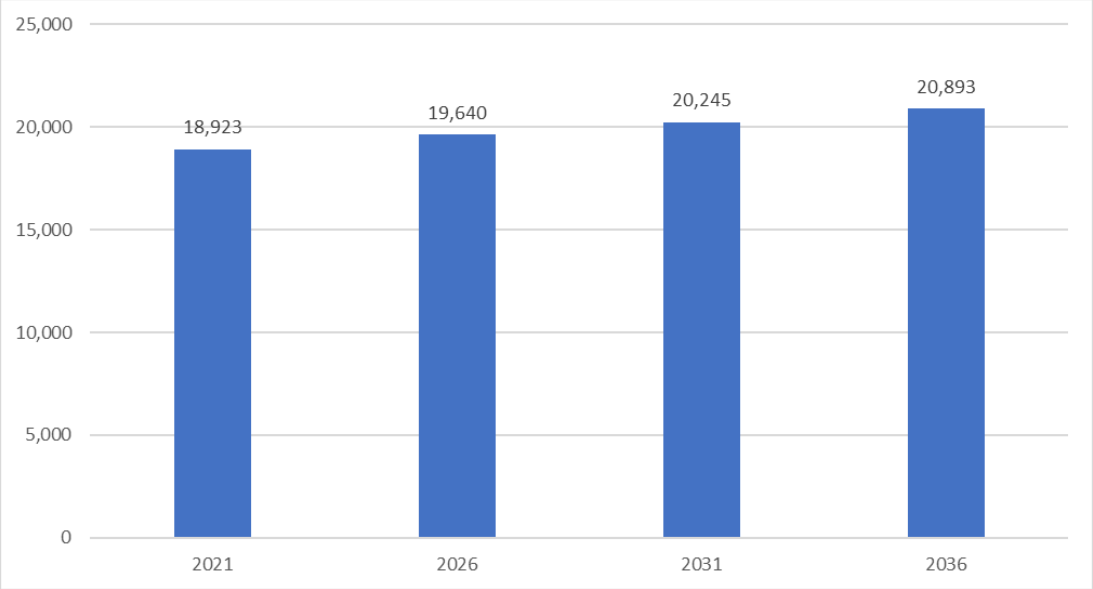
4.2. Demographic & Land Use Projections

Population and demographic projections provide an insight into the likelihood of behavioural change and shifts in travel patterns in an area. For the Mornington Peninsula Shire, population size, dwelling size and age have been considered.

4.2.1. Population and Age

The population of Mount Eliza as recorded during the 2021 Census was 18,734. In 2024, it is estimated to be 19,358. Between 2024 and 2036, the population is expected to increase to 20,893 (7.9% total increase or approximately 0.64% P.A.).

Figure 4.2: Forecast.id Mount Eliza Population Forecasts – 2021-2036



Date source: Population and household forecasts, 2021 to 2036, prepared by .id (informed decisions), February 2023.

The demographic profile of Mount Eliza has higher proportion of children (under 18) and a lower proportion of persons aged 60 or older compared to the wider Mornington Peninsula Shire. In the context of population growth up to 2036, Forecast.id highlights the following assumptions for Mount Eliza:

- Significant gain of families (0-9 and 30-44 years)
- A loss of young adults (18-29 years), accessing education and employment opportunities and/or appropriate housing elsewhere
- Loss of empty-nesters and retirees (50-59 years)
- Small loss of older persons (70+ years), some of whom may move in order to access services/family support or aged care facilities.

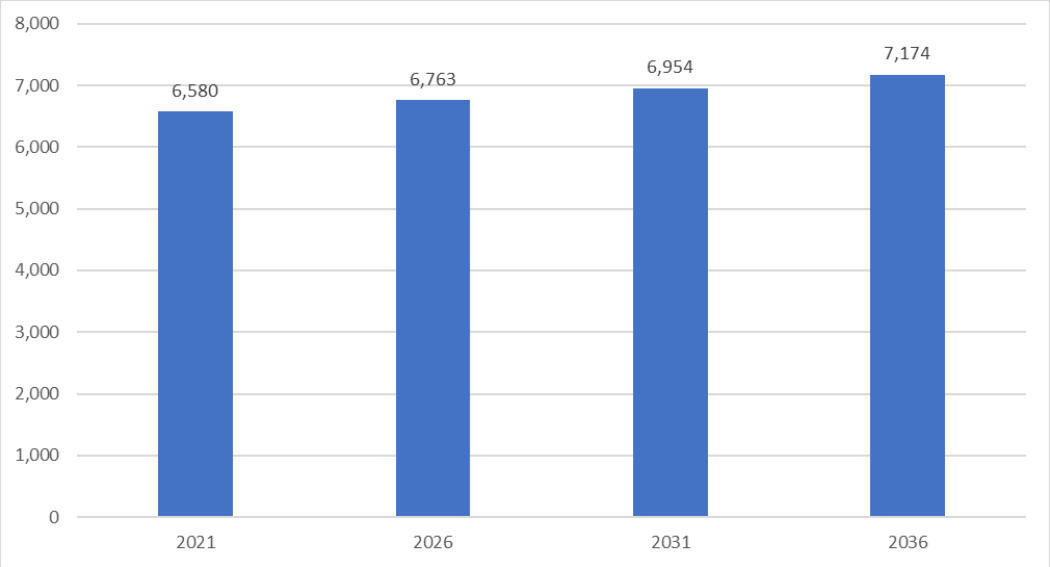
DEMOGRAPHICS

4.2.2. Dwelling Size and Characteristics

The housing stock of Mount Eliza consists predominantly of detached houses, making up 91.5% of total dwellings. This is compared to 86% for the Mornington Peninsula Shire and 66.1% in Greater Melbourne.

As an overall count of the housing stock in the broader Mount Eliza area, the dwelling count is expected to increase from 6,880 in 2021 to 7,501 in 2036, an average of approx. 41 dwellings per annum or 0.58% P.A. This is slightly lower than the rate of population increase in the area and as a result the average household size is expected to rise from 2.83 to 2.87 by 2036.

Figure 4.3: Forecast.id Mornington Area Dwelling Count Forecasts – 2021-2036



Date source: Population and household forecasts, 2021 to 2036, prepared by .id (informed decisions), February 2023.

4.2.3. Land Use Projections

In 2018, the Mornington Peninsula Shire Council engaged with Essential Economics to draft the Mornington Activity Centres Strategy. The strategy review contained an updated assessment of retail and commercial floorspace demand and supply. It provides strategic directions and a policy framework for the activity centres within the Shire. Key projections for commercial and office land use projections were made for each of the townships and activity centres within the Shire.

The study identified that there is currently approximately 18,200sqm of retail and commercial floorspace located in the Mount Eliza activity centre, including 13,900sqm of shopfront floorspace.

The Strategy assumed that given a combination of population growth within the Shire and the uplift from visitation and business derived from population increases in the wider Metropolitan Melbourne, an increase in commercial and office land use would occur in centres across the Peninsula. It is estimated that between 2016 and 2036, a total of 90,000sqm of new commercial floor space will be required to meet demand with 13,500sqm (15%) of this space being allocated to office type uses.

The strategy identified a future commercial land use requirement for the Mount Eliza activity centre of 4,554sqm.

4.3. Summary

The mode share data indicates that car travel in the Mount Eliza Activity Centre as a share of all travel is high in a general sense but is also higher than the Shire average. This indicates a strong reliance on car travel, and it is not realistic to expect that this is going to markedly change in the future. In turn, this indicates that recommendations made to change drivers parking behaviour – or reduce vehicle travel – should not unjustifiably hinder vehicle travel, as this risk undermining the economic performance of the centre.

Changes in population are broadly aligned with the projected change in dwellings, but with some reduction in the number of people per dwelling. It is reasonable to expect that new homes will be supplied with car parking on development lots, to meet market expectations, given car ownership and car use statistics as discussed previously. This means any increase in resident population is unlikely to *directly* add to public parking demand in the Mount Eliza Activity Centre. There will be an indirect increase in demand through increased visitors to these residences, but within activity centres this is absorbed within the public parking supply due to time-of-day factors, in that the peak demand for residential visitors (evening and weekends) typically occurs outside of the peak demand for commercial uses (weekday business hours).

The effects of an increased population are directly appreciable in the increased commercial and employment floor area. People travel from their residence to shop or work, and in Mount Eliza this mainly occurs by car. The additional floor area is expected to increase parking demand by approximately 93 car spaces, as is set out in Section 9 of this study.

5. TRANSPORT NETWORK CHARACTERISTICS

05

TRANSPORT NETWORK CHARACTERISTICS

5.1. Road Network

5.1.1. Existing Road Network

The layout of the road network influences how drivers access the road network and how they make decisions on where to park. An understanding of the road network will inform car parking wayfinding strategies for the study area.

Mount Eliza is served by two major roadways, the Nepean Highway, which runs in a northeast direction through the centre of the township and Moorooduc Highway which borders the south-eastern boundary of the township. This provides connections into the wider Melbourne Freeway network. The main access into the town centre of Mount Eliza, known as Mount Eliza Village, is via the collector roads of Mount Eliza Way, Canadian Bay Road and Old Mornington Road, which are connected via the Nepean Highway. Figure 5.1 below provides context of the road network in relation to the village and the surrounding area.

Figure 5.1: Mount Eliza Road Network Hierarchy

5.1.2. Future Road Projects

Within Mount Eliza, there are no declared future road projects designated by the Department of Transport.

TRANSPORT NETWORK CHARACTERISTICS

5.2. Sustainable Transport Network

The sustainable transport networks (public transport, cycling and walking) provide a key role in supporting access to and within Mount Eliza. A summary of the range of modes has been set out in the following sections.

5.2.1. Public Transport

The public transport facilities within Mount Eliza are limited to three bus routes[13]. Mount Eliza is not serviced by trains, with the nearest train station located in Frankston. Mount Eliza's key bus stops are located within Mount Eliza village at the stop Mount Eliza Shopping Centre / Mount Eliza Way with the frequency of individual routes between 30 to 60 minutes.

To contextualise the public transport accessibility of Mount Eliza, guidance has been sought from Walk Score. This application provides walkability and transit accessibility metrics for cities across Australia. Walk Score indicates the site has a Transit Score[14] of 32 out of 100, indicating that Mount Eliza has "Some Transit" offerings, however Mount Eliza is considered a "car-dependent neighbourhood".

Figure 5.2: Mount Eliza Public Transport Network

[13] Bus routes include the PTV 788, 887 and 781 services

[14] Transit Score is a patented measure of how well a location is served by public transit. Transit Score is based on data released in a standard format by public transit agencies. To calculate a Transit Score, a "usefulness" value is assigned to nearby transit routes based on the frequency, type of route (rail, bus, etc.), and distance to the nearest stop on the route. The results are then normalised to generate a Transit Score from 0 to 100. https://www.walkscore.com/
90–100 World-class public transportation.
70–89: Excellent Transit: Transit is convenient for most trips.
50–69: Good Transit: Many nearby public transportation options.
25–49: Some Transit: A few nearby public transportation options.
0–24: Minimal Transit: It is possible to get on a bus.

TRANSPORT NETWORK CHARACTERISTICS

5.2.2. Active Transport Network

Figure 5.3 shows the Principal Bicycle Network[15] and Strategic Cycling Corridors[16] in relation to Mount Eliza Village and its surrounds, including the existing on-road facility along the Nepean Highway and the proposed on-road facility along Baden Powell Drive.

Figure 5.3: Mount Eliza Cycle Transport Network

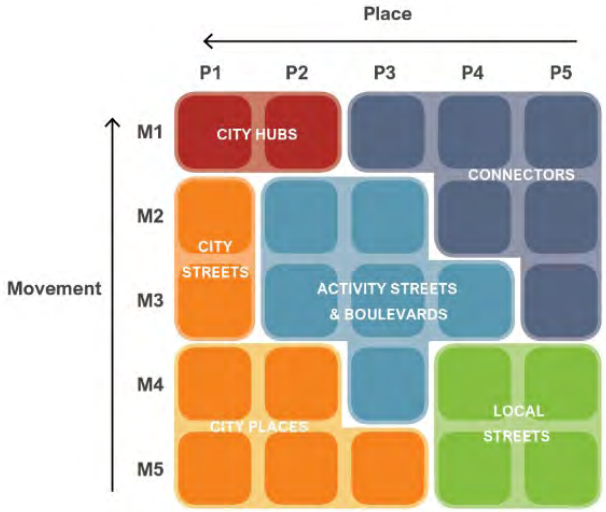
The on-road bicycle lane on Mount Eliza Way between Roborough Avenue and Betty Avenue provides a link between Mount Eliza Village and the wider network, together with shared paths along Mount Eliza Way and Canadian Bay Road to the north of Nepean Highway and other on-road lanes with intersection treatments on the surrounding local road network.

5.3. Movement and Place

The Movement and Place Framework takes a future-focused, multi-modal approach to network planning. It takes into consideration the diverse role places play in planning the types of transport modes appropriate to a local road or street. In this new language, roads and streets are defined by the context of a local place and assigned various 'movement' and 'place' classifications. The Framework offers a common language for coordinated transport planning between transport and planning agencies and local governments. It also provides a consistent approach to assessing the performance of the road and transport network, identifying project requirements and assessing project solutions.

[15] Principal Bicycle Network (PBN) - a network of cycle routes to help people to ride to major destinations.
[16] Strategic Cycling Corridor (SCC) - a subset of the PBN - developed to improve cycling to and around major activity centres.

Figure 5.4: Street classification in Department of Transport's Movement & Place Framework



Within the context of parking management, Movement and Place is a useful tool in developing parking plans and strategies. The Movement and Place framework categorises streets into an order of hierarchy that dictates parking policies and guides demand management tools for specific corridors. Different parking restrictions or technologies can be suitable for some or all of the aforementioned street types and can be used to enhance or support them. For example, a city hub street type will emphasise high through movement, but also high pedestrian priority. Consequently, a higher number of restrictions or demand management techniques would be desirable to limit the use of long term on-street parking in order to provide space for these two functions.

5.4. Summary

Mount Eliza is currently a very car-focused area, supported by some sustainable transport facilities, with the ability to cater for the many functions it has to serve including:

- car traffic accessing the centre
- freight / loading requirements
- pedestrian priorities and prioritisation
- Public Transport Access.

Mode share data indicates that car travel in Mount Eliza as a share of all travel is high in a general sense, but is also higher than the Shire average. This indicates a strong reliance on car travel and it is not realistic to expect that this is going to markedly change in the future with limited improvements expected to the already limited public transport network.

While it is clear there is a reliance on private car travel, the response is however not simply about building more car parking, with a range of tools available to ensure that the right type of parking is available in the right location to satisfy user needs and to limit vehicle intrusion on areas of pedestrian priority.

6. EXISTING PARKING CONDITIONS

06

EXISTING PARKING CONDITIONS

6.1. Methodology

6.1.1. Parking Survey Scope

Parking demand surveys and duration of stay surveys, at 30-minute intervals, were undertaken during the following periods:

- Thursday 16 November 2023, 7am – 7pm
- Saturday 18 November 2023, 7am – 7pm

The results are discussed in the following sections, with full details provided in Appendix B.

6.1.2. Parking Survey Coverage

Car parking data has been aggregated into 6 precincts within the study area, which are generally consistent with the precincts assessed during the previous parking study undertaken in 2016.

It should be noted that off-street private parking areas, such as car parks associated with specific commercial sites or tenancies not open to the general public (i.e. private basement car parks and residential dwellings), were not included in the surveys. These car parks serve their own parking demand and do not need to be surveyed.

The parking survey areas are shown in Figure 6.1.

Figure 6.1: Parking Survey Areas

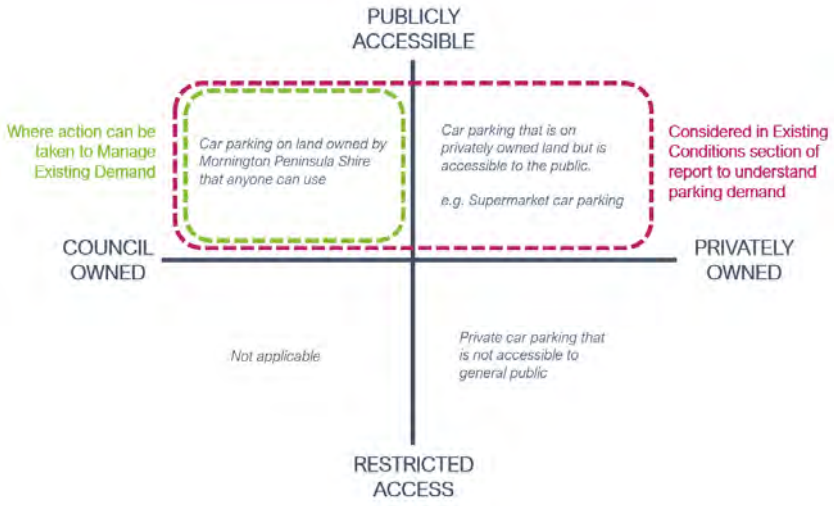
EXISTING PARKING CONDITIONS

6.2. Existing Supply

This section of the report considers all on-street car parking spaces and off-street car parking facilities that are either owned and managed by Council or that is privately owned but can be reasonably considered accessible to the public. An explanation of the different types of off-street car parking is shown in Figure 6.2.

Privately owned car parking spaces that are not accessible to the public have not been considered as part of this analysis as they cannot be considered to serve general purpose visitor trips to the activity centre.

Figure 6.2: How off-street car parking is considered in this report



6.2.1. Parking Inventory – Full Study Area

The car parking inventory identified a total of **1,423 car parking spaces** (defined as publicly accessible spaces in Figure 6.2), including **496 on-street** and **927 off-street.**

Figure 6.3 shows a breakdown of these spaces by time restriction, defined as:

- Short – less than 1 hour
- Medium – 1-2 hours
- Long – 3-4 hours
- Unrestricted – no timed restriction
- Other – includes loading zones, mail zones, etc.

EXISTING PARKING CONDITIONS

Figure 6.3: Distribution of On- and Off-Street Car Parking – Full Study Area

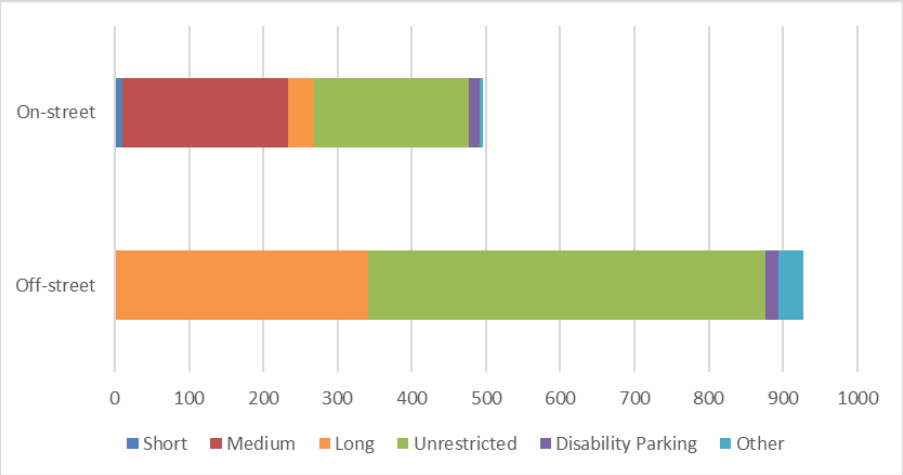
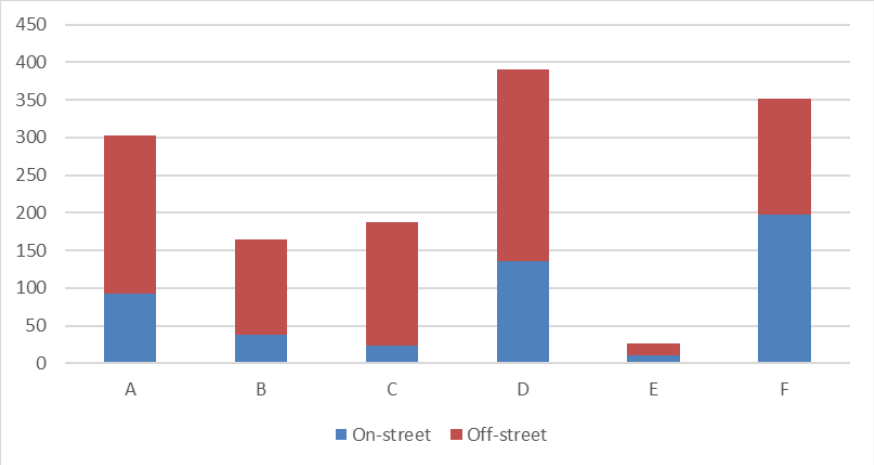


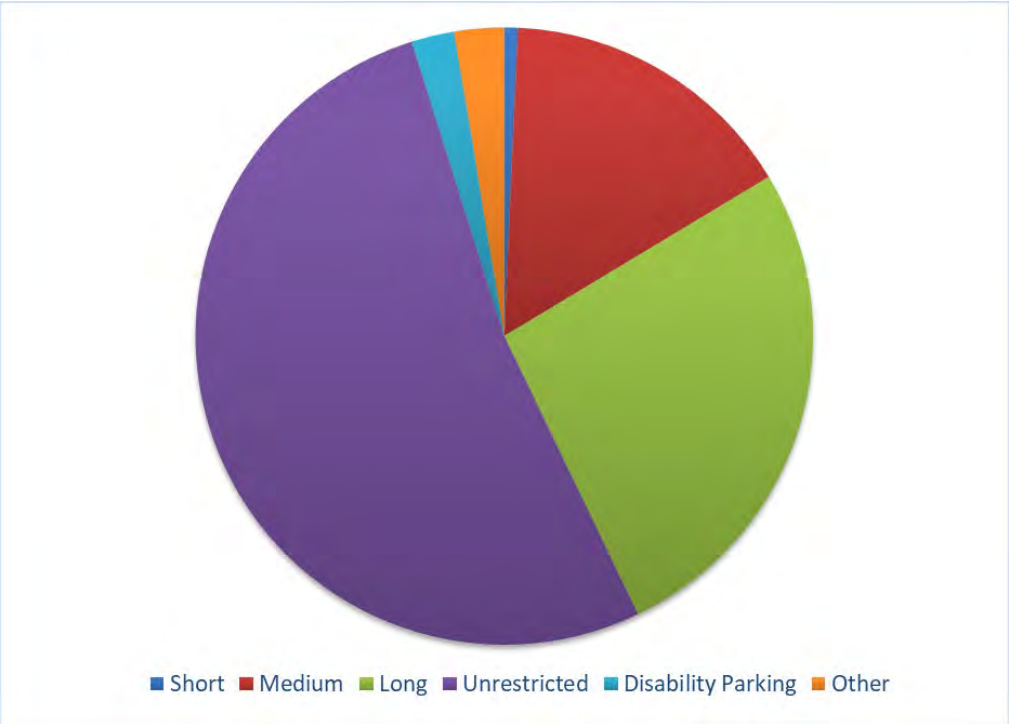
Figure 6.4 shows a breakdown of on and off street supply by area.

Figure 6.4: Car parking supply by area – Full Study Area



Over half of publicly accessible parking spaces within the activity centre do not impose time restrictions on users, whilst of the remaining spaces, only 10 spaces (or less than 1% of all parking bays) have a time limit of less than one hour and a further 223 spaces (16%) have medium-term restrictions of one to two hours. The breakdown of spaces by allowable stay time is shown in Figure 6.5.

Figure 6.5: Characteristics of Car Parking Spaces in Mount Eliza Activity Centre – Full Study Area



6.2.2. Parking Inventory – Commercial Areas

The car parking inventory for the commercial areas identified a total of **1,067 car parking spaces** (defined as publicly accessible spaces in Figure 6.2), including **350 on-street** and **717 off-street.**

Figure 6.6 shows a breakdown of these spaces by time restriction, defined as:

- Short – less than 1 hour
- Medium – 1-2 hours
- Long – 3-4 hours
- Unrestricted – no timed restriction
- Other – includes loading zones, mail zones, etc.

EXISTING PARKING CONDITIONS

Figure 6.6: Distribution of On- and Off-Street Car Parking – Commercial Areas

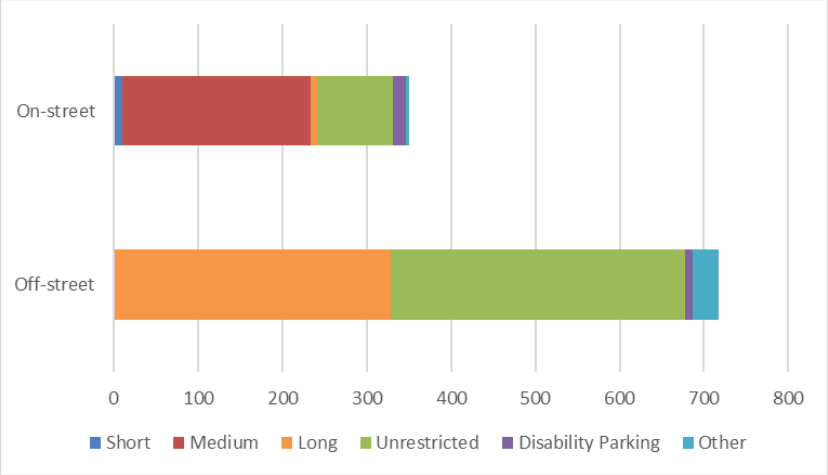
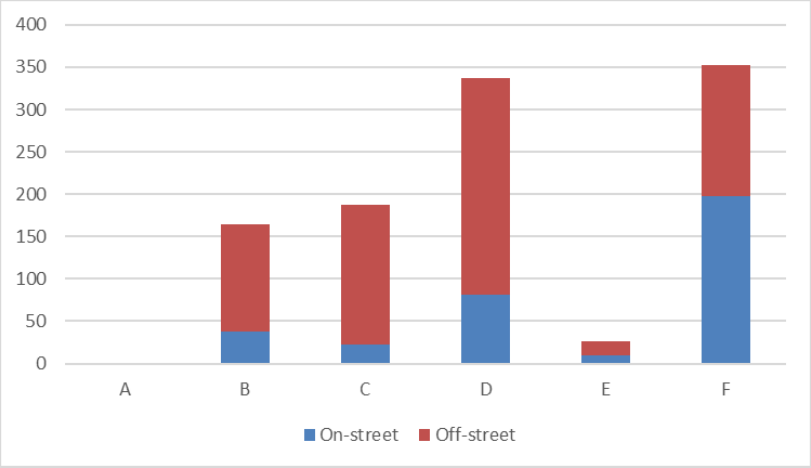


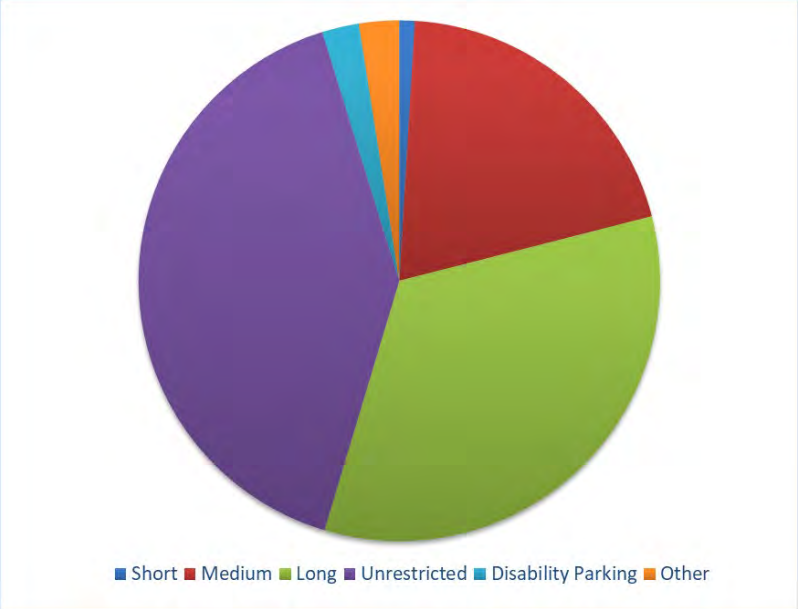
Figure 6.7 shows a breakdown of on and off street supply by area.

Figure 6.7: Car parking supply by area – Commercial Areas



Approximately 40% of publicly accessible parking spaces within the commercial areas of the activity centre do not impose time restrictions on users, whilst only 10 spaces (or less than 1% of all parking bays) have a time limit of less than one hour and a further 223 spaces (21%) have medium-term restrictions of one to two hours. The breakdown of spaces by allowable stay time is shown in Figure 6.8.

Figure 6.8: Characteristics of Car Parking Spaces in Mount Eliza Activity Centre – Commercial Areas



6.3. Surveyed Demand

6.3.1. Occupancy

Car parking demand and duration of stay data was collected over two full days in November 2023 – Thursday 16 November and Saturday 18 November. These dates were selected to represent typical commercial and retail activity for the centre.

Figure 6.9 shows the car parking demand across the two survey days for the full study area, while Figure 6.10 shows the car parking demand for just the commercial areas of the study area (i.e. Areas B, C, D (excl on-street residential frontages), E and F).

The full study area experienced a peak occupancy of 66% on the Thursday at 12:00pm, whilst on a Saturday the peak occupancy was 50% at 11:00am.

The commercial area peak occupancy of 76% also occurred on the Thursday at 12:00pm, with a peak occupancy on a Saturday of 61% at 11:00am.

EXISTING PARKING CONDITIONS

Figure 6.9: Car Parking Occupancy Across the Day (Full Study Area)

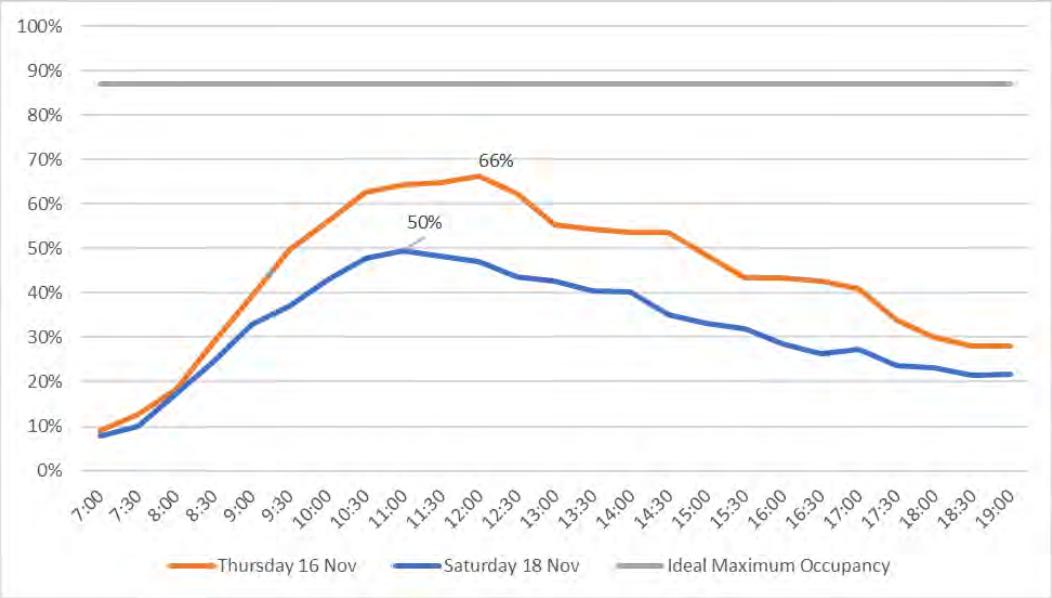
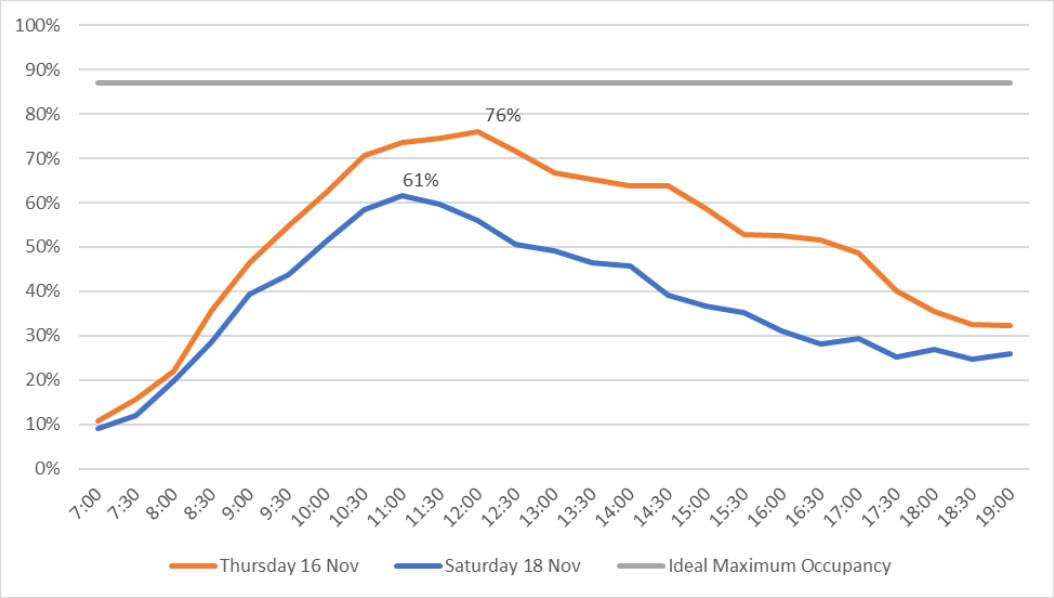


Figure 6.10: Car Parking Occupancy Across the Day (Commercial Areas Only)

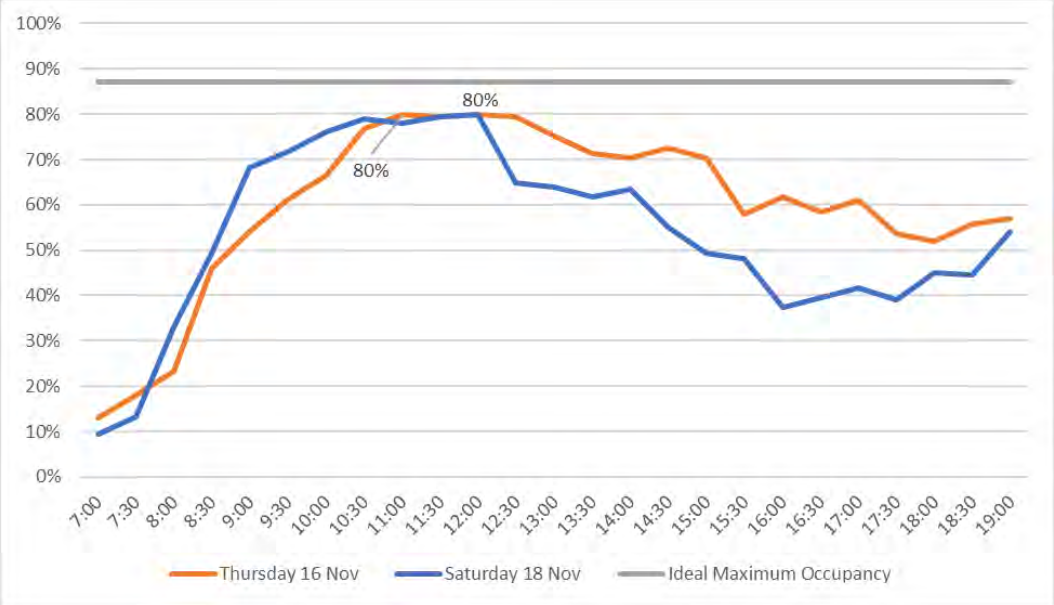


EXISTING PARKING CONDITIONS

Some other findings from the parking occupancy surveys are:

- 1/4P, 1P, and 2P areas are all nearing ideal maximum occupancy (refer Figure 6.11)
- Some capacity is available within the 3P areas, both across the whole study area (refer Figure 6.12) and within the commercial areas (refer Figure 6.13)
- Unrestricted parking in close proximity to the centre is in high demand, however capacity does increase toward the periphery of the study area.

Figure 6.11: Car Parking Occupancy Across the Day (1/4P, 1P and 2P Only)



Note: All 1/4P, 1P and 2P spaces are located within commercial areas

EXISTING PARKING CONDITIONS

Figure 6.12: Car Parking Occupancy Across the Day (3P Only)

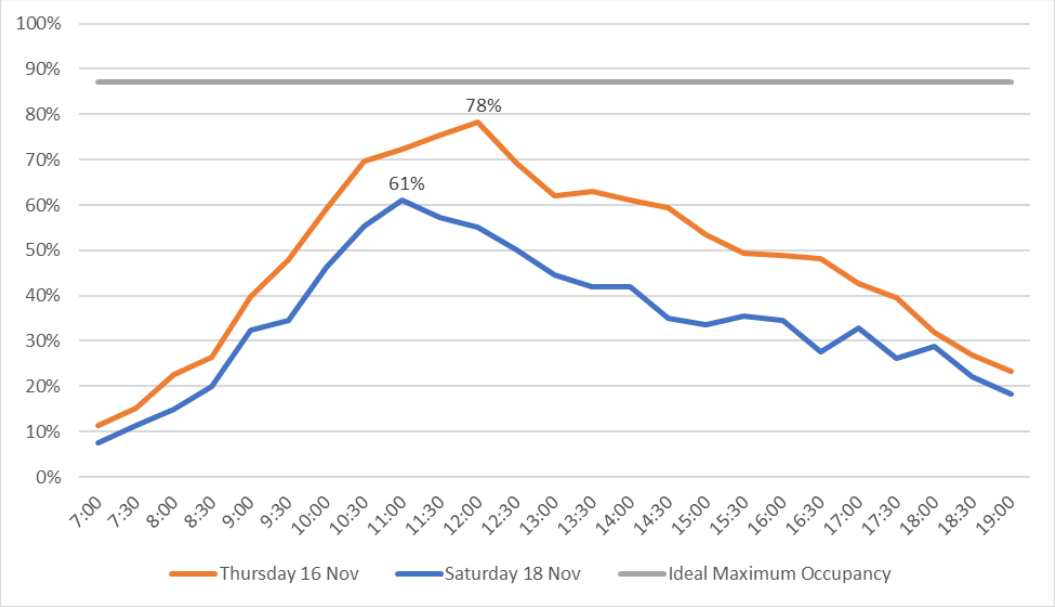
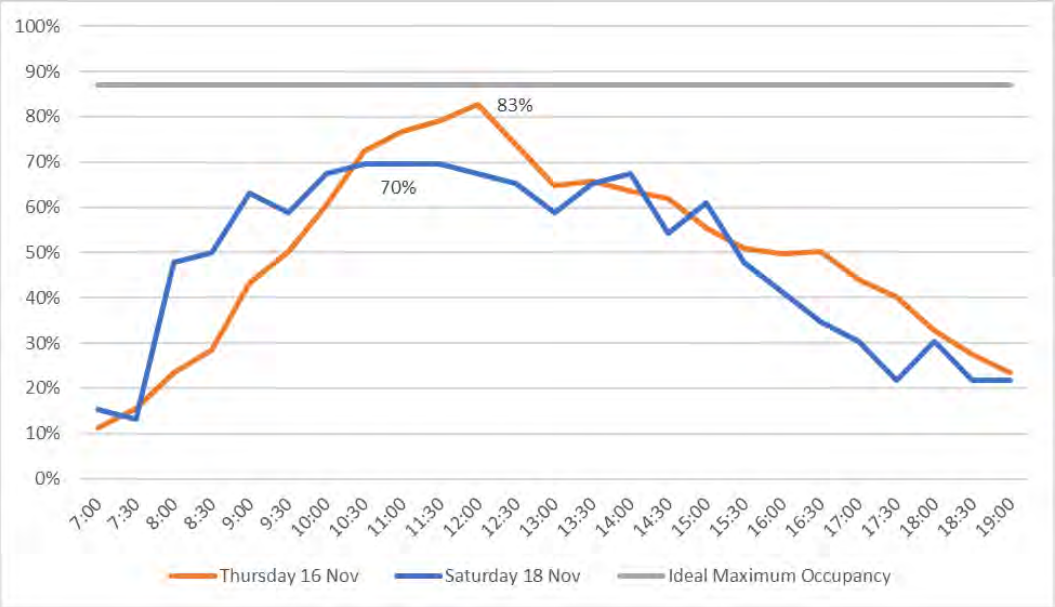


Figure 6.13: Car Parking Occupancy Across the Day (3P Only) – Commercial Areas Only



EXISTING PARKING CONDITIONS

For the purposes of this analysis, 12pm Thursday will be considered the peak design event for which most of the recommendations in this report will primarily respond to. Table 6-1, Table 6-3 and Table 6-4 show a snapshot of the demand for different types of car parking across areas during this peak hour.

When considering the Mount Eliza Activity Centre as a whole, an Optimal Maximum Capacity of 87% has been selected, which represents a weighted average of the 'ideal capacities' of on-street (85%) and off-street (90%) parking, as discussed previously. As such, the maximum daily demand for car parking for the Mount Eliza Activity Centre is well within this optimal maximum capacity (or 'ideal use').

As identified within the following tables, this does not mean that areas of high demand do not exist within and across the centre, however, as a whole, capacity appears to exist. These different areas are further explored below.

Table 6-1: Car parking occupancy by time restriction across activity centre at 12pm Thursday (16/11/2023) – Full Study Area

Area [1]	Short-Term		Medium-Term		Long-Term		Unrestricted		Overall [2]	
	Supply	Occ.	Supply	Occ.	Supply	Occ.	Supply	Occ.	Supply	Occ.
A	-	-	-	-	13	85%	279	37%	292	39%
B	4	75%	30	83%	-	-	126	56%	160	61%
C	-	-	12	100%	121	81%	50	80%	183	82%
D	2	50%	46	61%	201	74%	116	70%	365	71%
E	-	-	9	78%	-	-	16	75%	25	76%
F	4	100%	126	84%	42	88%	157	82%	329	84%
Total	10	80%	223	80%	377	78%	744	58%	1,354	68%

"-" no supply for that particular restriction category in the nominated zone.
Green indicates demand occupancy rate less than 60%
Yellow indicates demand occupancy rate between 60% and 87%
Pink Indicates demand occupancy rate above 87%.
[1] Refer Figure 6.1 for Area locations.
[2] Excludes Loading Zones, Disabled, Mail Zone, Ambulance Only and other spaces exempt from timed restrictions.

EXISTING PARKING CONDITIONS

Table 6-2: Car parking occupancy by time restriction across activity centre at 12pm Thursday (16/11/2023) – Commercial Areas Only

Area [1]	Short-Term		Medium-Term		Long-Term		Unrestricted		Overall [2]	
	Supply	Occ.	Supply	Occ.	Supply	Occ.	Supply	Occ.	Supply	Occ.
A	-	-	-	-	-	-	-	-	-	-
B	4	75%	30	83%	-	-	126	56%	160	61%
C	-	-	12	100%	121	81%	50	80%	183	82%
D	2	50%	46	61%	173	83%	90	81%	311	79%
E	-	-	9	78%	-	-	16	75%	25	76%
F	4	100%	126	84%	42	88%	157	82%	329	84%
Total	10	80%	223	80%	336	83%	439	74%	1,008	79%

"-" no supply for that particular restriction category in the nominated zone.
Green indicates demand occupancy rate less than 60%
Yellow indicates demand occupancy rate between 60% and 87%
Pink Indicates demand occupancy rate above 87%.
[1] Refer Figure 6.1 for Area locations.
[2] Excludes Loading Zones, Disabled, Mail Zone, Ambulance Only and other spaces exempt from timed restrictions.

Table 6-3: On- and off-street car parking occupancy 12pm Thursday (16/11/2023) – Full Study Area

Area	On-street		Off-street		Overall	
	Supply	Occ.	Supply	Occ.	Supply	Occ.
A	92 [1]	4%	210	54%	302	39%
B	38	82%	126	56%	164	62%
C	23	96%	165	79%	188	81%
D	135	46%	256	77%	391	66%
E	10	70%	16	75%	26	73%
F	198	80%	154	88%	352	83%
Total	496	57%	927	71%	1,423	66%

Green indicates demand occupancy rate less than 60%
Yellow indicates demand occupancy rate between 60% and 85% (on-street), between 60% and 90% (off-street), between 60% and 87% (overall)
Pink Indicates demand occupancy rate above 85% (on-street), above 90% (off-street), above 87% (overall)
[1] Predominantly in residential streets.

EXISTING PARKING CONDITIONS

Table 6-4: On- and off-street car parking occupancy 12pm Thursday (16/11/2023) – Commercial Areas Only

Area	On-street		Off-street		Overall	
	Supply	Occ.	Supply	Occ.	Supply	Occ.
A	0	-	0	-	0	-
B	38	82%	126	56%	164	62%
C	23	96%	165	79%	188	81%
D	81	59%	256	77%	337	73%
E	10	70%	16	75%	26	73%
F	198	80%	154	88%	352	83%
Total	350	76%	717	76%	1,067	76%

Green indicates demand occupancy rate less than 60%
Yellow indicates demand occupancy rate between 60% and 85% (on-street), between 60% and 90% (off-street), between 60% and 87% (overall)
Pink Indicates demand occupancy rate above 85% (on-street), above 90% (off-street), above 87% (overall)

EXISTING PARKING CONDITIONS

Off-street Parking

Further analysis has been done for off-street parking within the study area, as shown in Figure 6.14. A summary of the peak parking demands recorded in each of the off-street parking areas is provided in Table 6-5.

Figure 6.14: Off-street parking locations

EXISTING PARKING CONDITIONS

Table 6-5: Off-street car parking occupancy (12pm Thu, 16 November 2023)

Ref.	Car Park Location	Ownership	Supply [1]	Demand [1]	Occupancy
Commercial Area					
32	Corner Canadian Bay Road/Village Lane (unsealed)	Council	26	26	100%
37	Village Lane, rear of tenancies	Private	100	44	44%
20,21	Ritchie's (on-street and underground)	Private	121	98	81%
23	Canadian Bay Road (adjacent to Ritchie's)	Private	22	16	73%
13	Rotary Park	Council	56	53	95%
16	Woolworths	Private	165	137	83%
53,54	John Butler Reserve (unsealed)	Council	132	118	89%
12	7 Davies Avenue	Private	14	8	57%
38	Rear of Canadian Bay Hotel (Off Ranelagh Drive)	Council	9	9	100%
40	Lotus (Ranelagh Drive)	Private	7	3	43%
50	Pharmacy – opposite John Butler Reserve	Private	7	4	57%
	Sub-Total Commercial		**659**	**516**	**78%**
Non-Commercial Area					
24	Howard Parker Reserve – Mount Eliza Neighbourhood House	Council	13	11	85%
25	Howard Parker Reserve – Mount Eliza Community Hall	Council	18	18	100%
26	Howard Parker Reserve – Bowling Club	Council	76	70	92%
27	Howard Parker Reserve – Mount Eliza Tennis Club	Council	15	1	7%
28	Howard Parker Reserve – Park and Playground	Council	28	8	29%
29	Howard Parker Reserve – north of oval	Council	50	2	4%
	Sub-Total Non-Commercial		**200**	**110**	**55%**
	Total – Full Study Area		**859**	**626**	**73%**
	Sub-Total Council		***423***	***316***	***75%***
	Sub-Total Private		***436***	***310***	***71%***

Green indicates demand occupancy rate less than 60%
Yellow indicates demand occupancy rate between 60% and 90%
Pink Indicates demand occupancy rate above 90%.
[1] All supply and demand results excludes Loading Zones, Disabled, Mail Zone, Ambulance Only and other spaces exempt from timed restrictions.

The above analysis suggests that within the off-street car parks in the total study area there were **233 spaces** available during the Thursday peak. This number reduces to **147 spaces** if an optimal maximum occupancy of 90% is assumed across all facilities.

The total supply of off-street spaces in the commercial areas only is 659 spaces, including 223 Council-owned spaces and 436 privately-owned spaces. Peak demand in these areas is 516 spaces, representing an occupancy of 78%. In terms of available vacancies, this equates to a total of **143 available spaces**, which reduces to **77 spaces** if an optimal maximum occupancy of 90% is assumed.

Car parking demand across the activity centre – Key findings

While the overall area remains within the ideal maximum occupancy of 87% (76% peak in commercial areas and 66% peak across the whole study area), the results in Table 6-1, Table 6-3 and Table 6-4 show that demand for car parking varies during the peak period depending on the parking type and location. Note that the statistics below are based on survey results at the time of the overall study area peak (i.e 12pm on Thursday 16 November 2023).

Car parking demands in Area A are typically very low at around 40% occupancy. The land uses that these car parks serve consist of the various Howard Park Reserve uses such as the bowling club, tennis club and community facilities. These land uses all have peak periods outside of the surveyed times.

Both on-street and off-street spaces experienced high demand in Areas C, E and F. The available spaces in Area C are located off-street, including in the Ritchie's supermarket underground parking, with an overall demand of 82%. Area E is relatively small, with only a couple of available spaces in each of the medium-term and unrestricted car parks. In Area F, the short-, medium- and long-term restricted spaces have demands of 84% and above, whilst capacity exists within the unrestricted car park at John Butler Reserve.

Off-street peak parking demands in Area D were moderate at 77%, whilst on-street peak parking demands in the same area were only 46%. This may be due to the large proportion of on-street parking being adjacent to residential uses and not specifically servicing the commercial uses of the centre. When the supply and demand in residential streets is excluded, the on-street peak parking demand in Area D is still quite low at 59%. Long-term restrictions (i.e. 3-hour parking) had the highest level of demand within the area, at 74% occupancy. Spaces with medium-term restrictions also had low demands at 61% and unrestricted spaces had moderate demands of 70%.

The short-term and medium-term parking in Area B, which is mostly located on-street, has high demands of up to 83%, whilst overall demands for the area are around 61%[17]. Most of the available spaces in Area B are in the reserved off-street car park at the rear of the shops that front Mount Eliza Way.

6.3.2. Duration of Stay

Duration of stay surveys were undertaken on the same days and time periods as the two days of parking occupancy surveys.

A summary of the duration of stay for all vehicles within the study area on the two survey days is provided in Figure 6.15 and Figure 6.16.

[17] Excluding Loading Zones, Disabled, Mail Zone, Ambulance Only and other spaces exempt from timed restrictions.

EXISTING PARKING CONDITIONS

Figure 6.15: Duration of Stay – All Parking Spaces (Thursday)

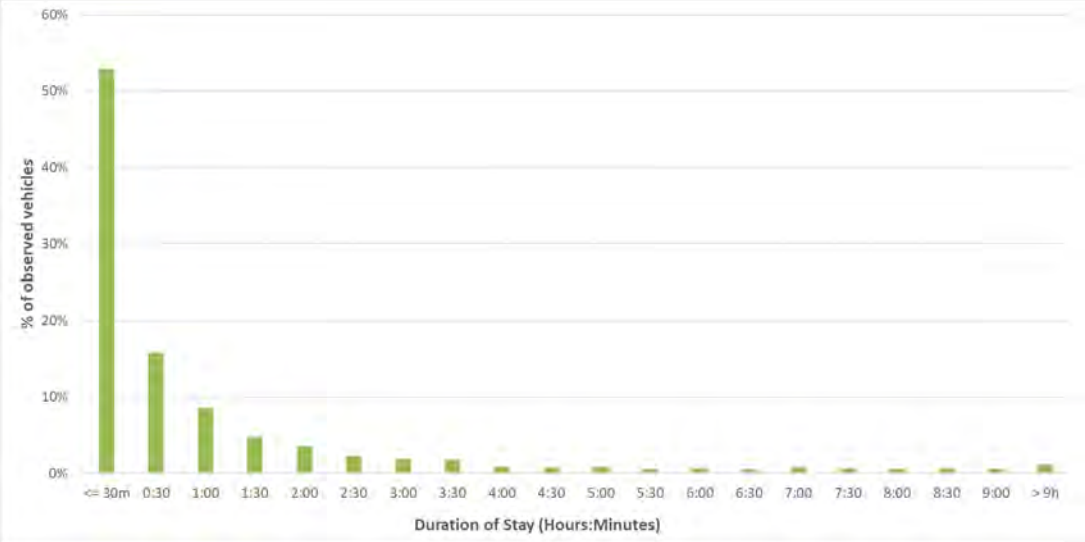


Figure 6.16: Duration of Stay – All Parking Spaces (Saturday)

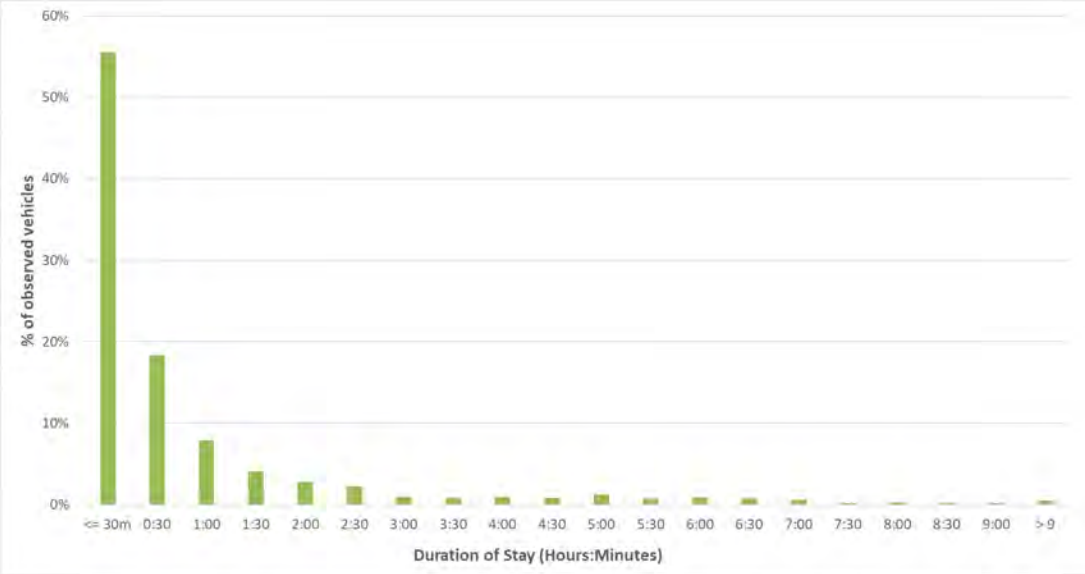


Table 6-6 has been prepared to summarise the findings of the duration of stay surveys, including average and maximum lengths of stay by restriction type.

EXISTING PARKING CONDITIONS

Table 6-6: Duration of Stay Summary of Findings

Restriction	Average Duration of Stay (hours) [1]	Max. Duration of Stay (hours) [2]
Thursday 16 November 2023		
1/4P	0.3 to 1.0	3.5
1P	0.4 to 1.4	9.5
2P	1.1 to 3.4	8.5
3P	1.0 to 3.2	12.5
Unrestricted	0.1 to 8.7	12.5
Saturday 18 November 2023[3]		
1/4P[4]	0.3 to 1.1	2.5
1P[5]	0.1 to 2.3	10.0
2P[6]	0.5 to 1.9	7.0
3P	0.5 to 2.9	12.5
Unrestricted	0.2 to 12.5	12.5

[1] Range of duration of stay reflects the average across the different locations within each time restriction.
[2] Maximum duration of stay is the longest recorded stay across the different locations within each time restriction.
[3] It is noted that the length of time that restrictions apply on a Saturday can be different to a weekday, so a higher average/max duration of stay does not necessarily mean an overstay.
[4] Includes data for some spaces where 1/4P restrictions only apply until 1:00pm on a Saturday
[5] 1P restrictions only apply until 1:00pm on a Saturday
[6] Includes data for some spaces where 2P restrictions only apply until 1:00pm on a Saturday

The key findings from the duration of stay surveys are as follows:

- Overall durations of stay on a Thursday are predominantly one hour or less, representing 77% of all recorded stays
- Overall durations of stay on a Saturday are also predominantly one hour or less, representing 82% of all recorded stays
- Average durations of stay within 1P and 2P areas align well with posted restrictions
- Average durations of stay within 1/4P areas were above the 15-minute limit, with a maximum stay of up to 3.5 hours
- Average durations of stay within 3P areas are lower than the posted restriction, with average stays mostly less than two hours
- There is a level of short-stay parking occurring within 3P and unrestricted parking areas
- There is a clear level of overstay observed within many areas, with maximum recorded stays across restriction types all above the marked restrictions.

Survey Limitations

It should be noted that the graphs above cannot perfectly represent the duration of all parking events. Parking events recorded in the Duration of Stay surveys are taken every 30 minutes. This means the surveys have an accuracy of +/- 30-minutes. However, given the size of the dataset collected it is reasonable to assume that individual over or underestimates of parking duration of stay will balance out. Consequently, the data shown in this section is a reasonable reflection of average parking duration within the survey period.

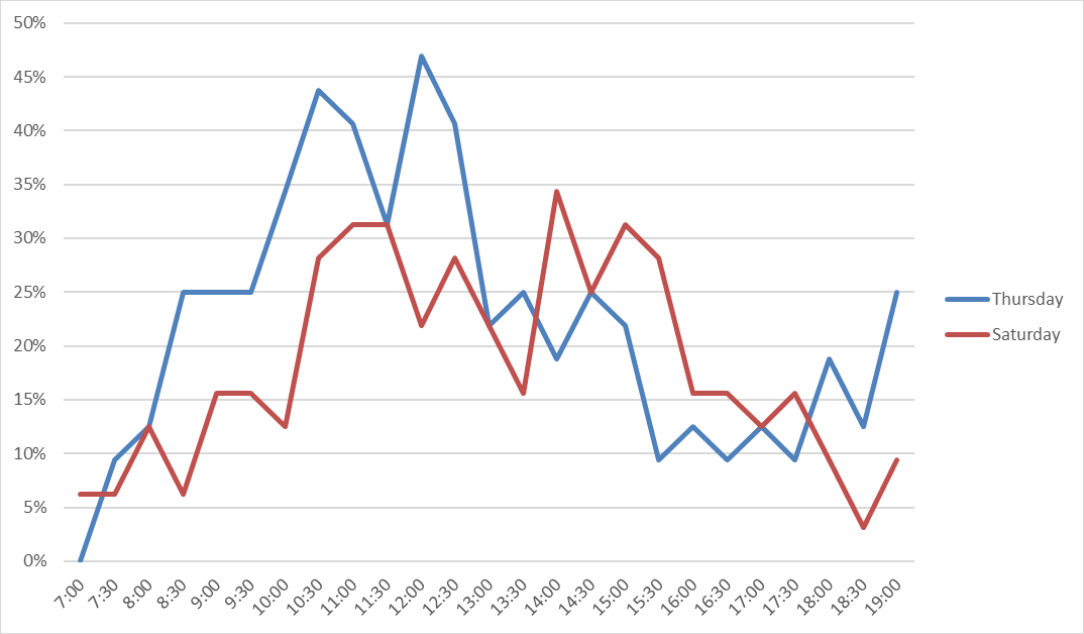
Figure 6.17: Variation in a '30-minute' parking event

6.3.3. Special Purpose Car Parking

Accessible Spaces

A total of 32 disabled parking spaces[18] were identified in the parking survey of the Mount Eliza Activity Centre. As shown in Figure 6.18, these spaces have an occupancy of around 45% between 10:30am and 12:00pm on a Thursday, but typically sit between 10-30% at all other times. On a Saturday, the occupancy of disabled spaces peaks at 35%, recorded at 2:00pm. Based on these results, it is considered that there is an adequate supply of disabled parking spaces provided in the Mount Eliza Activity Centre.

Figure 6.18: Occupancy of DDA Parking Bays (Disabled Parking) Across all Areas



[18] Accessible to the general public

6.3.4. Summary of Surveyed Demand and Implications for this Study

Surveys of parking demand and duration indicate that the wider study area of the Mount Eliza activity centre does not have a parking problem in terms of overall numbers, but the occupancy of spaces within the commercial areas only are approaching their effective capacity. It is not uncommon for more popular areas within the centre to reach and / or exceed their ideal maximum capacity across the day, including short- and medium-term parking spaces (timed restrictions up to 2 hours).

Despite this, more can be done to increase the effectively available supply of parking without the construction of more parking spaces, with measures aimed at:

- spreading parking demand spatially in order to effectively redistribute the demand to areas which are less congested (for example, implement timed restrictions in unrestricted parking areas to move long term parking outside of the commercial areas)
- altering parking restrictions to target either short-term or long-term user groups
- improving turnover in the area of highest demand, within the core of the TAC
- improving parking restriction compliance.

6.4. Parklets Program Evaluation

As part of a response to COVID-19, Mornington Peninsula Shire repurposed on-street car parking and traffic lanes in activity centres, including Mount Eliza, as places for people. This has allowed visitors to dine and move in accordance with social distancing requirements.

Stantec (formally GTA) was engaged by the Shire to undertake an evaluation of the program by asking visitors about their experience and thoughts of the program. Respondents were selected at random from those that were in the area at the time of the surveys and were willing to participate.

Over 400 responses were collected across the three surveyed centres, including 103 responses collected within the Mount Eliza Village, across three survey days in January 2021. Some of the broader findings were:

- Almost everyone travels to each centre in a car or by foot
- Those who drove said that finding a car parking space was not difficult
- Most visitors are travelling less than 15 minutes to access the centres
- Those who visit the centres daily are four times more likely to walk than those who visit once a week or less
- Dining out and shopping are the most common reasons for visiting the centres
- Mornington, Rosebud and Mount Eliza achieve higher satisfaction scores than many inner metropolitan activity centres
- Four in five respondents feel positively about the Parklets Program and most would like it to be extended beyond Summer
- Support for the Parklets is consistent among locals and visitors as well as different age groups.

Some of the findings specific to Mount Eliza are outlined below:

- 82% of respondents noted that it was not difficult to find a car parking space
- The most popular reason for travelling to the centre was shopping, followed by dining and takeaway

- Almost 80% of respondents travelled for less than 15 minutes on their trip to the centre
- 68% of respondents stayed in the centre for one hour or less, with only 10% of respondents staying for longer than 2 hours
- When asked about how they feel about the parklets and whether the program should be extended, 82% of respondents said they felt positive about the program, with 74% saying they think the parklets program should be extended.

The study determined that the majority of respondents felt positive about the program and were still able to find a parking space with relative ease, despite the net loss in parking spaces.

There was significant demand within the community and businesses to continue with the Parklets/outdoor dining program following its success during the Covid 19 restriction period. As such, the Shire developed a Parklet policy that applies to businesses located within the Mornington Peninsula (including Mt Eliza Activity centre) that wish to trade in a car parking space(s), located on a Shire or Department of Transport & Planning (DTP) managed road.

As part of the parklet policy, a total of 15 carparking spaces within the Activity Centre have now been converted into Parklet. The Parklet Policy was approved on 3 October 2023 with a review scheduled for October 2027.

6.5. Supporting Parking Management Mechanisms

6.5.1. Compliance

Parking compliance activities in Mount Eliza are carried out by Shire Rangers as they go about their daily business, in addition to their other responsibilities associated with enforcing the Shire's by-laws. The Shire has recently introduced car-mounted controls for collecting vehicle data through licence plate recognition, which will increase the efficiency and accuracy of their operations.

Parking compliance data for Mount Eliza has not been provided or analysed as part of this study. However, the findings from the duration-of-stay surveys indicate that overstay is occurring in all of the restricted parking areas across the centre, potentially due to the low perceived risk of receiving a ticket. Maintaining compliance is key to a successful parking management strategy and without it, this hinders the likelihood of adopted changes having the required effect.

6.5.2. Current Car Parking Permit Schemes

Residential

Mornington Peninsula Shire does not currently have parking restrictions requiring residential permits in either their commercial or residential areas. Residents are assumed to be following the signposted on-street parking restrictions.

Exemptions exist for residents with disabilities that provide additional allowances on top of the signposted parking time restrictions.

Mornington Peninsula Shire is currently transitioning to the new Victorian Accessible Parking Permit (APP) Scheme. Residents and organisations who require a new permit, or need to renew or replace a permit, will need to apply with the new application process.

The two available permits for individuals are:

- Australian Disability Parking (ADP) permit for individuals – permit holders can park in a dedicated parking area for people with disabilities, and park on a length of road, or in an area, where a permissive parking sign applies, for up to twice the period stated on the permissive parking sign.
- Double Time (DT) permit for individuals – permit holders can park on a length of road, or in an area, where a permissive parking sign applies for up to twice the period stated on the permissive parking sign.

Business

At the time of writing, the Shire has a permit system in place for the Visitor Paid Parking Pilot which is underway in three foreshore areas within the Mornington Peninsula. The pilot will be evaluated with decisions about the future of the pilot to be made following the evaluation.

There is also the ability for organisations to apply through the abovementioned APP scheme for an ADP permit (for organisations) if the organisation is recognised by its local council as providing a transport service for people with significant mobility or cognitive, behavioural or neurological impairment. The parking restrictions are the same as for ADP permits for individuals.

6.6. Existing Parking Generation Rates

A car parking model has been developed to estimate the car parking generation characteristics of the various land uses found within the Mount Eliza Activity Centre. The preparation and calibration of the parking model is the first stage in determining future scenario demands within the activity centre. This includes developing car parking rates which could be used to guide development in the area and provide the basis for Parking Overlays for the Mornington Peninsula Planning Scheme. The parking model has been developed in a spreadsheet format and consists of the following components:

- land use data, and
- typical car parking rates for uses defined by VPS Clause 52.06.

These inputs have been used to generate a theoretical activity centre parking demand that will be compared with the actual surveyed data. The purpose is to check that the adopted parking rates suitably approximate existing conditions and would be a good guide to the parking requirements of future development.

6.6.1. Individual Land Use Demands

Mornington Peninsula Shire Council has provided existing land use data for the purposes of developing this parking model.

The key land use categories generating car parking within the model area include:

- Shop
- Supermarket
- Office.

6.6.2. Base Car Parking Rates

In developing the base car parking rates for the parking model, Column B parking rates from the Victorian Planning Provisions Clause 52.06 for the various land uses within the core activity area have been adopted.

Column B rates are typically considered to reflect an activity centre setting where a mixture of additional influences exist including:

- A mix of land uses which have peak parking demands which occur at differing times through the course of a day.
- Shared trips (where a car space can simultaneously serve more than one land use).
- Better access to and provision of sustainable transport options including public transport, walking and cycling.

With respect to the key parking rate requirements that would apply to the above identified key land uses, these include:

- Shop – 3.5 spaces to each 100 sqm of leasable floor area
- Supermarket – 5.0 spaces to each 100 sqm of leasable floor area
- Office – 3.0 spaces to each 100 sqm of net floor area.

6.6.3. Theoretical Demand

A car parking model for the Mount Eliza Activity Centre is shown within Table 6-7 identifying the existing scale of land use within the centre and the application of statutory car parking requirements in order to establish a theoretical car parking demand for the centre.

Table 6-7: Theoretical Land Use Car Parking Demand

Land Use	Size [1]	Car Parking Rate	Car Parking Demand
Bank	769 sqm NLA	3.5 spaces to each 100 sqm	27spaces
Bowling Club	16 rinks	6 spaces to each rink	96 spaces
Child Care	30 children [2]	0.22 spaces per child	7 spaces
Dwelling	149 dwellings	0.05 spaces per dwelling [3]	7 spaces
Gymnasium	98 sqm NLA	2.3 spaces per 100 sqm [4]	2 spaces
Hotel	864 sqm NLA	3.5 spaces to each 100 sqm	30 spaces
Medical Clinic	1,536 sqm NLA	3.5 spaces to each 100 sqm	54 spaces
Office	3,347 sqm NLA	3.0 spaces to each 100 sqm	100 spaces
Place of Assembly	103 people [5]	0.3 spaces to each person	31 spaces
Shop	13,404 sqm NLA	3.5 spaces to each 100 sqm	469 spaces
Supermarket	3792 sqm NLA	5 spaces to each 100 sqm	190 spaces
Tennis Club	8 courts	4 spaces to each court	32 spaces
Total			1,045 spaces

[1] Assumes a Gross Floor Area to Net Leaseable Area conversion factor of 90%.
[2] Based on Mount Eliza Pre-School website
[3] Assumes 25% of peak rate for weekday daytime.
[4] Assumes 50% of peak rate during weekday day time
[5] Councils website identifies a maximum capacity 205 people(180 in main hall and 25 in meeting room). A 50% capacity of the total maximum capacity has been assumed.

Table 6-7 identifies the activity centre has a theoretical car parking demand of some 1,045 spaces.

6.6.4. Observed Parking Demand

Car parking demand surveys as described earlier in this report identify a peak parking demand of 944 spaces recorded on a weekday.

6.6.5. Comparisons and Commentary

The above indicates that the observed car parking demand associated with the land uses within the centre (944 vehicles) represents approximately 90% of the theoretical car parking demands (1,045 vehicles) that would be expected when adopting the Planning Scheme Column B parking requirements.

On this basis it could be expected that land uses within the Activity Centre currently generate car parking at rates below those specified by the Planning Scheme, by in the order of 10%.

As such, Clause 52.06 Column B parking rates appear to provide a good representation of typical peak parking demands in the Mount Eliza Activity Centre.

7. OBJECTIVES

07

OBJECTIVES

7.1. Parking Objectives

Having regard to the strategic context for the centre, parking in Mount Eliza should be; *managed in a way that is equitable, supports the local economy, promotes sustainable development, sustainable transport, and improves access, safety, liveability and amenity for all users.*

On this basis, the following parking objectives have been developed. These objectives provide guidance and a framework against which strategies can be developed and judged.

Parking Objectives and Principles.

1. **Manage parking as a finite resource.** The existing supply of car parking is limited by the availability of public space (including adjacent land), and the need to provide for different users within the road reserve.
2. **Support the local economy.** Car parking can play a supporting role in the success and vibrancy of the local economy, in particular within activity centres. On its own however, parking management is not the answer, and should be considered as part of the broader economic, transport, and liveability objectives for Mount Eliza. Parking policy should complement, not discourage, new development in the area.
3. **Manage car parking to prioritise access according to user needs.** Parking resources must be managed to benefit more people and encourage a greater number of trips to the activity centre taking into account different user needs.
4. **Make parking easier.** Make sure parking locations are easy to find and ensure that the connections between car parks and destinations are walkable and made more efficient.
5. **Reduce the financial burden on Council.** Council should not be forced to fund the provision of new car parking to meet a supply shortfall due to future development.
6. **Support the environment.** Parking should be provided and managed to ensure it encourages reduced private vehicle activity within the centre.

8. MANAGING EXISTING DEMANDS

08

MANAGING EXISTING DEMANDS

8.1. Identifying and Addressing Car Parking Issues

The framework in Figure 8.1 shows a simplified decision-making process for identifying and addressing issues with car parking.

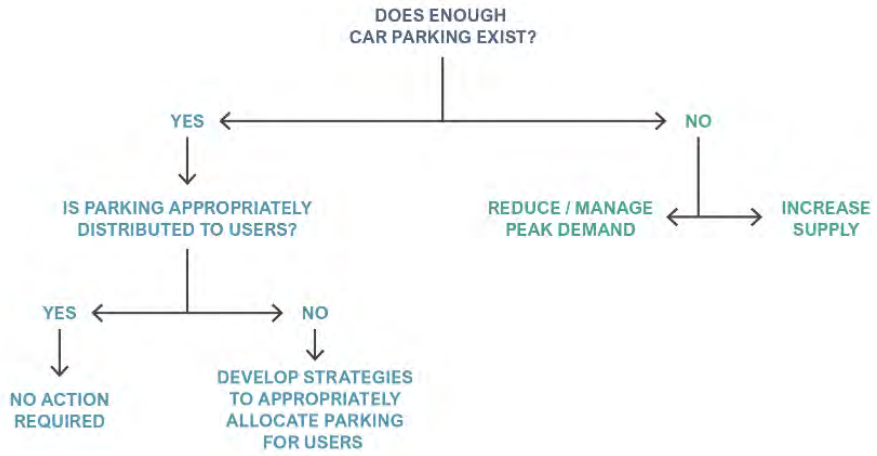
In the context of the Mount Eliza Activity Centre, the question of whether enough parking exists will be based on survey data and a theoretical capacity of 85% for on-street car parking.

A shortfall in the overall provision of car parking can be addressed through both supply side and demand side mechanisms:

1. Supply Side: Building more car parking spaces
2. Demand Side: Managing demand by (but not limited to):
   - Improving the efficient use of existing car parking
   - Increase the turnover of parking events to increase the availability of parking for more drivers (i.e. shortening stay times), or
   - Utilise mechanisms to create a shift in the mode of travel used to access the centre in order to reduce the demand for parking.

Where there is enough car parking at an overall level but with localised supply shortfalls, strategies should be first developed to try and spread demand spatially rather than defaulting to the construction of new parking facilities.

Figure 8.1: Decision framework for addressing car parking issues



MANAGING EXISTING DEMANDS

8.2. Overview

The review of existing conditions car parking data has identified that the Mount Eliza township activity centre has enough parking to accommodate existing demand, at least in terms of overall numbers, even when looking at the commercial areas in isolation.

However more can be done to improve the parking situation in the centre.

Overall, this report makes the following recommendations for managing existing car parking demand within the Mount Eliza Activity Centre. These are discussed in detail within the following sections.

Table 8-1: Recommendations for managing existing parking demand in the Mornington Activity Centre

#	Recommendation
1	Implement a centre wide Parking Wayfinding Signage System (static and / or dynamic), which includes navigation information for both Council-owned and privately-owned car parks
2	Expand areas of 3P parking in John Butler Reserve Car Park and Ranelagh Drive
3	Promote areas around the Howard Parker Reserve and Playground as alternate long stay parking areas
4	Continue to review pedestrian connections (quality of route, surface, lighting, safety, crossings) through the centre and within car parks to make the centre attractive to walk from parking locations to destination
5	Increase level of parking compliance activities within the centre
6	Investigate the feasibility of implementing Smart Parking technology in Mount Eliza to: • assist in the parking management task • increase the efficiency of parking use • reduce traffic congestion and subsequent vehicle emissions • provide additional parking data to inform future decision making. The introduction of Smart Parking technology would be accompanied by reviews of existing parking time restrictions and compliance activities as appropriate, responding to the enhanced parking data that is available through Smart Parking Technology, as well as considering the need for additional parking management techniques in order to appropriately manage parking demands.
7	Undertake ongoing monitoring of parking usage within the centre by drivers using Mount Eliza as a 'Park n Ride' destination
8	Council to investigate if opportunities exist to increase parking supply on the parcel of land on the corner of Canadian Bay Road and Village Lane

8.3. Recommendations

8.3.1. Parking Wayfinding Strategy

There is currently limited signage on the roads approaching the centre informing drivers of their car parking options. Drivers, particularly unfamiliar with the area, have little information about where to go to find different types of parking (i.e. long-term or short-term, public or private). As a result, vehicles may end up circulating in search of a parking space that meets their needs. This creates congestion for other road users and reduces amenity on streets where less traffic is desirable (refer to Section 2.3).

The aims of implementing a wayfinding strategy include:

- Maximise parking utilisation
- Highlight areas of availability
- Improve customer experience
- Reduce road network circulation and congestion.

Adding more information about car parking options at the key decision points, as shown in Figure 8.2, will enhance the user experience, spread demand, and reduce vehicle through traffic.

Figure 8.2: Key decision points for drivers looking for car parking in Mount Eliza Activity Centre

Examples of what this signage could look like are shown in Figure 8.3.

Generally, decision points can be classified as major, minor and destination, and are the catalysts for implementing wayfinding.

Major decision points are located on the approaches to the township along key access roads or intersections.

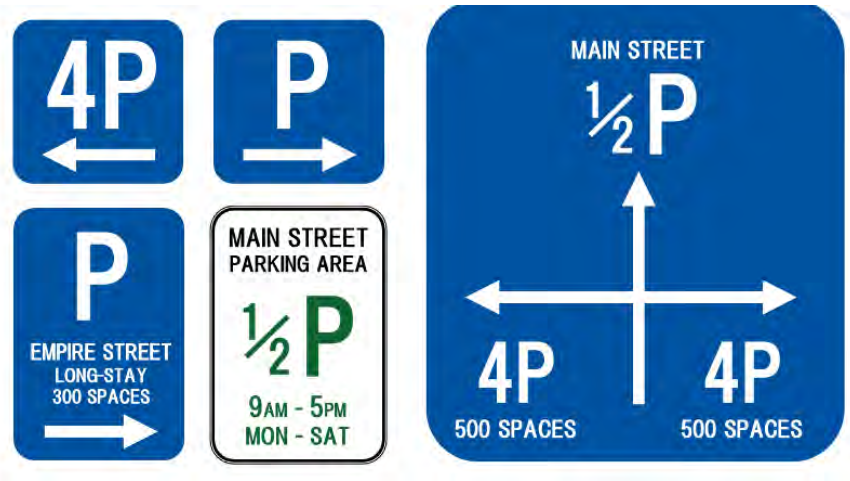
MANAGING EXISTING DEMANDS

Minor decision points are located either to direct users from the key movement corridors, onto minor roads, or in a particular direction within a parking precinct.

Destination based decision points are often located at the entrances to car parks.

Following the determination of the key decision point, the relevant signage can be implemented. A consistent approach to signing across the town, and municipality, will create a better user experience.

Figure 8.3: Examples of car parking wayfinding signage[19,20]



Static or Dynamic Signage?

The wayfinding and information signage described above can exist in either a static or dynamic (variable electronic signage) form.

Static signage can be installed relatively quickly and for a low cost but can only provide users with information regarding directions and the type of parking supply.

An alternative is dynamic signage, which uses sensor technology to inform drivers of the availability of car parking in real time (see Figure 8.4). It can further improve the user experience and efficiency of allocation. It also allows for ongoing data collection relating to car park use which can be a valuable tool in managing parking policy into the future. Taking this technology a step further allows users to use a smart phone application to see parking availability in real time.

For the purposes of this strategy, it is recommended that static signage is installed as a minimum. However, consideration should be given to the ongoing benefits that dynamic signage can provide as has been trialled within Rye with successful outcomes reducing travel times and vehicle emissions.

[19] Please note that signage is indicative only and may not comply with the Road Management Act 2004
[20] All signage on DoT (VicRoads) managed roads will need to be approved by DoT (VicRoads).

Figure 8.4: Example of dynamic wayfinding signage

Recommendation 1

Implement a centre wide Parking Wayfinding Signage System (static and / or dynamic), which includes navigation information for both Council-owned and privately-owned car parks

8.3.2. Aligning Parking Duration and Location

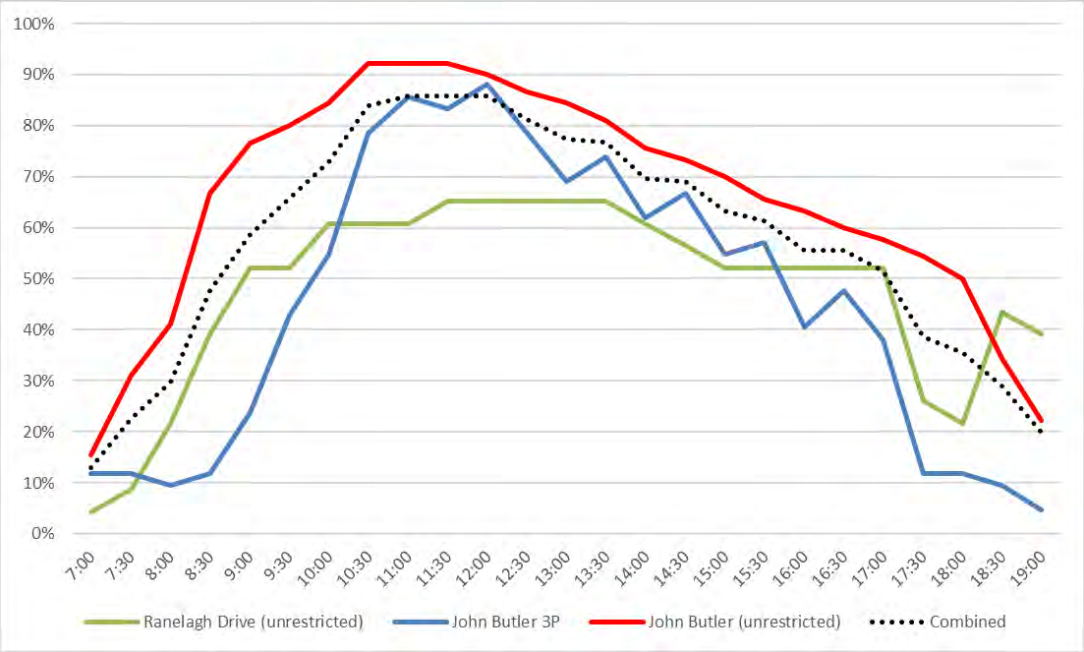
The unsealed parking area at John Butler Reserve Car Park and Ranelagh Drive currently has a mix of medium and long term parking restrictions, with the inventory as follows:

- John Butler Reserve:
  - 3P 9am-5pm Mon-Sat – 42 spaces
  - Unrestricted – 90 spaces
- Ranelagh Drive
  - Unrestricted – 23 spaces

Figure 8.5 shows the recorded occupancies across the day for these locations. The John Butler reserve parking area, including the 3P restricted spaces and the unrestricted spaces, experiences peak demand at around 90% at 12:00pm. The peak for the 3P spaces is sustained above 80% occupancy for around two hours between 10:30am and 12:30pm, whilst the unrestricted spaces have an occupancy above 80% from 9:00am to 2:00pm. At the same time, the unrestricted spaces in Ranelagh Drive experience a peak occupancy of 65% between 11:30am and 1:30pm. The peak occupancy for the combined area is 86% between 11:00am and 12:00pm.

MANAGING EXISTING DEMANDS

Figure 8.5: Parking Demand – John Butler Reserve Car Park and Ranelagh Drive (Thur 16 Nov 2023)



Analysis of the duration-of-stay characteristics for the spaces in John Butler Reserve Car Park and Ranelagh Drive indicates that the unrestricted parking spaces in Ranelagh Drive are predominantly used by long-stay vehicles, with an average duration-of-stay of 5.8 hours per vehicle and an average turnover[21] of around one vehicle per space. The average duration-of-stay for the John Butler Reserve unrestricted spaces was 4.5 hours per vehicle, whilst for the 3P restricted spaces was 2.8 hours per vehicle. The unrestricted spaces had a turnover of two vehicles per space, whilst the 3P restricted spaces had a turnover of 2.5 vehicles per space.

The way the car park currently functions is that the spaces fill up from first available, or closest to the land uses. Amongst those arriving first are the long-term users (e.g. staff) who take the most convenient spaces, so spaces with good access to shops and services could potentially be filled all day by these long-term uses. This makes the closest spaces to the retail facilities unavailable for short-term users who arrive throughout the day, meaning they could end up parking further away than the long-term users.

The 3P restricted area is approaching capacity, requiring other short-stay vehicles to seek vacancies within the unrestricted locations. In order for customers to continue to have the most proximate access to the centre's land uses, it is recommended that the best located spaces are made available for short-term use, and to protect against long-stay vehicles. This is consistent with the discussion in Section 2.2, which outlines the different tolerances to the distance a car park is from a destination based on trip type. People who are parking for long periods of time are more likely to be accepting of a longer distance to the end destination

[21] Turnover refers to the number of unique vehicles which occupy a space throughout the survey period. The duration of stay is then calculated by dividing the total time a space was occupied by the turnover.

from their parking space, compared to a short-term visitor who has a lower tolerance for a longer walking distance.

The current layout of these car parks has unrestricted spaces that are well located to the shopfronts and footpath facilities but are attracting long-term users. It is recommended that some of the unrestricted parking spaces in these areas be converted to 3P restricted spaces, as shown in Figure 8.6.

Figure 8.6: Proposed changes to John Butler Reserve Car Park and Ranelagh Drive

Base image source: Google

These modifications will assist to improve customer user experience and also assist to reduce perceptions to customers that parking is at capacity. Further, it is not expected that given the existing mix of users within the car park that this recommendation would disadvantage long stay users in respect of total available parking.

Recommendation 2

Expand areas of 3P parking in John Butler Reserve Car Park and Ranelagh Drive

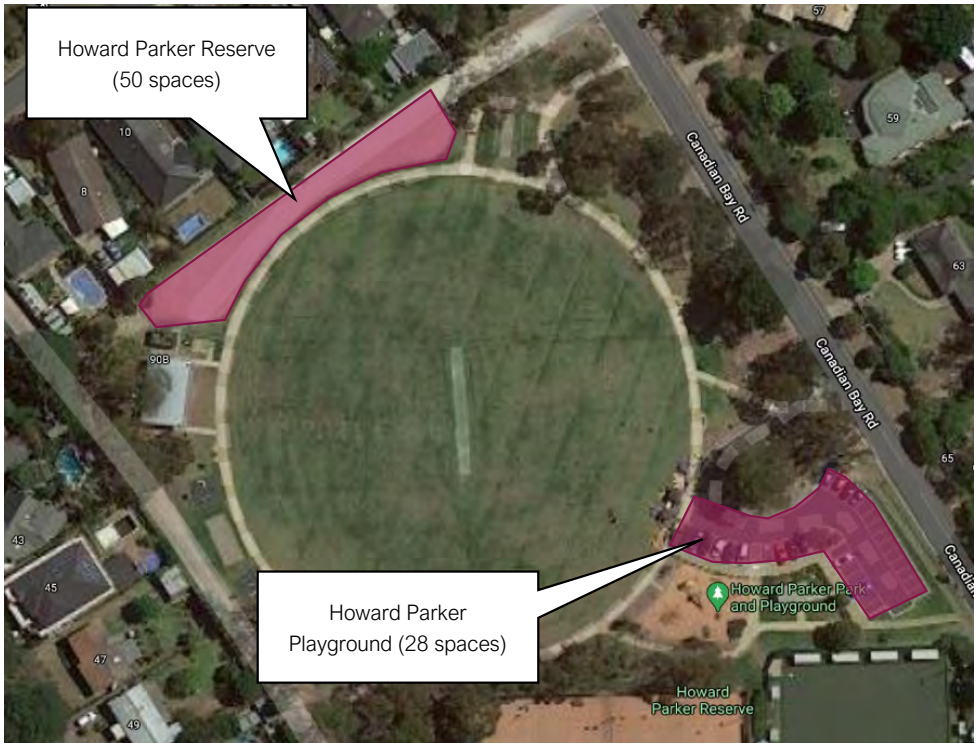
MANAGING EXISTING DEMANDS

8.3.3. Alternate Long Stay Parking Opportunities

While surveys indicate that suitable long stay parking is available across the overall activity centre, some areas experience high demands for long stay parking while other areas experience lower demands. Opportunities exist to encourage the use of lower occupancy areas outside of the commercial centre to act as overflow or alternative parking options, particularly those that do not typically generate demands during peak weekday periods.

The car park at the Howard Parker Playground (28 spaces) is located approximately 300m, or around 3 minutes' walk, from the top end of the Mount Eliza centre, whilst the Howard Parker Reserve car park (50 spaces) is located approximately 500m or 5 minutes' walk. The locations are shown in Figure 8.7.

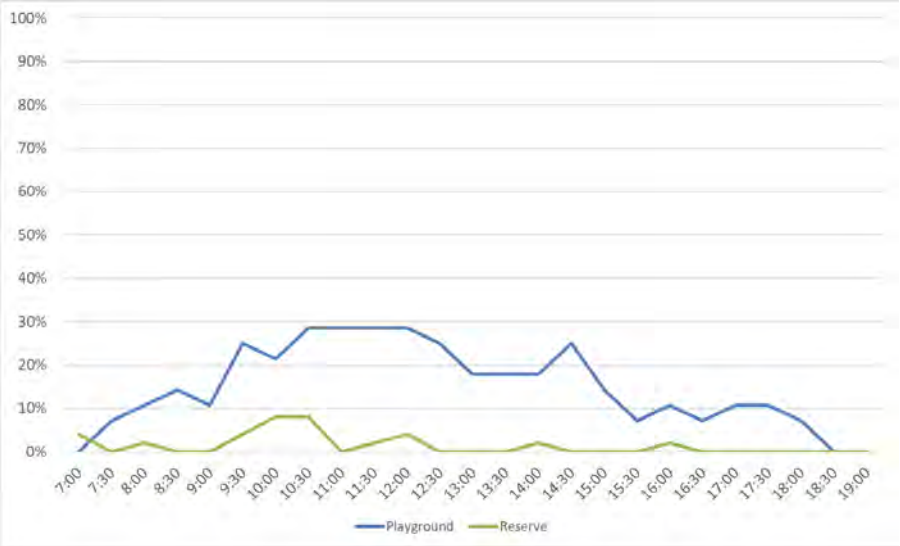
Figure 8.7: Howard Parker Reserve and Playground Location Map



The observed parking demand at these locations on a weekday is shown in Figure 8.8.

MANAGING EXISTING DEMANDS

Figure 8.8: Howard Parker Reserve and Playground Parking Demand (Thursday 16/11/23)



The results in Figure 8.8 show that there is available capacity in each of the car parks during peak weekday periods, with a maximum of 30% occupancy in the playground car park (equating to 20 vacancies) and the reserve car park effectively unused.

Both of these locations offer long-term parking opportunities, as they represent available spaces of suitable time restrictions. It is recognised that while some walking to get back into the centre of Mount Eliza is required, this is considered generally acceptable for employee type parking. Further, the use of this parking represents an opportunity that should be utilised ahead of creating additional car parking within areas that are sensitive to heritage and environmental constraints.

To ensure that short-term parking is still available for visitors to the playground, it is recommended that some of the spaces within the existing 28-space car park operate with a short to medium-term parking restriction, which would deter the use of these spaces by employees that are parking all day.

There are existing footpaths connecting these parking areas to the activity centre, however some additional improvements to wayfinding / directional signage for drivers to find the spaces and for pedestrians to navigate to and from the centre would be beneficial.

Recommendation 3

Promote areas around the Howard Parker Reserve and Playground as alternate long stay parking areas

It is also noted that some private car parking areas such as the Woolworths and IGA Car Parks are primarily dedicated to time restricted customer parking. This results in a majority of staff parking associated with these developments being required to park off-site in the surrounding areas.

Opportunities may therefore exist for Council to be able to encourage private parking owners to exempt their staff from their on-site time restrictions. This could be particularly relevant where spare capacity exists within the short stay private parking (such as the IGA basement car park).

8.3.4. Improving Pedestrian Connections

While the provision of car parking represents the primary topic of this report, car parking cannot be considered in isolation. The movement of pedestrians within an activity centre provides a critical element to achieving best practice parking outcomes. As discussed earlier within this report, the pedestrian journey from one's parking location to their desired destination makes up a key component of the 'End of Trip Journey'. Further, the provision of quality pedestrian facilities assists to enable walking within the activity centre between shopping destinations enabling shared use trips to occur. These provide increased opportunities for incidental or window shopping to occur and avoid multiple parking events and vehicle trips being made which increased traffic congestion and reduces the amenity of areas where pedestrians should be prioritised.

While there are good pedestrian facilities along and across Canadian Bay Road and Mount Eliza Way, there are some gaps when it comes to connecting to the off-street car parking supply on the periphery of the centre. Improvements to pedestrian connections could include pedestrian wayfinding, safe crossings, quality even surfaces and ensuring these areas are well lit. Improvements would help to activate more peripheral parking areas.

Key areas for consideration by Council should include:

- The creation of a pedestrian connection of Ranelagh Drive on street car parking to the activity centre.
- The creation of improved pedestrian connection to and within the John Butler Car Park.
- The improvement of pedestrian connections and surfaces around and within the at grade car park on Canadian Bay Road immediately north of Village Lane.
- A review of the lighting of pedestrian paths and wayfinding between the activity centre and the Howard Parker Reserve Oval.

These are summarised in Figure 8.9 with further discussion provided thereafter.

MANAGING EXISTING DEMANDS

Figure 8.9: Pedestrian Improvements Summary

Ranelagh Drive

Parking located along the southern section of Ranelagh Drive has limited pedestrian connection back to the Activity Centre. This includes limited pedestrian facilities along the length of the parking area and also across Ranelagh Drive.

It is recommended that Council investigate opportunities to create improved pedestrian connections from this parking area. This could include facilitating paths within the JT Smith Reserve along with pedestrian pram crossings to facilitate movements across Ranelagh Drive.

In conceptual terms the above recommendations are shown in Figure 8.10.

Figure 8.10: Ranelagh Drive Pedestrian Connections

Base image source: Nearmap

John Butler Car Park

The car park located within John Butler Reserve represents a significant parking facility serving the Mount Eliza Activity Centre. Together with the unsealed gravel car park, the reserve includes a playground, scout hall, preschool, public toilets and leash free area. A masterplan for the John Butler Reserve was adopted by Council in 2011 and includes sealing of the car park together with improvements to open space and public park facilities. Due to heritage and environmental constraints, as well as a lack of financial commitment for the delivery of the project, works associated with the masterplan have not been pursued. Whilst it would be beneficial for the car park to be sealed from a maintenance and amenity perspective, it is noted that there is likely to be a reduction in the total supply of parking spaces. Despite this, it is recommended that this masterplan be encouraged and options for its implementation continue to be pursued.

MANAGING EXISTING DEMANDS

In the absence of the Masterplan being implemented, it is recommended that improvements to and within the car park should still be considered and investigated further by Council as a way of improving the experience of car park users, both as drivers and pedestrians. Improvements may include:

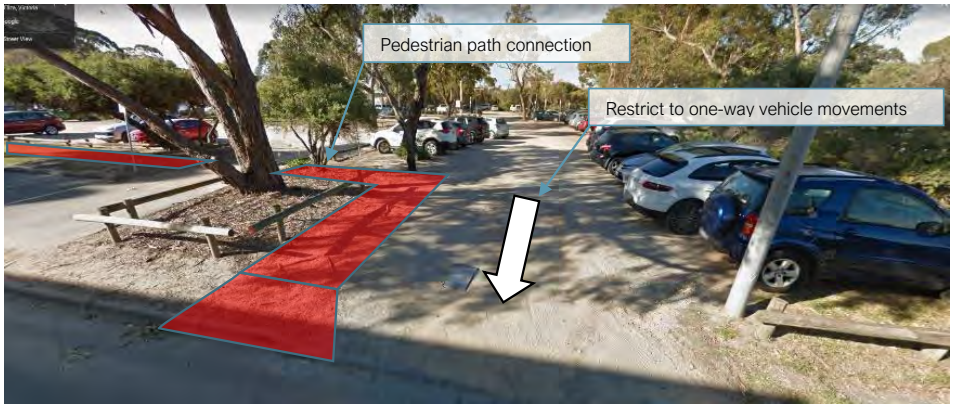
- Creation of formal pedestrian connections to the car park from Ranelagh Drive. This includes the creation of a formal pedestrian crossover to link with the Ranelagh Drive footpath across Petticoat Lane and the creation of a pedestrian path at the immediate entry to the car park. To facilitate this a reduction in the vehicle crossover width could be considered with vehicle movements reduced to a one-way direction.
- Creation of a formal pathways to assist pedestrians travelling within the car park. It is recognised that the car park is unlikely to be sealed due to a range of heritage and environmental constraints however the creation of some form of permeable path that could be suitably maintained could provide the opportunity to better focus pedestrian movements through the car park during all weather conditions.
- Review the lighting provided within the car park to ensure that it is suitable to cater for the range of users including staff and customers that are likely to be required to access the car park during daytime and evening periods.
- Investigate if opportunities exist to improve pedestrian connections to the car park from John Phillips Lane. This could consider widening the pedestrian path on the northern side of John Phillips Lane and creating crossing opportunities to internal pedestrian connections.

In conceptual terms the above recommendations are shown in Figure 8.11.

Figure 8.11: John Butler Car Park Pedestrian Connections

Base image source: Nearmap

Figure 8.12: Pedestrian Entry to John Butler Car Park from Petticoat Lane



Base image source: Google

Canadian Bay Road Off-Street Car Park

The at grade car park on Canadian Bay Road immediately north of Village Lane currently provides informal unsealed parking. Investigation of opportunities to improve pedestrian movements around this car park could be considered to improve its usability during all weather conditions.

This could be particularly relevant should the supply of car parking on this site increase (as discussed later in this report).

This car parking could also represent an opportunity for Council to consider increasing the supply of car parking. This would however require additional investigations by Council of the value of vegetation contained on the site and therefore whether the site would be suitable to contain an increased parking supply.

Pedestrian Connections to Howard Parker Reserve

If an increased usage of car parking within the Howard Parker Reserve is pursued to accommodate overspill parking from the activity centre (as recommended above) it is recommended that path lighting be reviewed to ensure that it is suitable to cater for the range of users including staff that are likely to be required to access the car park during daytime and evening periods.

Recommendation 4

Continue to review pedestrian connections (quality of route, surface, lighting, safety, crossings) through the centre and within car parks to make the centre attractive to walk from parking locations to destination

More broadly, pedestrian and cycle connections to the centre should continue to be considered by Council in line with the Shire's Pedestrian Access Strategy to enable and increase the likelihood of sustainable transport modes being used to access the activity centre rather than driving.

MANAGING EXISTING DEMANDS

8.3.5. Parking Compliance

As discussed in Section 6.3.2, the Duration of Stay survey data reveals that there are cars observed to be overstaying the timed restrictions across the centre. While it is recognised that all infringements will never be able to be captured, a lack of compliance diminishes the respect that the public have for adhering to car parking restrictions, resulting in more people overstaying and reducing turnover of high-value car parking spaces.

It is recommended that regular parking compliance services be continued and increased within the core of the Mount Eliza Activity Centre during peak times to promote the turnover and efficient use of shorter stay (2P and less) car parking spaces.

Technologies such as PODS (discussed below and in Section 2.7) is an option in high turnover areas to improve compliance and make compliance activities less labour intense.

The messaging and education around parking compliance to supplement increasing activities should create a positive message that it is required to enhance access to parking by customers and staff who are seeking to use the car parking system correctly.

Overall, increased compliance would ensure the parking system works as intended with reduced infringements being able to be issued – resulting, on the whole, in a parking system with less frustrations and a greater desire to spend time in the centre.

It is noted that any compliance initiative is likely to be focused only on those Council-owned parking areas. The Shire cannot enforce parking restrictions in private car park unless the Shire and the car park owner enter an agreement.

Recommendation 5

Increase level of parking compliance activities within the centre

8.3.6. Smart Parking Technology

Smart parking technology can provide a number of benefits to parking management including:

- Improving user experience in finding and using car parking within the activity centre.
- Enhancing the operational efficiency of existing parking supply to increase vehicle turnover,
- Reducing vehicle emissions caused by drivers searching for car parking
- Maximising the use of existing parking capacity (vacancies) within the study area
- Collecting real-time parking utilisation and duration data to inform future decision making in regard to parking restrictions and compliance.

This technology is currently operating on Main Street in Mornington and was also demonstrated previously within the Rye Township as part of a smart parking trial.

The use of smart parking technology would also link with a number of other recommendations relating to wayfinding and compliance.

As such it is recommended that Council investigate the feasibility of implementing Smart Parking technology in Mount Eliza to:

- assist in the parking management task
- increase the efficiency of parking use

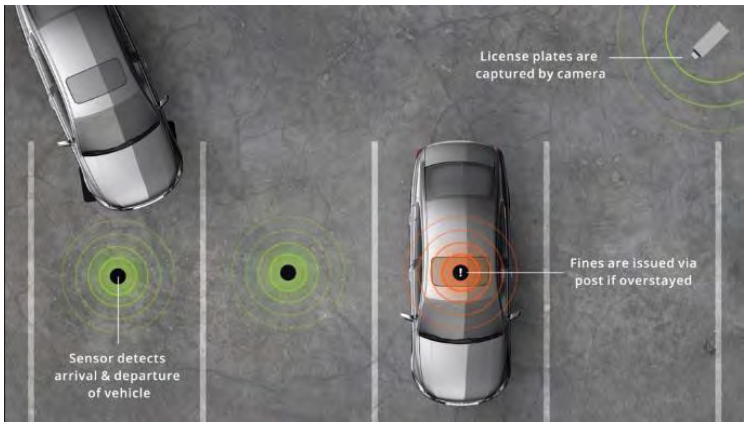
- reduce traffic congestion and subsequent vehicle emissions
- provide additional parking data to inform future decision making.

It is noted that a substantial proportion of the publicly accessible parking in Mount Eliza is privately owned. In order to achieve a comprehensive smart parking guidance scheme which includes all publicly accessible parking across the centre, the Shire would need to undertake discussions with private car park operators to come to an agreement as to how the scheme could best be established and managed.

One form of smart parking technology is in ground Parking Overstay Detection Systems (PODS), which have assisted in creating a greater certainty of compliance. Technologies such as this and other further technology enhancements in coming years will continue to enable an effective compliance system to exist without requiring excessive resource allocations.

These systems can also be integrated with dynamic wayfinding signage and mobile applications to direct user to available parking and inform them of the time restrictions so that they are less likely to overstay.

Figure 8.13: Example of Parking Overstay Detection System



Source: eSMART 21

Recommendation 6

Investigate the feasibility of implementing Smart Parking technology in Mount Eliza to:

- assist in the parking management task
- increase the efficiency of parking use
- reduce traffic congestion and subsequent vehicle emissions
- provide additional parking data to inform future decision making.

The introduction of Smart Parking technology would be accompanied by reviews of existing parking time restrictions and compliance activities as appropriate, responding to the enhanced parking data that is available through Smart Parking Technology, as well as considering the need for additional parking management techniques in order to appropriately manage parking demands.

8.3.7. Ongoing Monitoring

Some concern has been raised that Mount Eliza is being used as a park and ride location by drivers travelling to Frankston. In order to avoid paying for car parking within Frankston, some drivers could prefer to park for free within Mount Eliza and catch the bus to Frankston to work (or further catch public transport to the Melbourne CBD).

Car parking surveys did not identify any specific trends in this regard; however it is recommended that parking be monitored over time to ensure it is prioritised toward those who spend time and money within the Mount Eliza Activity Centre.

Recommendation 7

Undertake ongoing monitoring of parking usage within the centre by drivers using Mount Eliza as a 'Park n Ride' destination

8.3.8. Increasing Parking Capacity

Consultation activities as part of this study have raised a desire to increase parking capacity within the activity centre to cater for existing users.

The parking surveys however referenced earlier within this report indicate that capacity exists across the centre, albeit noting that some areas have higher demands than others. Questionnaire surveys undertaken as part of the Parklets program has also indicated drivers did not have any significant issues in finding available parking spaces.

In respect of this desire to increase parking capacity, consideration has been given to whether opportunities exist to realistically increase the supply of parking.

Discussions with Council have indicated that much of the existing public land within the activity centre is subject to heritage or environmental constraints, meaning that existing at-grade car parking cannot be readily or easily altered to increase the supply of parking. A map of areas subject to heritage constraints is shown in Figure 8.14.

The use of space within the centre must be balanced with the desire to provide 'place' elements that make Mount Eliza an enjoyable place to spend time. In this regard the parklets surveys indicated a significant portion of respondents would support 'parklets' being retained even though parking supply was impacted by their installation. As discussed previously, Council chose to retain these parklets and have now developed a Parklet policy.

Further, it is understood from discussions with Council that previous investigations of opportunities to improve at grade parking by way of sealing and formalising parking, would typically not result in an increase in parking supply and may reduce the supply of parking.

On balance, the only parcel of land that appears to present an opportunity for consideration of such parking increase would be the off-street parking area on Canadian Bay Road, to the north of Village Lane, as shown in Figure 8.15. This land appears to sit within the road reserve and is not subject to heritage constraints, but is subject to a Vegetation Protection Overlay which may constrain its further use. Whilst the sealing and formalising of parking in this location may at best only increase the parking supply by a small amount, there would be other safety benefits for pedestrians and drivers resulting from the works, including improved drainage, reduced trip hazards, satisfactory aisle widths, improved sight distance, reduced level of dust and an overall higher level of amenity and user experience.

MANAGING EXISTING DEMANDS

Figure 8.14: Heritage Overlay Areas

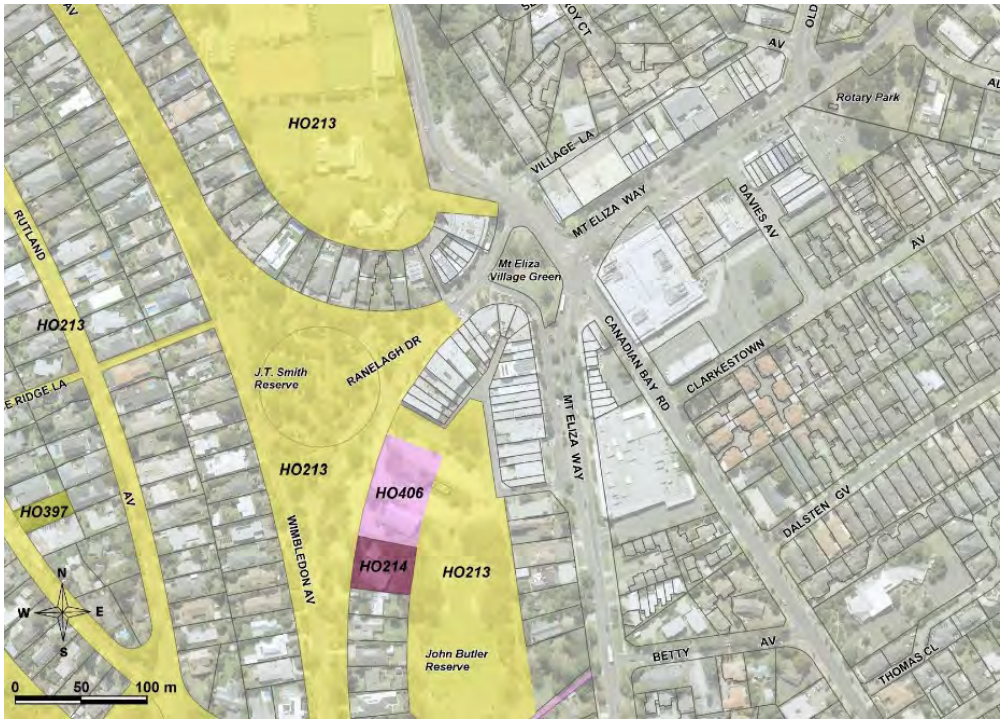
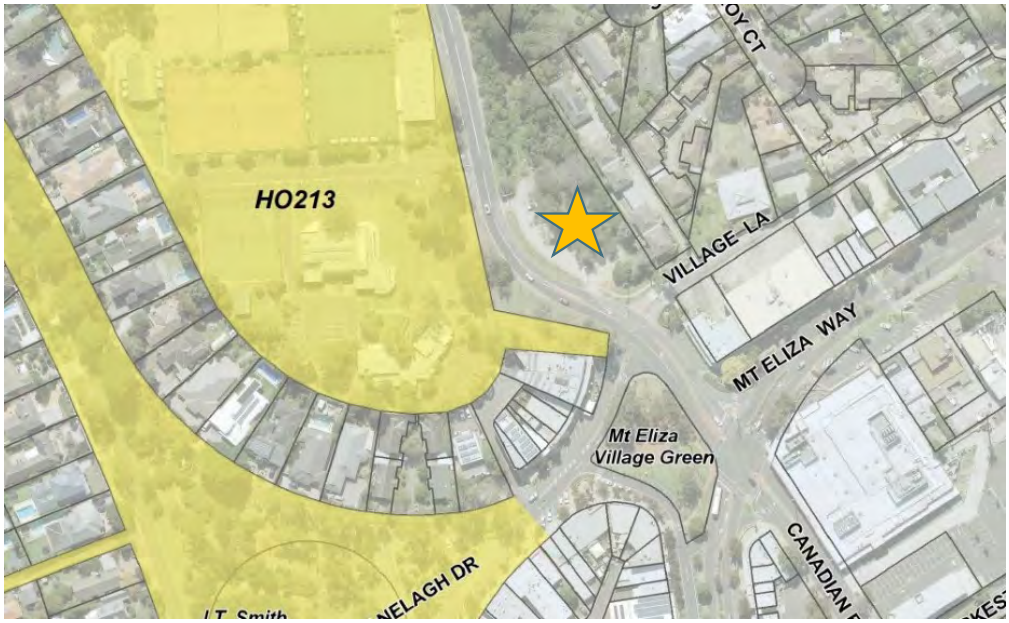


Figure 8.15: Off-Street Car Parking Opportunity



MANAGING EXISTING DEMANDS

On this basis Council could consider if any planning opportunity exists to be able to use this parcel of land to create additional parking in the future.

Recommendation 8

Council to investigate if opportunities exist to increase parking supply on the parcel of land on the corner of Canadian Bay Road and Village Lane

9. MANAGING FUTURE DEMANDS

09

MANAGING FUTURE DEMANDS

9.1. Land Use Growth

9.1.1. Overview

It is expected that an increase in economic activity will occur in the Mount Eliza Activity Centre over the lifetime of this strategy (to 2036). This is forecast to occur through increased visitation and general population growth. In response, it is expected that commercial floor area will increase to serve the new economic activity.

It is expected that much of this growth will take place incrementally over the period of this strategy and occur throughout the existing commercial areas of the Mount Eliza Activity Centre.

9.1.2. Commercial Land Use

As identified earlier, the Mornington Activity Centres Strategy identifies the level of commercial, retail and office floor space demand that could be expected to be generated in coming years.

The increase in commercial land use is in response to a forecasted increase in:

- population, and
- visitation.

In this regard, it is anticipated that growth in the order of 4,554 sqm of floor space could be expected for Mount Eliza between 2016 – 2036 being made up as follows:

- Commercial Retail 3,871 sqm
- Office 683 sqm.

The data has been interpolated to determine the approximate floor space growth within the activity centre during the time period of the parking strategy between 2024 and 2036. This has been calculated as 60% of the 2016-2036 total growth, which equates to 2,732sqm being made up as follows:

- Commercial Retail 2,323 sqm
- Office 409 sqm.

As the land use forecasts consider the entirety of the activity centre rather than a site-by-site basis, the forecasts require a further method of apportionment to determine the increase in floor area across the activity centre. There is no particular plan for where that growth will occur within the activity centre, as such predicted growth is likely to be incremental growth of the existing centre rather than large scale redevelopment of specific sites.

9.1.3. Residential Growth – Planning Scheme Amendment C219morn

The Shire is required to establish around 1,200 new homes per year to provide enough housing to accommodate the expected increase in population, which is anticipated to increase to more than 200,000 residents by the year 2036. Changes are required to be made to the Planning Scheme to ensure that a sustainable approach is taken to providing the right mix of housing in the right locations whilst protecting the special values and character of the Peninsula.

As such, Planning Scheme Amendment C219morn proposes to make changes to the Planning Scheme by updating the residential zones and planning controls to ensure housing growth occurs in areas close to shops and services and away from environmental hazards like flooding and bushfires. The amendment applies to:

- all land in the GRZ
- all land in the LDRZ
- all land affected by Schedules 1 to 7, 11, 17 to 20, and 22 to 24 to the DDO.

This amendment will not have any impacts on car parking within the Mount Eliza activity centre or any other activity centre within the municipality. Outside of the activity centre, C219morn nominates the Mount Eliza Village as an incremental change area and should not change car parking demands for the village. As such, this amendment does not need to be addressed any further in this strategy.

9.2. Future Car Parking Rates

9.2.1. Commercial Land Uses

As determined within Section 6.6, land use currently generates car parking at rates slightly below the Column B rates specified within the Mornington Peninsula Planning Scheme (by approximately 10%).

Column B rates are typically considered to represent activity centre rates which reflect the parking needs of a mix use precinct at the typical time of peak operation of the precinct (middle of the day on a weekday). These rates reflect an activity centre-based approach which incorporates consideration of:

- Sharing of parking between multiple land uses
- Linked and multipurpose trips
- Different land use peaks
- An element of better access to public transport than non-activity centres.

This is compared with the rates specified by Column A of Clause 52.06 of the Mornington Peninsula Planning Scheme which are applied state-wide, and typically represent the parking needs of a land use at the peak time of the land use and assuming that all of its parking will be accommodated on its own individual site.

By way of example, the Column B rate for a restaurant is reflective of the typical weekday daytime demands of such a use where increased walk-up trade from surrounding land uses occurs. This does not mean that higher demands for a restaurant do not occur, however such demands will typically occur outside of peak times of an activity centre (such as during the evening) when parking demands across the activity centre are reduced.

Given the nature of the centre as a mixed-use precinct, it is likely that much of the car parking can be shared between users who typically visit at different times (e.g. shops that are open only during the day and bars that are open only in the evening). As such the adoption of Column B rates would appear to provide a reasonable planning response moving forward.

The adoption of Column B rates also provides a number of other potential benefits including:

- Reduces excessive parking provisions which could induce car demand and travel, which would not align with Council's Climate Emergency Response
- Simplifies change of use applications for new development encouraging activity and investment in the centre
- Reduces workloads on Council staff reviewing development applications (fewer parking-related applications for permits)
- Provides greater consistency in assessments and consideration of reductions

- Reduces costs to Council associated with potential VCAT hearings, and
- Importantly provides certainty and aligns expectations of developers, Council offices, Councillors and the community of what are appropriate parking provision related responses.

An example of the difference between Column A and Column B rates is shown in Table 9-1, reproduced from Clause 52.06 of the Mornington Peninsula Planning Scheme.

Table 9-1: Example of Column B Car Parking Rates from Clause 52.06

Use	Column A Car Parking Rate	Column B Car Parking Rate
Shop	4.0 spaces to each 100 sqm of leasable floor space	3.5 spaces to each 100 sqm of leasable floor space
Restaurant	0.4 spaces to each patron permitted	3.5 spaces to each 100 sqm of leasable floor space
Office	3.5 spaces to each 100 sqm of net floor space	3.0 spaces to each 100 sqm of net floor space
Supermarket	5.0 spaces to each 100 sqm of leasable floor space	5.0 spaces to each 100 sqm of leasable floor space

Further to the above, given the low density and lack of public transport services in the area, there is not anticipated to be a major mode-shift away from private motor vehicle in the next 15 years. However, it is possible that residential infill within a 1-2km of the activity centre core (i.e. detached houses being replaced by multiple townhouses or apartment blocks) may slightly increase the proportion of users that choose to walk to the centre. As such a further reduction below Column B rates would not appear justified at this time. This should however be monitored over time to ensure that this appropriately responds to Council's Climate Emergency Response along with the development of municipal Integrated Transport Plans.

On balance, while parking appears to be generated at rates below Column B currently, it could be recommended that the adoption of Planning Scheme Clause 52.06 Column B rates would provide an appropriate realignment of expectations with respect of future parking provisions for development (compared with Column A rates) at this time.

The adoption of "Column B" rates, is recommended for land within Commercial 1 Zone land within the Activity Centre, shown in Figure 9.1 (shaded).

Figure 9.1: Commercial 1 Zone land

9.2.2. Summary

On the basis of the above it is recommended that Council adopt Victorian Planning Provisions Column B parking rates for non-residential uses within the Commercial zone of the activity centre as the appropriate parking provision for new development.

Recommendation 9

Council to adopt Victorian Planning Provisions Column B parking rates for non-residential uses within the Commercial zone of the activity centre as the appropriate parking provision for new development

9.3. Future Car Parking Demand

9.3.1. Commercial (Retail and Office) Parking Demand

By applying the future land use changes to Column B rates, it is possible to estimate the future demand for car parking spaces in the activity centre. The predicted growth in car parking demand is shown in Table 9-2.

Table 9-2: Growth in Car Parking Demand in the Mount Eliza Activity Centre (2024 to 2036)

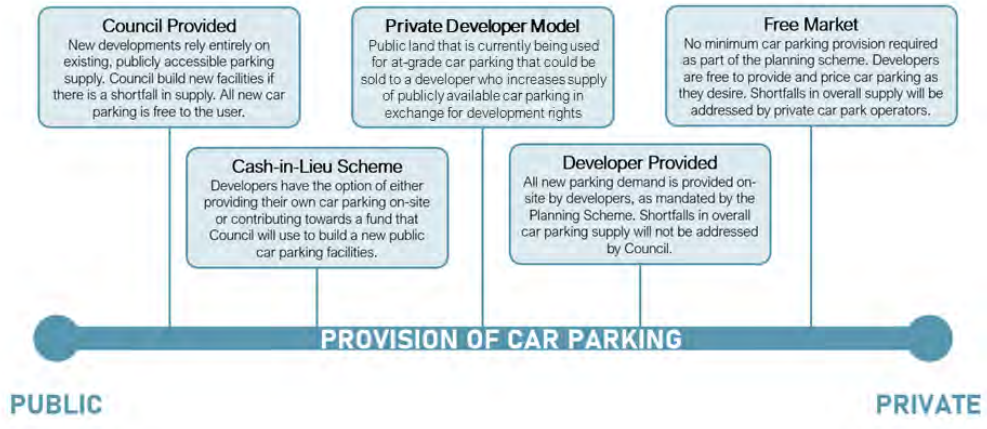
Use	Size	Car Parking Rate	Car Parking Demand
Retail	2,323 sqm NLA	3.5 spaces to each 100 sqm of leasable floor space	81 spaces
Office	409 sqm NLA	3.0 spaces to each 100 sqm of net floor space	12 spaces
Total			**93 spaces**

Table 9-2 identifies that future commercial retail and office development within the Mount Eliza Activity Centre could be expected to generate approximately 93 spaces during peak periods.

9.4. Accommodating Future Commercial Car Parking Demands

A range of options are available and can be considered in respect of the way in which future car parking demands could be accommodated. Figure 9.2 broadly outlines some of the potential approaches for providing car parking into the future to support new development. The following sections further discuss those options which are most relevant to the Mount Eliza Activity Centre.

Figure 9.2: The public-private spectrum for the provision of car parking



These options include a mix of approaches which have differing levels of public and private ownership along with differing cost implications.

9.4.1. Utilise Existing Activity Centre Parking Vacancies

Based on the outputs of the future car parking modelling, it is estimated that there will be a commercial (retail and office) demand for 93 spaces, on top of existing demand.

As identified earlier within this report, car parking across the activity centre as a whole peaks with an overall occupancy level of 66%, representing a total of 479 vacant car parking spaces from a total supply of 1,423 spaces.

Further consideration has also been given in the following to the number of available spaces that could realistically be used to accommodate demand for parking from future developments, taking into account proximity to the commercial centre, ownership of the spaces and access to the public.

- Removing parking supply which is located on residential streets or subject to restrictions such as loading zone, disabled and mail zone reduces the total supply to 1,227 spaces, with a peak occupancy of 72% and representing a total of 340 vacant car parking spaces.
- Further removing parking supply that is publicly available but associated with a recreational use that can experience high usage that coincides with the weekday commercial area peak (i.e. the bowls club, neighbourhood hall and community house) reduces the total supply to 1,109 spaces, with a peak occupancy of 72% representing a total of 316 vacant car parking spaces.
- Considering only those spaces located within the commercial area, thereby removing the parking supply from Howard Parker Reserve and Canadian Bay Road (Area A), reduces the total supply to 997 spaces, with a peak occupancy of 78% representing a total of 215 vacant car parking spaces.
- Finally, removing parking supply which is privately owned reduces the total supply to 568 spaces, with a peak occupancy of 84% and representing a total of 93 vacant car parking spaces.

A review of these scenarios indicates that public car parking spaces within the commercial areas are currently under pressure, but once consideration is given to those spaces which are privately-owned (but publicly accessible) or servicing the surrounding recreational areas, the available supply increases greatly.

Whilst the spaces outside of the commercial area may not be viable locations to service all new developments, they create opportunities for redistribution of existing demand and provide a location for alternative/overflow during high periods of demand.

When considering the ability for future parking to be accommodated by existing vacancies, it should be noted that initially the onus is on developers to provide parking on their own site, as is currently required by *Clause 52.06* of the *Mornington Peninsula Planning Scheme*. As such, the total number to be accommodated elsewhere would likely be less than the maximum of 93 spaces. Not all new developments would have the ability to accommodate their own parking on site, particularly those on smaller sites and where there is a change of use for an existing site but no changes to floor area. However, it is expected that developments on larger sites would be able to accommodate at least some of the expected increase in parking demand. Each development site should be assessed on a case-by-case basis to consider the merits of providing new spaces on-site and whether it is reasonable to be able to use existing vacancies in the surrounding area.

What also needs to be noted when considering the activity centre as a whole is that it is not appropriate to disregard private parking as a viable option for accommodating the demands for new developments. In some cases, it may be able to provide for an increase in the size of the existing development which it serves, or it

may be available to accommodate parking demand that is associated with that use however is currently utilising public areas.

On this basis, it is expected that there is a supply of car parking within the centre that can accommodate some, if not all, of the future parking demands.

Further, while capacity is available within the centre as a whole and is able to cater for overspill, such as in the surrounding recreation areas, it is difficult to justify Council investing in the building of additional car spaces.

9.4.2. Provide development parking requirements on-site

Besides encouraging the provision of car parking on-site, some development land uses will naturally seek/require the provision of a discreet parking supply. This parking is used to cater for staff and servicing requirements as these demands typically occur throughout the day and cannot be shared between multiple users. However, more importantly, there are land uses that need on-site parking to provide the level of amenity that customers typically expect of that use (e.g. supermarket customers wheeling a trolley to their vehicle to unload shopping). In other instances (small shops, restaurants) it is not viable to be able to accommodate parking on-site.

A downside of this approach is that it adds to the cost of future development (which is ultimately passed onto the end users through higher rents) and has negative urban design outcome if properties are required to forfeit a percentage of their floor area to car parking. This has a substantial impact for smaller developments/ redevelopments in confined environments.

An implication of the above is that while it is identified above that development parking demands could be accommodated within the surrounding area, there is a reality that some developments will naturally seek to provide an element of parking on-site.

With respect to the future land use growth anticipated for the study area, a breakdown of each of these uses relating to their "reliance/preference" for providing on-site car parking is nominated below:

- **Office:** Majority on-site parking
- **Retail:** Majority off-site parking (some on-site parking for employees, however majority of customers parked off-site), however the supermarket or similar type uses typically seek to accommodate additional parking demands on-site.

It is noted that on-site parking supply for commercial development should be generally provided for staff use, with visitor demands to be justified and accommodated off-site. Having regard for these preferences it could be assumed that new development on average may seek to accommodate in the order of 50% of parking on-site.

9.4.3. Cash in lieu of parking

'Cash in lieu', as its name indicates, represents the collection of funds 'in lieu' of the provision of something.

Typically, a cash in lieu scheme relates to car parking, in that, for each required car parking space not provided on-site for a new or expanded development, a specified dollar amount is required to be provided to Council. The collected funds are then used by Council, typically, to provide additional car parking supplies to offset those spaces not provided on-site.

MANAGING FUTURE DEMANDS

The Parking Overlay has broadened the ability to use cash in lieu funds for other measures than simply the reprovision of car parking. The funds must however relate to measures which contribute to the reducing the car parking demands of a development rather than the simple management of parking.

In this regard the following is reproduced from the Victorian Planning Provisions, Practice Note 57 (PN57) – The Parking Overlay.

"A requirement for financial contributions must:

- *relate to a use (or change in use) of the land or development of land*
- *designate the area to which it applies*
- *be financially proportionate to the statutory right for which they are exchanged. Councils can only require a payment for car parking that actually reflects the cost of providing a car parking space.*
- *identify a proper planning purpose to be funded by the contribution. A project that provides car parking facilities, or other measures which reduce the demand for parking would generally be regarded as a proper planning purpose."*

A cash in lieu scheme does not guarantee the collection of funds from developers as, while a predicted scale of development may be known for an activity centre, each developer has the right to provide its entire car parking requirement on-site, which therefore would not trigger any contribution to the fund. However, the cash in lieu scheme does commit Council to the provision of the car parking facilities or other measures specified in the Parking Overlay, regardless of the amount of cash contributions that are collected.

In addition to the above, the Practice Note identifies a number of further requirements in respect of a cash in lieu scheme:

"Any requirement for a financial contribution needs to be justified and should address the core principles of need, nexus, accountability and equity in the strategic assessment of the proposal before it is introduced."

"The following information must be set out in the schedule to a Parking Overlay:

- *the amount required in dollars per car parking space*
- *the method of indexing the amount."*

It may also set out if appropriate:

- *financial arrangements associated with holding and spending funds paid*
- *the ongoing monitoring and review arrangements, to reflect the change in land and construction prices*
- *the condition to be included on the permit to secure the financial contribution."*

Each payment should be made into a separate 'car parking and access fund' established by the municipality for each project. The fund should only be used for providing for the project identified in the schedule.

When a financial contribution is required or allowed by a Parking Overlay, a condition should be included on the permit to secure the funds."

MANAGING FUTURE DEMANDS

Noting the above requirements, a number of positive and negative aspects of a cash in lieu scheme are discussed below.

Benefits:

- If appropriately priced (i.e. subsidised from full cost-recovery), it can provide a financial incentive for some developers to contribute to public car parking in purpose-built stations, which in turn encourages the sharing of car parking by multiple users rather than inefficiently on individual development sites.
- It generally enables development to occur on sites where car parking cannot practically be provided and hence development approval would traditionally not have been granted.
- It can result in a more equitable car parking outcome whereby all users are required to fund the car parking requirements of their particular use (rather than reductions of car parking being issued for some uses but not others).
- There is benefit in the transparency that cash-in-lieu is available to all permit applicants, as in of itself, it provides a level of openness, certainty and flexibility for permit applicants and Council that this option exists to mitigate impacts that might otherwise be caused by an inability to provide all parking on-site.

Limitations:

- A requirement for a cash contribution can act as a deterrent for small occupants from investing in Mount Eliza.
- There is no guarantee of contributions and as such can commit Council to building parking facilities even when full funding of the facility has not been realised.
- There are few physical options for the placement of a new parking facility within the Mount Eliza activity centre, particularly any that would be in a location convenient for the use of visitors to new developments established in the centre of Mount Eliza. Developers would be deterred to contribute to the construction of a car parking facility that is not immediately adjacent to their site and which they would not directly benefit from.
- As opposed to the above potential advantage, the specification of a dollar amount that is too high will discourage the provision of car parking in purpose-built stations and generally result in developers preferring to provide short and long-term car parking in private on-site car parks (where they are able to control the allocation of the car parking and any fee revenue for its use).
- The validity of dollar amounts attached to car parking cash-in-lieu payments can be disputed by the private sector, particularly when seeking full cost recovery (or close), as being:
    - insufficiently robust in its determination
    - unreasonable given that:
        - all car parking benefits (such as the potential revenue streams of fee parking) is provided to Council
        - the car parking is not provided solely for use by the developer from which the funding has been attained
        - the car parking is not located as close to the development as would be the case if the car parking were to be provided on the site.

- Where full cost recovery is not being sought by Council (noting rarely do Cash in Lieu amounts seek full cost recovery), the building of parking facilities to support private development results in such facilities, at least in part, being funded by Council.

Financial Contribution Tests

Further to the above, the tests of a financial contributions scheme – need, nexus, equity and accountability – are briefly explored in the following in relation to a cash in lieu scheme in Mount Eliza.

Need

Based on current parking demands within the Mount Eliza Activity Centre, it is deemed that there are sufficient parking vacancies that exist within the centre and its immediate surrounds to accommodate the future predicted growth in parking over the coming 15 years, assuming that some parking would be provided on individual development sites. On this basis the 'need' to collect funds for the construction of further parking facilities would not be considered to be warranted at this time.

Nexus

The collection of funds in lieu of the provision of parking being used to support the construction of new parking facilities to support new development would support the nexus requirements.

Equity

Adopting an Activity Centre based approach to parking, a Cash in Lieu Scheme for the development of parking on a particular site, spatially could be considered appropriate.

However, the introduction of a payment for not providing parking on-site could be seen as a barrier and inequitable by new entrants to the area when reductions have been granted frequently over time, particularly if data suggests that vacancies still remain.

Accountability

Further investigations beyond this study would be required to be undertaken to establish particular details with respect of the development of car parking sites. These include:

- The scale of facilities
- The intended timing of delivery
- Financial feasibility of development to ensure a car park is deliverable.

Summary

On the basis of the above, it is apparent that the need for pursuing a cash in lieu arrangement for the Mount Eliza Activity Centre does not exist. As such the further pursuit of a cash in lieu fund by Council at this time could be considered to present a risk to Council that they commit to providing infrastructure for which sufficient funds are not contributed, as such placing a burden on Council to deliver such assets at their own expense.

9.4.4. Summary and Implications

On balance, taking into consideration the various elements discussed above, the following is recommended to manage car parking within the activity centre into the future:

- Developers are to provide car parking on their own site in conjunction with Column B requirements in Clause 52.06 of the Mornington Planning Scheme (with the exception of residential requirements). It is noted that the scheme stipulates that a new development is allowed to rely upon Council-managed on- and off-street parking spaces subject to judgement by the relevant authority (i.e. Council).
- Council should not build any more publicly available car parking facilities unless there is a substantial increase in demand beyond the forecasts used in this report. The creation of extra parking supply should be a 'last resort' measure only to be considered once demand management techniques have been exhausted.
- Undertake ongoing monitoring of parking use in the area and the effectiveness of compliance measures to ensure that car parking demand is being managed responsibly to ensure the best outcome for all users.

Recommendation 10

Council require that parking associated with new development be provided on individual development sites or reductions justified using decision guidelines specified within Clause 52.06 of the Mornington Peninsula Planning Scheme

Recommendation 11

It is recommended that a Cash In Lieu of Car Parking scheme not be pursued at this time, rather requiring (as above in Recommendation 10) new development to provide car parking on their own development sites or reductions justified using decision guidelines specified within Clause 52.06 of the Mornington Peninsula Planning Scheme and minimise net losses in publicly available parking as a result of private development

10. PARKING OVERLAY AND STATUTORY IMPLEMENTATION

10

PARKING OVERLAY AND STATUTORY IMPLEMENTATION

10.1. Parking Overlay

The Victorian Planning Provisions Practice Note- The Parking Overlay (PN57) identifies that the outcomes of a car parking plan or strategy are likely to be implemented either through a Parking Overlay or other mechanism as shown in Figure 10.1.

Figure 10.1: Car Parking Plan and Parking Overlay

From the above strategy outcomes, it is evident that some of the recommendations would require implementation through a Parking Overlay to provide them with the necessary statutory form to ensure they are enforceable and are applied consistently across the study area.

In respect of a Parking Overlay, PN57 describes the role of a Parking Overlay:

"Once prepared, a car parking plan can provide the basis for, and be implemented by, a Parking Overlay or other appropriate implementation mechanism, such as:

- *parking permits for residents, workers and visitors*
- *management of public and private parking (for example, through time restrictions or fines)*
- *special rate charges – a requirement for land owners to pay towards the related provision of new spaces*
- *shared car parking requirements."*

Such a plan can address a number of issues.

"A number of physical, social and economic indicators may suggest the need to address car parking issues in a precinct, such as a precinct that:

- *is undergoing a rapid rate of development or land use change*
- *attracts significant numbers of trips from elsewhere*
- *experiences high levels of traffic congestion*
- *has an established parking provision deficit and experiences physical or market conditions that affect the future provision of car parking*
- *experiences consistently lower or higher than average car parking demand.*

PARKING OVERLAY AND STATUTORY IMPLEMENTATION

A Parking Overlay implements a car parking plan in a statutory form."

Specifically, those recommendations developed as part of this strategy that meet Parking Overlay criteria include:

- Adoption of Column B rates for non residential uses within the Commercial 1 zone of the Mount Eliza Activity Centre.

To incorporate the above identified requirements, a Parking Overlay (Schedule X to Clause 45.09 of the Mornington Peninsula Planning Scheme) would also include:

- Appropriate objectives – Which should be drawn from and be consistent with those parking related objectives developed within this strategy.
- The consideration of any additional decision guidelines that should be applied to supplement those decision guidelines identified in Clause 52.06-7 of the Mornington Peninsula Planning Scheme.

The adoption of a Parking Overlay is subject to further consideration by Council prior to the specific preparation of a Schedule to the Parking Overlay. As such the car parking provision rates recommended within this report would in effect be advisory only, until such time as Council chooses to include them within a Schedule to the Parking Overlay within the Mornington Peninsula Planning Scheme.

It is anticipated that a Schedule to the Parking Overlay would be drafted following the adoption of the proposed strategy recommendations by Council.

11. RECOMMENDATIONS AND IMPLEMENTATION

RECOMMENDATIONS AND IMPLEMENTATION

11.1. Action Plan

Having regard for the identified recommendations the following actions table has been prepared.

Each identified action has been described providing the following information:

- Action Number
- Strategy Recommendation
- Priority
  - S – Short term representing 1 – 2 years
  - M – Medium term representing 3 – 5 years
  - L – Long term representing greater than 5 years.
- Cost
  - L – Low cost representing less than $50,000
  - M – Medium cost representing $50,000 – $200,000
  - H – High cost representing greater $200,000.

RECOMMENDATIONS AND IMPLEMENTATION

Table 11-1: Action Plan

#	Strategy Recommendation	Priority	Cost
1	Implement a centre wide Parking Wayfinding Signage System (static and / or dynamic), which includes navigation information for both Council-owned and privately-owned car parks	S	L-M
2	Expand areas of 3P parking in John Butler Reserve Car Park and Ranelagh Drive	S-M	L
3	Promote areas around the Howard Parker Reserve and Playground as alternate long stay parking areas	M	L
4	Continue to review pedestrian connections (quality of route, surface, lighting, safety, crossings) through the centre and within car parks to make the centre attractive to walk from parking locations to destination	S-M	M
5	Increase level of parking compliance activities within the centre	S-M	L-M
6	Investigate the feasibility of implementing Smart Parking technology in Mount Eliza to: • assist in the parking management task • increase the efficiency of parking use • reduce traffic congestion and subsequent vehicle emissions • provide additional parking data to inform future decision making. The introduction of Smart Parking technology would be accompanied by reviews of existing parking time restrictions and compliance activities as appropriate, responding to the enhanced parking data that is available through Smart Parking Technology, as well as considering the need for additional parking management techniques in order to appropriately manage parking demands.	L	M-H
7	Undertake ongoing monitoring of parking usage within the centre by drivers using Mount Eliza as a 'Park n Ride' destination	M	L
8	Council to investigate if opportunities exist to increase parking supply on the parcel of land on the corner of Canadian Bay Road and Village Lane	M	M-H
9	Council to adopt Victorian Planning Provisions Column B parking rates for non-residential uses within the Commercial zone of the activity centre as the appropriate parking provision for new development	M	L
10	Council require that parking associated with new development be provided on individual development sites or reductions justified using decision guidelines specified within Clause 52.06 of the Mornington Peninsula Planning Scheme	S	L
11	It is recommended that a Cash In Lieu of Car Parking scheme not be pursued at this time, rather requiring (as above in Recommendation 10) new development to provide car parking on their own development sites or reductions justified using decision guidelines specified within Clause 52.06 of the Mornington Peninsula Planning Scheme and minimise net losses in publicly available parking as a result of private development	S	L
12	Undertake ongoing monitoring of parking use in the area	M-L	L-M

RECOMMENDATIONS AND IMPLEMENTATION

11.2. Monitoring and Review

As developments are approved and constructed, it is likely that the on-street vacancies that exist today will slowly disappear throughout the study area. It is therefore recommended that the study area is surveyed every three to five years at the same time of year to ensure that, the approximate level of existing car parking demand is being maintained. This will allow the policies and guidelines to be regularly updated as required. It is also recommended that this strategy be reviewed in ten years to ensure that the strategy prepared is still current and appropriate.

The outcomes of this study are based on land use growth projections for the activity centre. Irrespective, it is important the effectiveness of the plan is monitored to ensure that the objectives continue to be met.

Recommendation 12

Undertake ongoing monitoring of parking use in the area

RECOMMENDATIONS AND IMPLEMENTATION

A.REFERENCE DOCUMENTS

A

RECOMMENDATIONS AND IMPLEMENTATION

A.1. Reference Documents

Victorian Planning Provisions Practice Note – The Parking Overlay (PN57)

Mornington Peninsula Planning Scheme

Donald Shoup, FAICP, Distinguished Research Professor, Urban Planning, University of California, Los Angeles, USA

Shoup, Donald. (1997), *The High Cost of Free Parking*, Journal of Planning Education and Research, 17. 3-20

Van der Waerden, P., Timmermans, H. and De Bruin-Verhoeven, M.(2015), *Car drivers' characteristics and the maximum walking distance between parking facility and final destination*, The Journal of Transport and Land Use

Coath, C., Yousif, Ali. (2018), *Car Parking: Human Centred*, AITPM 2018 National Conference.

Shoup, D. (2006), *Cruising for Parking*, Transport Policy

Plan Melbourne 2017-2050

Transport Integration Act 2010

Movement and Place in Victoria, Department of Transport 2019

Mornington Peninsula Climate Emergency Plan 2020

Mornington Peninsula Activity Centres Strategy 2018

Mornington Peninsula Shire, Pedestrian Access Strategy, 2024-2034

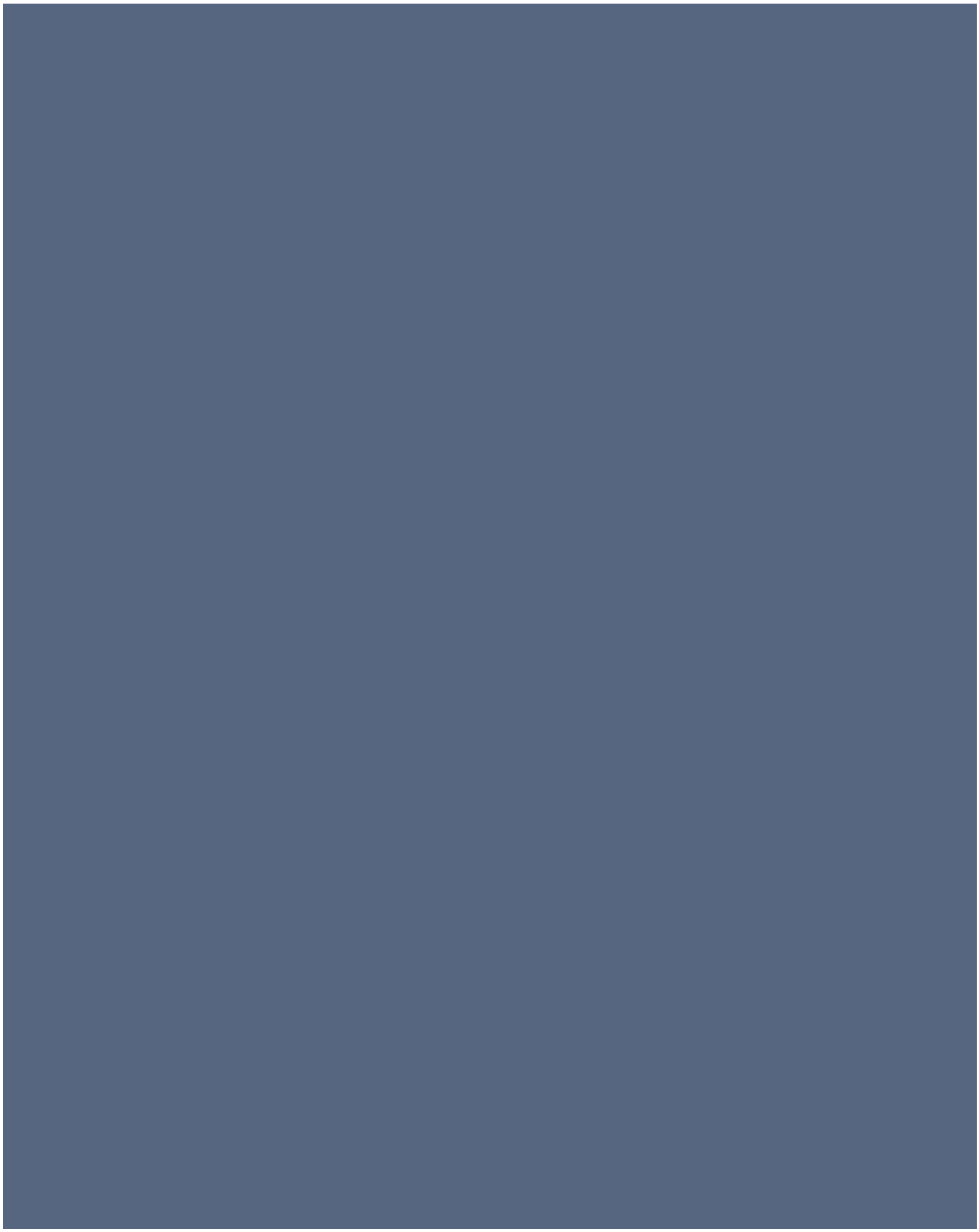
Mornington Peninsula Shire Sustainable Transport Strategy 2015-2020

Mt Eliza Commercial Precinct Parking Action Plan (TTM), November 2016

Census 2016 and 2021, Australian Bureau of Statistics (ABS)

Victorian Integrated Survey of Travel (VISTA) 2020

Mornington Peninsula Shire Parklet Policy, 3 October 2023



Stantec

Mornington Peninsula Shire
ANNUAL FINANCIAL REPORT

For the Year Ended 30 June 2024

Mornington Peninsula Shire
Financial Report
Table of Contents

FINANCIAL REPORT		Page
Certification of the Financial Statements		1
Financial Statements		
Comprehensive Income Statement		4
Balance Sheet		5
Statement of Changes in Equity		6
Statement of Cash Flows		7
Statement of Capital Works		8
Notes to the Financial Statements		
Note 1	Overview	9
Note 2	Analysis of our results	
	2.1. Performance against budget	10
	2.2. Analysis of council results by program	13
Note 3	Funding for the delivery of our services	
	3.1. Rates and charges	15
	3.2. Statutory fees and fines	15
	3.3. User fees	15
	3.4. Funding from other levels of government	16
	3.5. Contributions	17
	3.6. Net gain/(loss) on disposal of property, infrastructure, plant and equipment	18
	3.7. Other income	18
Note 4	The cost of delivering services	
	4.1. Employee costs	19
	4.2. Materials and services	20
	4.3. Depreciation	20
	4.4. Amortisation - Intangible assets	21
	4.5. Depreciation - Right of use assets	21
	4.6. Allowance for impairment losses	21
	4.7. Borrowing costs	21
	4.8. Finance Costs - Leases	21
	4.9. Other expenses	21
Note 5	Investing in and financing our operations	
	5.1. Financial assets	22
	5.2. Non-financial assets	24
	5.3. Payables, trust funds and deposits and contract and other liabilities	25
	5.4. Interest-bearing liabilities	26
	5.5. Provisions	26
	5.6. Financing arrangements	28
	5.7. Commitments	29
	5.8. Leases	30
Note 6	Assets we manage	
	6.1. Non current assets classified as held for sale	32
	6.2. Property, infrastructure plant and equipment	33
	6.3. Investments in associates, joint arrangements and subsidiaries	40
	6.4. Investment property	40
Note 7	People and relationships	
	7.1. Council and key management remuneration	41
	7.2. Related party disclosure	43
Note 8	Managing uncertainties	
	8.1. Contingent assets and liabilities	44
	8.2. Change in accounting standards	45
	8.3. Financial instruments	45
	8.4. Fair value measurement	47
	8.5. Events occurring after balance date	47
Note 9	Other matters	
	9.1. Reserves	48
	9.2. Reconciliation of cash flows from operating activities to surplus/(deficit)	50
	9.3. Superannuation	50
Note 10	Change in accounting policy	53

Certification of the Financial Statements

In my opinion, the accompanying financial statements have been prepared in accordance with the *Local Government Act 2020,* the *Local Government (Planning and Reporting) Regulations 2020,* the Australian Accounting Standards and other mandatory professional reporting requirements.

Bulent Oz, CPA
Principal Accounting Officer

Dated : *<Date>*
Rosebud Council Chambers
In our opinion, the accompanying financial statements present fairly the financial transactions of the Mornington Peninsula Shire for the year ended 30 June 2024 and the financial position of the Council as at that date.

At the date of signing, we are not aware of any circumstances that would render any particulars in the financial statements to be misleading or inaccurate.

We have been authorised by the Council and by the *Local Government (Planning and Reporting) Regulations 2020* to certify the financial statements in their final form.

Cr Simon Brooks
Councillor
Dated : *<Date>*
Rosebud Council Chambers

Cr Antonella Celi
Councillor
Dated : *<Date>*
Rosebud Council Chambers

John Baker
Chief Executive Officer
Dated : <Date>
Rosebud Council Chambers

<INSERT VAGO REPORT - PAGE 1>

<INSERT VAGO REPORT - PAGE 2>

Comprehensive Income Statement
For the Year Ended 30 June 2024

	Note	2024 $'000	2023 $'000
Income / Revenue			
Rates and charges	3.1	223,662	207,126
Statutory fees and fines	3.2	8,937	7,251
User fees	3.3	24,548	22,390
Grants - operating	3.4	11,213	22,684
Grants - capital	3.4	19,873	14,348
Contributions - monetary	3.5	3,147	951
Contributions - non monetary	3.5	2,900	7,552
Fair value adjustments	6.4	2,755	5,397
Other income	3.7	14,739	9,741
Total income / revenue		**311,774**	**297,440**
Expenses			
Employee costs	4.1	89,281	79,462
Materials and services	4.2	142,471	136,437
Depreciation	4.3	40,726	44,004
Amortisation - intangible assets	4.4	857	1,583
Depreciation - right of use assets	4.5	488	493
Allowance for impairment losses	4.6	2	19
Net loss on disposal of property, infrastructure, plant and equipment	3.6	523	7,889
Borrowing costs	4.7	882	1,021
Finance costs - leases	4.8	23	14
Other expenses	4.9	9,344	7,848
Total expenses		**284,597**	**278,770**
Surplus/(deficit) for the year		**27,177**	**18,670**
Other comprehensive income			
Items that will not be reclassified to surplus or deficit in future periods			
Net asset revaluation gain/(loss)	6.2	271,207	199,428
Total other comprehensive income		**271,207**	**199,428**
Total comprehensive result		**298,384**	**218,098**

The above comprehensive income statement should be read in conjunction with the accompanying notes.

Balance Sheet
As at 30 June 2024

	Note	2024 $'000	2023 $'000
Assets			
Current assets			
Cash and cash equivalents	5.1	31,689	35,462
Trade and other receivables	5.1	26,086	20,233
Other financial assets	5.1	100,594	100,589
Inventories	5.2	192	218
Prepayments	5.2	3,493	3,212
Non-current assets classified as held for sale	6.1	868	1,258
Other assets	5.2	3,684	2,092
Total current assets		**166,606**	**163,064**
Non-current assets			
Trade and other receivables	5.1	-	21
Other financial assets	5.1	45	46
Property, infrastructure, plant and equipment	6.2	3,682,700	3,387,722
Right-of-use assets	5.8	2,310	1,052
Investment property	6.3	10,041	10,280
Intangible assets	5.2	1,030	1,888
Total non-current assets		**3,696,126**	**3,401,009**
Total assets		**3,862,732**	**3,564,073**
Liabilities			
Current liabilities			
Trade and other payables	5.3	20,561	14,292
Trust funds and deposits	5.3	9,179	7,138
Contract and other liabilities	5.3	17,699	29,428
Provisions	5.5	13,282	14,914
Interest-bearing liabilities	5.4	3,115	3,326
Lease liabilities	5.8	829	970
Total current liabilities		**64,665**	**70,068**
Non-current liabilities			
Trust funds and deposits		159	1,407
Contract and other liabilities	5.3	9,052	-
Provisions	5.5	15,243	16,024
Interest-bearing liabilities	5.4	29,903	32,559
Lease liabilities	5.8	1,785	538
Total non-current liabilities		**56,142**	**50,528**
Total liabilities		**120,807**	**120,596**
Net assets		**3,741,925**	**3,443,477**
Equity			
Accumulated surplus		1,121,835	1,094,941
Reserves	9.1	2,620,090	2,348,536
Total Equity		**3,741,925**	**3,443,477**

The above balance sheet should be read in conjunction with the accompanying notes.

Statement of Changes in Equity
For the Year Ended 30 June 2024

2024	Note	Total $'000	Accumulated Surplus $'000	Revaluation Reserve $'000	Other Reserves $'000
Balance at beginning of the financial year		3,443,478	1,094,941	2,347,454	1,083
Surplus/(deficit) for the year		27,240	27,177	-	63
Net asset revaluation gain/(loss)	6.2	271,207	-	271,207	-
Transfers to other reserves	9.1	290	-	-	290
Transfers from other reserves	9.1	(290)	(290)	-	-
		3,741,925	1,121,828	2,618,661	1,436
Balance at end of the financial year		**3,741,925**	**1,121,828**	**2,618,661**	**1,436**

2023	Total $'000	Accumulated Surplus $'000	Revaluation Reserve $'000	Other Reserves $'000
Balance at beginning of the financial year	3,225,379	1,076,287	2,148,026	1,067
Surplus/(deficit) for the year	18,670	18,670	-	-
Net asset revaluation gain/(loss)	199,428	-	199,428	-
Transfers to other reserves	16	-	-	16
Transfers from other reserves	(16)	(16)	-	-
	3,443,477	1,094,941	2,347,454	1,083
Balance at end of the financial year	**3,443,477**	**1,094,941**	**2,347,454**	**1,083**

The above statement of changes in equity should be read in conjunction with the accompanying notes.

Statement of Cash Flows
For the Year Ended 30 June 2024

	Note	2024 Inflows/ (Outflows) $'000	2023 Inflows/ (Outflows) $'000
Cash flows from operating activities			
Rates and charges		219,029	204,932
Statutory fees and fines		8,352	6,697
User fees		25,758	22,940
Grants - operating		10,213	5,638
Grants - capital		14,451	14,348
Contributions - monetary		4,922	6,365
Interest received		6,969	4,957
Dividends received		4	2
Trust funds and deposits taken		(336)	68
Other receipts		7,007	4,228
Net GST refund/payment		379	(385)
Employee costs		(85,890)	(86,191)
Materials and services		(141,921)	(121,375)
Short-term, low value and variable lease payments		(973)	(2,352)
Other payments		(9,203)	(7,369)
Net cash provided by/(used in) operating activities		**58,761**	**52,503**
Cash flows from investing activities			
Payments for property, infrastructure, plant and equipment	6.2	(58,744)	(42,226)
Proceeds from sale of property, infrastructure, plant and equipment		14	2,679
Payments for investments		(6)	(240,004)
Proceeds from sale of investments		-	210,000
Net cash provided by/(used in) investing activities		**(58,736)**	**(69,551)**
Cash flows from financing activities			
Finance costs		(909)	(994)
Repayment of borrowings		(2,916)	(4,042)
Interest paid - lease liability		(23)	(14)
Repayment of lease liabilities		-	(228)
Other		50	-
Net cash provided by/(used in) financing activities		**(3,798)**	**(5,278)**
Net increase (decrease) in cash and cash equivalents		(3,773)	(22,326)
Cash and cash equivalents at the beginning of the financial year		35,462	57,788
Cash and cash equivalents at the end of the financial year		**31,689**	**35,462**
Financing arrangements	5.6		

The above statement of cash flows should be read in conjunction with the accompanying notes.

Statement of Capital Works
For the Year Ended 30 June 2024

	Note	2024 $'000	2023 $'000
Property			
Land		493	122
Buildings		25,076	16,008
Total property		**25,569**	**16,130**
Plant and equipment			
Plant, machinery and equipment		1,266	561
Fixtures, fittings and furniture		79	80
Computers and telecommunications		-	(355)
Artworks		106	65
Library books		1,175	1,057
Total plant and equipment		**2,626**	**1,408**
Infrastructure			
Roads		12,497	8,726
Bridges		282	28
Footpaths and cycleways		4,413	3,036
Drainage		3,714	2,890
Recreational, leisure and community facilities		6,754	4,190
Parks, open space and streetscapes		2,291	3,979
Marine structures		598	1,727
Total infrastructure		**30,549**	**24,576**
Total capital works expenditure		**58,744**	**42,114**
Represented by:			
New asset expenditure		9,134	10,558
Asset renewal expenditure		27,861	21,525
Asset expansion expenditure		2,493	2,991
Asset upgrade expenditure		19,256	7,040
Total capital works expenditure		**58,744**	**42,114**

The above statement of capital works should be read in conjunction with the accompanying notes.

Notes to the Financial Report
For the Year Ended 30 June 2024

Note 1 OVERVIEW

Introduction

The Mornington Peninsula Shire was established by an Order of the Governor in Council on 15 December 1994 and is a body corporate.
The Council's main office is located at 90 Besgrove Street, Rosebud.

Statement of compliance

These financial statements are a general purpose financial report that consists of a Comprehensive Income Statement, Balance Sheet, Statement of Changes in Equity, Statement of Cash Flows, Statement of Capital Works and Notes accompanying these financial statements. The general purpose financial report complies with the Australian Accounting Standards (AAS), other authoritative pronouncements of the Australian Accounting Standards Board, the *Local Government Act 2020*, and the *Local Government (Planning and Reporting) Regulations 2020*.

The Council is a not-for-profit entity and therefore applies the additional AUS paragraphs applicable to a not-for-profit entity under the Australian Accounting Standards.

Accounting policy information

1.1 Basis of accounting

Accounting policies are selected and applied in a manner which ensures that the resulting financial information satisfies the concepts of relevance and reliability, thereby ensuring that the substance of the underlying transactions or other events is reported. Specific accounting policies applied are disclosed in sections where the related balance or financial statement matter is disclosed.

The accrual basis of accounting has been used in the preparation of these financial statements, except for the cash flow information, whereby assets, liabilities, equity, income and expenses are recognised in the reporting period to which they relate, regardless of when cash is received or paid.

The financial statements are based on the historical cost convention unless a different measurement basis is specifically disclosed in the notes to the financial statements.

The financial statements have been prepared on a going concern basis. The financial statements are in Australian dollars. The amounts presented in the financial statements have been rounded to the nearest thousand dollars unless otherwise specified. Minor discrepancies in tables between totals and the sum of components are due to rounding.

Judgements, estimates and assumptions are required to be made about the carrying values of assets and liabilities that are not readily apparent from other sources. The estimates and associated judgements are based on professional judgement derived from historical experience and various other factors that are believed to be reasonable under the circumstances. Actual results may differ from these estimates.

Revisions to accounting estimates are recognised in the period in which the estimate is revised and also in future periods that are affected by the revision. Judgements and assumptions made by management in the application of AAS's that have significant effects on the financial statements and estimates relate to:
- the fair value of land, buildings, infrastructure, plant and equipment (refer to Note 6.2)
- the determination of depreciation for buildings, infrastructure, plant and equipment (refer to Note 6.2)
- the determination of employee provisions (refer to Note 5.5)
- the determination of landfill provisions (refer to Note 5.5)
- the determination of whether performance obligations are sufficiently specific so as to determine whether an arrangement is within the scope of AASB 15 Revenue from Contracts with Customers or AASB 1058 Income of Not-for-Profit Entities (refer to Note 3)
- the determination, in accordance with AASB 16 Leases, of the lease term, the estimation of the discount rate when not implicit in the lease and whether an arrangement is in substance short-term or low value (refer to Note 5.8)
- whether or not AASB 1059 Service Concession Arrangements: Grantors is applicable
- other areas requiring judgements

Unless otherwise stated, all accounting policies are consistent with those applied in the prior year. Where appropriate, comparative figures have been amended to accord with current presentation, and disclosure has been made of any material changes to comparatives.

Goods and Services Tax (GST)

Income and expenses are recognised net of the amount of associated GST. Receivables and payables are stated inclusive of the amount of GST receivable or payable. The net amount of GST recoverable from, or payable to, the taxation authority is included with other receivables or payables in the balance sheet.

Notes to the Financial Report
For the Year Ended 30 June 2024

Note 2 ANALYSIS OF OUR RESULTS

2.1 Performance against budget

The performance against budget notes compare Council's financial plan, expressed through its annual budget, with actual performance. The *Local Government (Planning and Reporting) Regulations 2020* requires explanation of any material variances. Council has adopted a materiality threshold $1 million or where further explanation is warranted. Explanations have not been provided for variations below the materiality threshold unless the variance is considered to be material because of its nature.

These notes are prepared to meet the requirements of the *Local Government Act 2020* and the *Local Government (Planning and Reporting) Regulations 2020*.

2.1.1 Income / Revenue and expenditure

	Budget 2024 $'000	Actual 2024 $'000	Variance $'000	Variance %	Ref
Income / Revenue					
Rates and charges	222,442	223,662	**1,220**	**1%**	**1**
Statutory fees and fines	9,527	8,937	**(590)**	**(6%)**	
User fees	21,771	24,548	**2,777**	**13%**	**2**
Grants - operating	16,480	11,213	**(5,267)**	**(32%)**	**3**
Grants - capital	14,523	19,873	**5,350**	**37%**	**4**
Contributions - monetary	5,601	3,147	**(2,454)**	**(44%)**	**5**
Contributions - non monetary	3,000	2,900	**(100)**	**(3%)**	
Fair value adjustments	-	2,755	**2,755**	**100%**	**6**
Other income	6,488	14,739	**8,251**	**127%**	**7**
Total income / revenue	**299,833**	**311,774**	**11,941**	**4%**	
Expenses					
Employee costs	89,161	89,654	**(493)**	**(1%)**	
Materials and services	145,079	142,098	**2,981**	**2%**	**8**
Depreciation	38,994	40,726	**(1,732)**	**(4%)**	**9**
Amortisation - intangible assets	149	857	**(708)**	**(477%)**	
Depreciation - right of use assets	946	488	**458**	**48%**	
Allowance for impairment losses	-	2	**(2)**	**(100%)**	
Net loss on disposal of property, infrastructure, plant and equipment	-	523	**(523)**	**(100%)**	
Borrowing costs	1,034	882	**152**	**15%**	
Finance costs - leases	52	23	**29**	**56%**	
Other expenses	8,238	9,344	**(1,106)**	**(13%)**	**10**
Total expenses	**283,654**	**284,597**	**(943)**	**(0%)**	
Surplus/(deficit) for the year	**16,179**	**27,177**	**10,998**	**68%**	

(i) Explanation of material variations

Variance Ref	Item	Variance Fav / Unfav	Explanation
1	Rates and charges	Fav	Supplementary rates revenue was higher than expected with a 54% increase compared to the prior year. This increase was notable despite a slowdown in expected developments, indicating robust revenue generation from supplementary rates.
2	User fees	Fav	User fees had an 8% increase compared to the previous year generating $1.9 million in additional income. Some of the main services driving this increase included Waste Management User Fees favourable compared to budget due to assumptions relating to Waste Service Charge initiatives introduced in FY24 and a 36% increase in fees from Mt Martha Golf Course.
3	Grants - operating	Unfav	The FY24 Financial Assistance Grant was paid in the previous financial year, while the FY25 grant is confirmed to be paid in FY25. This timing difference resulted in the variance.

Notes to the Financial Report
For the Year Ended 30 June 2024

4	Grants - capital	Fav	Due to delivery of capital works delayed in the prior year, the grant income received was recognised in accordance with AASB1058 this financial year, in particular Local Roads and Community Infrastructure $9 million and Flinders Civic Hall Development $1.6 million.
5	Contributions - monetary	Unfav	Delivery works delayed has resulted in not all budgeted open space contributions being released and will be released next year in line with the delivery of work, in particular Dallas Brooks Reserve Upgrade $1.4 million and Hillview Reserve Pathway $1.1 million.
6	Fair value adjustments for investment property	Fav	During the year, Council has continued the process of capturing all assets with geospatial techniques in the asset register and further identified and recognised found assets of $2.8 million.
7	Other income	Fav	The favourable increase in other income has been primarily driven by higher than expected interest rates throughout the year and available funds to invest, which were higher than budgeted due to capital works carry forwards. This resulted in $4.8 million above budget for interest income, along with $2.1 million favourable Yawa contract performance and $0.4 million from the Mount Martha Golf Course (MMGC).
8	Materials and services	Fav	Materials and Services costs are favourable with the main variances including: - Decrease in the landfill capping provision $2 million below budget due to decreased CPI and discount factors applied for future rehabilitation after closures. - Implementation on new corporate technology for $1.7 million which was a carry forward funds from the prior years and not in FY24 budget. - Savings of over $2 million driven by Waste contract volumes below budgeted levels, lower than estimated annual adjustments as well as introduction of container deposit scheme.
9	Depreciation	Unfav	The revaluations for infrastructure in the current year and Land and Buildings in the prior year have had a significant impact on the asset values driving the depreciation expense to be higher than budget.
10	Other expenses	Unfav	Unfavourable variance to budget driven by Community Capital grant program funded from prior year surplus.

Notes to the Financial Report
For the Year Ended 30 June 2024

2.1.2 Capital works

	Budget 2024 $'000	Actual 2024 $'000	Variance $'000	Variance %	Ref
Property					
Land	1,265	493	**772**	**61%**	
Buildings	23,299	25,076	**(1,777)**	**(8%)**	**1**
Total property	24,564	25,569	**(1,005)**	**(4%)**	
Plant and equipment					
Plant, machinery and equipment	974	1,266	**(292)**	**(30%)**	
Fixtures, fittings and furniture	127	79	**48**	**38%**	
Artworks	25	106	**(81)**	**(324%)**	
Library books	1,140	1,175	**(35)**	**(3%)**	
Total plant and equipment	2,266	2,626	**(360)**	**(16%)**	
Infrastructure					
Roads	8,055	12,497	**(4,442)**	**(55%)**	**2**
Bridges	50	282	**(232)**	**(464%)**	
Footpaths and cycleways	5,663	4,413	**1,250**	**22%**	**3**
Drainage	3,605	3,714	**(109)**	**(3%)**	
Recreational, leisure and community facilities	3,980	6,754	**(2,774)**	**(70%)**	**4**
Parks, open space and streetscapes	6,718	2,291	**4,427**	**66%**	**5**
Marine structures	305	598	**(293)**	**(96%)**	
Total infrastructure	28,376	30,549	**(2,173)**	**(8%)**	
Total capital works expenditure	55,206	58,744	**(3,538)**	**(6%)**	
Represented by:					
New asset expenditure	10,317	9,134	**1,183**	**11%**	
Asset renewal expenditure	26,259	27,861	**(1,602)**	**(6%)**	
Asset expansion expenditure	1,231	2,493	**(1,262)**	**(103%)**	
Asset upgrade expenditure	17,400	19,256	**(1,856)**	**(11%)**	
Total capital works expenditure	55,206	58,744	**(3,538)**	**(6%)**	

(i) Explanation of material variations

Variance Ref	Item	Variance Fav / Unfav	Explanation
	Variances less than $1 million		Typically capital works with overspend budget relates to spend against prior year carry forwards ($57.3 million) and 2023-24 budget. In contrast, underspend against budget will reflect in a carry forward (approx. $59.8 million) for the next financial year.
1	Buildings	Unfav	Buildings expenditure is over budget due to a number of large multi-year projects with carry forward budget from 2022-23. These include Southern Peninsula Youth Hub ($2.8 million) and Flinders Civic Hall Redevelopment ($2.4 million). In addition, there was underspend on projects with the budget to be carried forward into 2024-25. These include Red Hill Recreation Reserve Pavilion Upgrade ($1.3 million) and Alexandra Park Redevelopment ($0.7 million).
2	Roads	Unfav	Roads expenditure is 59% over budget due to the following projects having carry forwards from 2022-23: Black Spot Hodgins/Stumpy Gull Rd Intersection ($1.6 million), Black Spot Rye and Tootgarook Local Area ($1.3 million) along with Sorrento Ferry Terminal Road Works ($1.5 million).
3	Footpaths and Cycleways	Fav	The Trails projects are lower in expenditure by $0.9 million and are multi-year projects. Due to prior year carry forwards, approximately $2.8 million will be carried forward into 2024-25.
4	Recreational, leisure and community facilities	Unfav	Overspend of 70% is due to the following projects being fully funded by carry forwards from 2022-23, Mount Martha Tennis Court Redevelopment ($1.3 million) and Merricks Station Grounds Master Plan ($1.1 million).
5	Parks, open space and streetscapes	Fav	Parks, open space and streetscapes are 66% underspent compared to budget due to carry forwards from 2022-23. This includes the following projects Hillview Reserve Pathway ($3.7 million) and Briars Sanctuary Expansion ($1.1 million).

Notes to the Financial Report
For the Year Ended 30 June 2024

2.2 Analysis of Council results by program
Council delivers its functions and activities through the following programs.

2.2.1 Office of the CEO

The Chief Executive Office sits over the following four Directorates in an executive function.

Legal and Governance and the Chief Financial Officer including Property and Commercial Services sit within the Office of the CEO, with a focus on supporting the strategic communications, transparency, financial reporting requirements and legal and ethical decision making of Council.

The Executive Team comprises of the Chief Executive Officer, four Directors, Chief Financial Officer and other nominated staff as required, which provides decision-making, leadership and collaboration.

Corporate Strategy and Business Improvement

The CS&BI directorate encompasses the core strategic enabling functions of Council, including:

- People and Culture
- Programs and Project Management
- Information Technology
- Advocacy, Communication and Engagement
- Customer and Transformation

These units enable the timely and effective production of strategic policies, delivery of quality service and effective information management and resource allocation, and support the adherence to regulation and legislative requirements.

Community Strengthening Directorate

The Directorate consists of the following:

- Community Activation
- Community Facilities and Precincts
- Community Partnerships
- Community Safety and Compliance
- Community Services.

Enhancing the community's liveability is at the heart of this directorate; it strives to build capacity and improve wellbeing through an in depth understanding of the community's changing needs and a breadth of services.

Planning & Environment

The Directorate provides a range of services, including a regulatory, sustainability and strategic planning service.

- Development Services
- Strategic and Infrastructure Planning
- Climate Change and Sustainability

This Directorate sets the strategic direction for land use, transport & community infrastructure planning, economic development and tourism across the Shire, delivers statutory planning and building services to our community and leads the Shire's approach to climate change, waste management and coastal planning.

Infrastructure

The Directorate consists of the following:

- Infrastructure Services
- Infrastructure Projects
- Future Maintenance Services

The aim of the Directorate is to deliver high quality, innovative, cost-effective infrastructure services and projects for the Community within a supportive and collaborative environment that values everyone's contribution. The units take pride in improving our sense of place.

Notes to the Financial Report
For the Year Ended 30 June 2024

2.2.2 Summary of income / revenue, expenses, assets and capital expenses by program

2024	Income / Revenue	Expenses	Surplus/ (Deficit)	Grants included in income / revenue	Total assets
	$'000	$'000	$'000	$'000	$'000
Office of the CEO	237,417	27,856	209,561	1,472	173,805
Community Strengthening	18,098	49,401	(31,303)	7,839	7,724
Corporate Strategy and Business Improvement	1,278	24,406	(23,128)	66	1,880,924
Planning and Environment*	24,246	73,554	(49,309)	227	1,840
Infrastructure*	30,735	109,379	(78,644)	21,482	1,798,439
	311,774	284,597	27,177	31,086	3,862,732

2023	Income / Revenue	Expenses	Surplus/ (Deficit)	Grants included in income / revenue	Total assets
	$'000	$'000	$'000	$'000	$'000
Office of the CEO	228,807	16,418	212,389	9,281	159,919
Community Strengthening	19,829	50,220	(30,391)	11,104	7,316
Corporate Strategy and Business Improvement	90	21,254	(21,164)	90	1,683,062
Planning and Infrastructure*	48,714	190,878	(142,164)	16,557	1,713,776
	297,440	278,770	18,670	37,032	3,564,073

* During the year ended 30 June 2024, the Planning and Infrastructure Directorate was divided into the Planning and Environment Directorate and the Infrastructure Directorate.

Notes to the Financial Report
For the Year Ended 30 June 2024

Note 3 FUNDING FOR THE DELIVERY OF OUR SERVICES

	2024	2023
3.1 Rates and charges	**$'000**	**$'000**

Council uses Capital Improved Value (CIV) as the basis of valuation of all properties within the municipal district. The CIV of a property is the value of the land and all its improvements.
The valuation base used to calculate general rates for 2023/24 was $132.507billion (2022/23 $136.964 billion).

General rates	166,868	159,997
Waste service charge	46,421	38,040
Service rates and charges (opt-in green waste)	7,821	7,201
Supplementary rates and rate adjustments	1,359	881
Culture and recreational	173	167
Special Charge scheme	180	-
Revenue in lieu of rates	840	840
Total rates and charges	**223,662**	**207,126**

The date of the general revaluation of land for rating purposes within the municipal district was 1 January 2024 and the valuation was first applied in the rating year commencing 1 July 2024.

Annual rates and charges are recognised as income when Council issues annual rates notices. Supplementary rates are recognised when a valuation and reassessment is completed and a supplementary rates notice issued.

3.2 Statutory fees and fines

Infringements and costs	2,688	1,213
Town planning fees	2,866	2,994
Land information certificates	289	233
Permits	2,738	2,372
Other fees and charges	357	439
Total statutory fees and fines	**8,937**	**7,251**

Statutory fees and fines (including parking fees and fines) are recognised as income when the service has been provided, the payment is received, or when the penalty has been applied, whichever first occurs.

3.3 User fees

Aged and health services	1,141	764
Animal shelter fees	70	31
Art gallery fees	789	33
Building services	811	1,110
Child, youth and family care services	76	48
Events & festivals fees	178	56
Foreshore camping fees	3,309	3,130
Halls and community centres	507	328
Legal reimbursement	-	53
Leisure centre and recreation	1,976	1,157
Library fees and fines	13	13
Nursery and homestead	24	138
Parking and boat ramp	810	58
Planning fees	97	837
Registration and other permits	4,460	3,711
Property services	9,576	10,357
Other fees and charges	711	566
Total user fees	**24,548**	**22,390**
User fees by timing of revenue recognition		
User fees recognised over time	-	-
User fees recognised at a point in time	24,548	22,390
Total user fees	**24,548**	**22,390**

User fees are recognised as revenue at a point in time, or over time, when (or as) the performance obligation is satisfied. Recognition is based on the underlying contractual terms.

Notes to the Financial Report
For the Year Ended 30 June 2024

	2024 $'000	2023 $'000
3.4 Funding from other levels of government		
Grants were received in respect of the following:		
Summary of grants		
Commonwealth funded grants	10,401	16,764
State funded grants	20,685	20,268
Total grants received	**31,086**	**37,032**
(a) Operating Grants		
Recurrent - Commonwealth Government		
Financial Assistance Grants	1,309	9,122
General home care	1,095	3,709
Recurrent - State Government		
General home care	1,415	1,575
School crossing supervisors	571	569
Libraries	1,095	1,095
Maternal and child health	2,014	1,787
Community safety	243	280
Family and Children	1,040	747
Vegetation	30	59
Other	413	254
Total recurrent operating grants	**9,225**	**19,198**
Non-recurrent - Commonwealth Government		
Events - Regional Gallery	-	150
Non-recurrent - State Government		
General home care	-	123
Waste management services	76	333
Environmental planning	-	280
Community Safety	1,104	1,388
Libraries	-	68
Family and children	135	252
Vegetation	633	572
Other	40	321
Total non-recurrent operating grants	**1,988**	**3,486**
Total operating grants	**11,213**	**22,684**
(b) Capital Grants		
Recurrent - Commonwealth Government		
Roads to recovery	1,609	1,610
Recurrent - State Government		
Black Spot	2,609	426
Total recurrent capital grants	**4,218**	**2,036**
Non-recurrent - Commonwealth Government		
Local roads and community infrastructure program	2,954	1,747
Footpaths and cycleways	371	-
Buildings	1,760	-
Recreation	904	-
Other	400	-
Non-recurrent - State Government		
Community Safety	-	229
Libraries	20	20
Recreation	7,696	5,011
Roads and Intersections	-	231
Footpaths and cycleways	117	-
Drainage	32	119
Buildings	263	3,482
Marine	1,138	1,257
Township	-	20
Other	-	196
Total non-recurrent capital grants	**15,655**	**12,312**
Total capital grants	**19,873**	**14,348**

Notes to the Financial Report
For the Year Ended 30 June 2024

(c) Recognition of grant income

Before recognising funding from government grants as revenue the Council assesses whether there is a contract that is enforceable and has sufficiently specific performance obligations in accordance with *AASB 15 Revenue from Contracts with Customers*. When both these conditions are satisfied, the Council:
- identifies each performance obligation relating to revenue under the contract/agreement
- determines the transaction price
- recognises a contract liability for its obligations under the agreement
- recognises revenue as it satisfies its performance obligations, at the point in time or over time when services are rendered.

Where the contract is not enforceable and/or does not have sufficiently specific performance obligations, the Council applies *AASB 1058 Income of Not-for-Profit Entities.*

Grant revenue with sufficiently specific performance obligations is recognised over time as the performance obligations specified in the underlying agreement are met. Where performance obligations are not sufficiently specific, grants are recognised on the earlier of receipt or when an unconditional right to receipt has been established. Grants relating to capital projects are generally recognised progressively as the capital project is completed. The following table provides a summary of the accounting framework under which grants are recognised.

	2024	2023
	$'000	$'000
	17,451	19,769
Income recognised under AASB 1058 *Income of Not-for-Profit Entities*	10,709	13,841
Specific purpose grants to acquire non-financial assets		
Other specific purpose grants	2,926	3,422
Revenue recognised under AASB 15 *Revenue from Contracts with Customers*	**31,086**	**37,032**
Specific purpose grants		

	2024	2023
	$'000	$'000
(d) Unspent grants received on condition that they be spent in a specific manner		
Operating		
Balance at start of year	915	**3,149**
Received during the financial year and remained unspent at balance date	973	915
Received in prior years and spent during the financial year	(267)	(3,149)
Balance at year end	**1,621**	**915**
Capital		
Balance at start of year	15,630	**18,269**
Received during the financial year and remained unspent at balance date	3,140	6,900
Received in prior years and spent during the financial year	(8,561)	(9,539)
Balance at year end	**10,209**	**15,630**

Unspent grants are determined and disclosed on a cash basis.

3.5 Contributions	2024 $'000	2023 $'000
Monetary	3,147	951
Non-monetary	2,900	7,552
Total contributions	**6,047**	**8,503**
Contributions of non monetary assets were received in relation to the following asset classes.		
Roads	334	4,738
Drainage	1,795	2,720
Footpaths & cycleways	154	21
Parks & open spaces	339	73
Land	278	-
Total non-monetary contributions	**2,900**	**7,552**

Monetary and non monetary contributions are recognised as income at their fair value when Council obtains control over the contributed asset.

Notes to the Financial Report
For the Year Ended 30 June 2024

	2024 $'000	2023 $'000
3.6 Net loss on disposal of property, infrastructure, plant and equipment		
Proceeds of sale	14	2,679
Written down value of assets disposed	(537)	(10,568)
Total net loss on disposal of property, infrastructure, plant and equipment	**(523)**	**(7,889)**

The profit or loss on sale of an asset is determined when control of the asset has passed to the buyer.

3.7 Other income

Interest	7,728	5,221
Dividends	4	2
Investment property rental	2,118	2,303
Recreation and Aquatic	2,120	-
Merchant Sales	838	489
Volunteer services	244	292
Festivals and events	-	168
Other	1,687	-
Total other income	**14,739**	**9,741**

Interest is recognised as it is earned.

Other income is measured at the fair value of the consideration received or receivable and is recognised when Council gains control over the right to receive the income.

Notes to the Financial Report
For the Year Ended 30 June 2024

Note 4 THE COST OF DELIVERING SERVICES	2024 $'000	2023 $'000
4.1 (a) Employee costs		
Wages and salaries	68,332	56,987
WorkCover	2,968	2,009
Casual staff	2,484	3,118
Superannuation	8,321	7,412
Fringe benefits tax	89	11
Annual leave and long service leave	6,324	8,630
Redundancies	763	1,295
Total employee costs	**89,281**	**79,462**
(b) Superannuation		
Council made contributions to the following funds:		
Defined benefit fund		
Employer contributions to Local Authorities Superannuation Fund (Vision Super)	60	60
	60	60
Employer contributions payable at reporting date.	-	-
Accumulation funds		
Employer contributions to Local Authorities Superannuation Fund (Vision Super)	3,309	3,413
Employer contributions - other funds		
Australian Super	906	1,064
Hostplus	823	1,038
Australian Retirement Trust	567	-
Hesta Super	363	506
Aware Super (previously First State Super)	575	562
Rest Super	471	644
Other	1,247	125
	8,261	7,352
Employer contributions payable at reporting date.	358	296

Contributions made exclude amounts accrued at balance date. Refer to note 9.3 for further information relating to Council's superannuation obligations.

Notes to the Financial Report
For the Year Ended 30 June 2024

	2024 $'000	2023 $'000
4.2 Materials and services		
Contract payments		
Waste management services	39,741	37,776
Sport and recreational	2,093	51
Other	-	(29)
Landfill rehabilitation*	(1,722)	3,266
Building maintenance	11,085	11,140
General maintenance		
Furniture and signs	5,006	3,454
Roads, drainage and cleansing	27,413	26,015
Parks and roadsides	12,679	11,646
Natural systems	4,608	5,993
Other	267	1,220
Utilities	5,165	3,972
Parking and travel	210	187
Operating leases	125	1,189
Information technology	6,574	6,118
Insurance	2,370	1,892
Legal	1,408	1,930
Consultants	15,914	11,046
Other	9,535	9,570
Total materials and services	**142,471**	**136,437**

Expenses are recognised as they are incurred and reported in the financial year to which they relate.
* See note 5.5(b) for provision balance.

4.3 Depreciation

Property	8,188	10,105
Plant and equipment	1,473	1,256
Infrastructure	31,065	32,642
Total depreciation	**40,726**	**44,004**

Refer to note 5.2(c), 5.8 and 6.2 for a more detailed breakdown of depreciation and amortisation charges and accounting policy.

Notes to the Financial Report
For the Year Ended 30 June 2024

	2024 $'000	2023 $'000
4.4 Amortisation - Intangible assets		
Software	140	149
Landfill air space	717	1,434
Total Amortisation - Intangible assets	**857**	**1,583**
4.5 Depreciation - Right of use assets		
Information technology	14	167
Vehicles	474	326
Total Depreciation - Right of use assets	**488**	**493**
4.6 Allowance for impairment losses		
Other debtors	2	19
Total allowance for impairment losses	**2**	**19**

An allowance for impairment losses in respect of debtors is recognised based on an expected credit loss model. This model considers both historic and forward looking information in determining the level of impairment.

4.7 Borrowing costs		
Interest - Borrowings	882	1,021
Total borrowing costs	**882**	**1,021**

Borrowing costs are recognised as an expense in the period in which they are incurred, except where they are capitalised as part of a qualifying asset constructed by Council.

4.8 Finance Costs - Leases		
Interest - Lease Liabilities	23	14
Total finance costs	**23**	**14**
4.9 Other expenses		
Auditors' remuneration - VAGO - audit of the financial statements, performance statement and grant acquittals	147	68
Auditors' remuneration - Internal Audit	268	185
Councillors' allowances	667	601
Community grants, contributions and subsidies paid	4,567	3,903
Indirect recruitment costs (recruitment, staff training and uniforms)	1,565	1,266
Insurance excess and small claims	394	302
Operating lease rentals	141	187
Training, conferences and seminars	185	106
Volunteer services	244	292
Others	1,166	938
Total other expenses	**9,344**	**7,848**

Notes to the Financial Report
For the Year Ended 30 June 2024

Note 5 INVESTING IN AND FINANCING OUR OPERATIONS	2024	2023
5.1 Financial assets	**$'000**	**$'000**
(a) Cash and cash equivalents		
Cash on hand	7	7
Cash at bank	31,682	35,455
Total cash and cash equivalents	**31,689**	**35,462**
(b) Other financial assets		
Current		
Term deposits	100,594	100,589
Total current other financial assets	100,594	100,589
Non-current		
Shares	45	46
Total non-current other financial assets	45	46
Total other financial assets	**100,639**	**100,635**
Total cash and cash equivalents and other financial assets	**132,328**	**136,096**

Cash and cash equivalents include cash on hand, deposits at call, and other highly liquid investments with original maturities of three months or less, net of outstanding bank overdrafts.

Other financial assets are valued at fair value, at balance date. Term deposits are measured at original cost. Any unrealised gains and losses on holdings at balance date are recognised as either a revenue or expense.

Other financial assets include term deposits and those with original maturity dates of three to 12 months are classified as current, whilst term deposits with maturity dates greater than 12 months are classified as non-current.

Notes to the Financial Report
For the Year Ended 30 June 2024

(c) Trade and other receivables	**2024 $'000**	**2023 $'000**
Current		
Statutory receivables		
Rates debtors	14,070	8,460
Rates pensioner	981	987
Special rate assessment	405	338
Infringement debtors	4,829	4,244
Allowance for expected credit loss - infringements	(4,102)	(3,682)
Grants - Government and statutory bodies	2,817	1,111
Net GST receivable	2,008	2,371
Non statutory receivables		
Other debtors	5,078	6,405
Total current trade and other receivables	26,086	20,233
Non-current		
Statutory receivables		
Special rate scheme	-	21
Total non-current trade and other receivables	-	21
Total trade and other receivables	**26,086**	**20,254**

Short term receivables are carried at invoice amount. An allowance for expected credit losses is recognised based on past experience and other objective evidence of expected losses. Long term receivables are carried at amortised cost using the effective interest rate method.

(d) Ageing of Receivables

The ageing of the Council's trade and other receivables (excluding statutory receivables) that are not impaired was:

Current (not yet due)	3,016	4,515
Past due by up to 30 days	-	150
Past due between 31 and 180 days	1,752	1,576
Past due between 181 and 365 days	119	164
Past due by more than 1 year	191	-
Total trade and other receivables	**5,078**	**6,405**

(e) Ageing of individually impaired Receivables

At balance date, other debtors representing financial assets with a nominal value of $2,000 (2023: $19,000) were impaired. They individually have been impaired as a result of their doubtful collection. Other debtors representing financial assets were past due but not impaired. These amounts relate to a number of independent customers for whom there is no recent history of default.

The ageing of receivables that have been individually determined as impaired at reporting date was:

Current (not yet due)	-	-
Past due by up to 30 days	-	-
Past due between 31 and 180 days	-	-
Past due between 181 and 365 days	716	727
Past due by more than 1 year	3,386	2,955
Total trade & other receivables	**4,102**	**3,682**

Notes to the Financial Report
For the Year Ended 30 June 2024

5.2 Non-financial assets	**2024**	**2023**
(a) Inventories	**$'000**	**$'000**
Inventories held for distribution	192	218
Total inventories	**192**	**218**

Inventories held for distribution are measured at cost, adjusted when applicable for any loss of service potential. Where inventories are acquired for no cost or nominal consideration, they are measured at current replacement cost at the date of acquisition.

(b) Prepayments

IT Software costs	3,484	3,156
Other	9	56
Total prepayments	**3,493**	**3,212**

(c) Other assets

Accrued income	3,684	2,092
Total other assets	**3,684**	**2,092**

(d) Intangible assets

Software	313	453
Landfill air space	717	1,435
Total intangible assets	**1,030**	**1,888**

	Software	**Landfill**	**Total**
	$'000	**$'000**	**$'000**
Gross carrying amount			
Balance at 1 July 2023	2,760	9,968	12,729
Additions from internal developments	-	-	-
Other additions	-	-	-
Balance at 30 June 2024	2,760	9,968	12,729
Accumulated amortisation and impairment			
Balance at 1 July 2023	(2,307)	(8,533)	(10,840)
Amortisation expense	(140)	(718)	(858)
Balance at 30 June 2024	(2,447)	(9,251)	(11,698)
Net book value at 30 June 2023	453	1,435	1,888
Net book value at 30 June 2024	**313**	**717**	**1,030**

Intangible assets with finite lives are amortised as an expense on a systematic basis over the asset's useful life. Amortisation is generally calculated on a straight line basis, at a rate that allocates the asset value, less any estimated residual value over its estimated useful life. Estimates of the remaining useful lives and amortisation method are reviewed at least annually, and adjustments made where appropriate.

Notes to the Financial Report
For the Year Ended 30 June 2024

5.3 Payables, trust funds and deposits and contract and other liabilities	2024 $'000	2023 $'000
(a) Trade and other payables		
Current		
Non-statutory payables		
Trade payables	415	1,241
Accrued expenses	20,146	13,053
Total current trade and other payables	**20,561**	**14,293**
(b) Trust funds and deposits		
Current		
Refundable deposits	5,411	3,878
Fire services levy	903	(121)
Retention amounts	174	225
Bank guarantees	261	261
General	246	498
Hillview Quarries restoration fund	477	477
Rate recoveries	341	341
Subdivision maintenance deposits	1,366	1,580
Total current trust funds and deposits	**9,179**	**7,138**
(c) Contract and other liabilities		
Contract liabilities		
Current		
Grants received in advance - operating	1,621	915
Grants received in advance - capital	10,209	15,630
Developer Contributions	5,606	12,883
Other income	263	-
Non Current		
Developer Contributions	9,052	-
Total contract and other liabilities	**26,751**	**29,428**
Contract and Other Liabilities - Current	*17,699*	*29,428*
Contract and Other Liabilities - Non-Current	*9,052*	-

Trust funds and deposits
Amounts received as deposits and retention amounts controlled by Council are recognised as trust funds until they are returned, transferred in accordance with the purpose of the receipt, or forfeited. Trust funds that are forfeited, resulting in council gaining control of the funds, are to be recognised as revenue at the time of forfeit.
Other liabilities
Grant consideration was received from the Victorian Local Government to support the construction of Council Projects. Grant consideration is recognised as income following specific guidance under AASB 1058 as the asset is constructed. Income is recognised to the extent of costs incurred-to-date because the costs of construction most closely reflect the stage of completion of the Council Projects. As such, Council has deferred recognition of a portion of the grant consideration received as a liability for outstanding obligations.

Purpose and nature of items
Fire Service Levy - Council is the collection agent for fire services levy on behalf of the State Government. Council remits amounts received on a quarterly basis. Amounts disclosed here will be remitted to the state government in line with that process.

Retention Amounts - Council has a contractual right to retain certain amounts until a contractor has met certain requirements or a related warrant or defect period has elapsed. Subject to the satisfactory completion of the contractual obligations, or the elapsing of time, these amounts will be paid to the relevant contractor in line with Council's contractual obligations.

Notes to the Financial Report
For the Year Ended 30 June 2024

5.4 Interest-bearing liabilities	2024 $'000	2023 $'000
Current		
Bank overdraft	405	355
Treasury Corporation of Victoria borrowings - secured*	739	545
Borrowings - secured*	1,971	2,426
Total current interest-bearing liabilities	**3,115**	**3,326**
Non-current		
Treasury Corporation of Victoria borrowings - secured*	6,784	7,699
Borrowings - secured*	23,119	24,860
Total non-current interest-bearing liabilities	**29,903**	**32,559**
Total	**33,018**	**35,885**

* - Borrowings are secured by general rates.

(a) The maturity profile for Council's borrowings is:

Not later than one year	3,115	3,326
Later than one year and not later than five years	25,875	10,632
Later than five years	4,028	21,927
	33,018	**35,885**

Borrowings are initially measured at fair value, being the cost of the interest bearing liabilities, net of transaction costs. The measurement basis subsequent to initial recognition depends on whether the Council has categorised its interest-bearing liabilities as either financial liabilities designated at fair value through the profit and loss, or financial liabilities at amortised cost. Any difference between the initial recognised amount and the redemption value is recognised in net result over the period of the borrowing using the effective interest method.
The classification depends on the nature and purpose of the interest bearing liabilities. The Council determines the classification of its interest bearing liabilities based on contractual repayment terms at every balance date.

5.5 Provisions

2024	Employee $ '000	Landfill restoration $ '000	Native vegetation management $ '000	Total $ '000
Balance at beginning of the financial year	16,419	14,062	457	30,938
Additional provisions	6,588	-	(31)	6,557
Amounts used	(7,363)	-	-	(7,363)
Change in the discounted amount arising because of time and the effect of any change in the discount rate	116	(1,723)	-	(1,607)
Balance at the end of the financial year	**15,760**	**12,339**	**426**	**28,525**
Provisions - current	13,227		55	13,282
Provisions - non-current	2,533	12,339	371	15,243
2023				
Balance at beginning of the financial year	20,023	10,796	583	30,819
Additional provisions	8,126	2,823	(126)	10,949
Amounts used	(11,899)	-	-	(11,899)
Change in the discounted amount arising because of time and the effect of any change in the discount rate	169	443	-	612
Balance at the end of the financial year	**16,419**	**14,062**	**457**	**30,481**
Provisions - current	14,828	-	86	14,914
Provisions - non-current	1,591	14,062	371	16,024

Notes to the Financial Report
For the Year Ended 30 June 2024

(a) Employee provisions	2024 $'000	2023 $'000
Current provisions expected to be wholly settled within 12 months		
Annual leave	3,470	4,605
Long service leave	1,288	1,479
Redundancies	-	173
	4,758	**6,257**
Current provisions expected to be wholly settled after 12 months		
Annual leave	1,788	2,380
Long service leave	6,681	6,191
	8,469	**8,571**
Total current employee provisions	**13,227**	**14,828**
Non-current		
Long service leave	2,533	1,591
Annual leave	-	-
Total non-current employee provisions	**2,533**	**1,591**
Aggregate carrying amount of employee provisions:		
Current	13,227	14,828
Non-current	2,533	1,591
Total aggregate carrying amount of employee provisions	**15,760**	**16,419**

The calculation of employee costs and benefits includes all relevant on-costs and are calculated as follows at reporting date.

Annual leave

A liability for annual leave is recognised in the provision for employee benefits as a current liability because the Council does not have an unconditional right to defer settlement of the liability. Liabilities for annual leave are measured at:
- nominal value if the Council expects to wholly settle the liability within 12 months
- present value if the Council does not expect to wholly settle within 12 months.

Liabilities that are not expected to be wholly settled within 12 months of the reporting date are recognised in the provision for employee benefits as current liabilities, measured at the present value of the amounts expected to be paid when the liabilities are settled using the remuneration rate expected to apply at the time of settlement.

Long service leave

Liability for long service leave (LSL) is recognised in the provision for employee benefits. Unconditional LSL is disclosed as a current liability as the Council does not have an unconditional right to defer settlement. Unconditional LSL is measured at nominal value if expected to be settled within 12 months or at present value if not expected to be settled within 12 months. Conditional LSL that has been accrued, where an employee is yet to reach a qualifying term of employment, is disclosed as a non-current liability and measured at present value.

Key assumptions:		
- discount rate	4.35%	4.36%
- index rate	4.45%	4.35%

Notes to the Financial Report
For the Year Ended 30 June 2024

	2024	2023
(b) Landfill restoration	**$'000**	**$'000**
Non-current		
Rye Landfill	10,275	11,804
Tyabb Landfill	2,064	2,258
	12,339	**14,062**

Council is obligated to restore the Rye and Tyabb landfill sites to a particular standard. The forecast life of the site is based on current estimates of remaining capacity and the forecast rate of infill. The provision for landfill restoration has been calculated based on the present value of the expected cost of works to be undertaken. The expected cost of works has been estimated based on current understanding of work required to reinstate the site to a suitable standard. Accordingly, the estimation of the provision required is dependent on the accuracy of the forecast timing of the work, work required and related costs.
Council reviews the landfill restoration provision on an annual basis, including the key assumptions listed below.

Key assumptions:		
- discount rate	5.04%-5.83%	4.21%-5.51%
- index rate	3.60%	5.60%
- estimated cost to rehabilitate	7,511	7,963

(c) Native vegetation management

Current	55	86
Non-current	371	371
	426	**457**

5.6 Financing arrangements

The Council has the following funding arrangements in place as at 30 June 2024.

Bank overdraft	5,000	5,000
Bank loans	39,590	39,590
Credit card facilities	200	200
Asset Finance - Leasing	3,000	3,000
Other facilities	100	100
Total facilities	47,890	47,890
Used facilities	36,319	39,185
Unused facilities	**11,571**	**8,705**

Notes to the Financial Report
For the Year Ended 30 June 2024

5.7 Commitments

The Council has entered into the following commitments. Commitments are not recognised in the Balance Sheet. Commitments are disclosed at their nominal value and presented inclusive of the GST payable.

(a) Commitments for expenditure

2024	Not later than 1 year	Later than 1 year and not later than 2 years	Later than 2 years and not later than 5 years	Later than 5 years	Total
	$'000	$'000	$'000	$'000	$'000
Operating					
Open Space	16,545	17,058	35,483	-	69,086
Bushland Management	5,118	5,125	10,638	-	20,881
Tree Management	10,653	11,025	22,936	-	44,614
Buildings Maintenance	11,620	11,767	18,220	-	41,607
Road Corridors	35,567	36,844	116,599	40,927	229,938
Garbage Collection	16,248	16,654	52,503	89,674	175,078
Recycling	7,961	2,651	8,357	14,273	33,241
Green Waste	3,755	197	633	-	4,585
Telecommunications and IT	2,137	1,396	1,317	-	4,850
Consulting	1,006	-	-	-	1,006
Internal Audit	232	-	-	-	232
Recreation & Leisure	124	-	-	-	124
Utilities	481	-	-	-	481
Landfill & Transfer Station Management	13,286	-	-	-	13,286
Total	**124,735**	**102,717**	**266,685**	**144,874**	**639,011**
Capital					
Buildings	5,335	-	-	-	5,335
Recreation Facilities	2,054	-	-	-	2,054
Roads & Drainage	2,149				
Footpaths & Street Scapes	452	-	-	-	452
Total	**9,990**	**-**	**-**	**-**	**7,841**

2023	Not later than 1 year	Later than 1 year and not later than 2 years	Later than 2 years and not later than 5 years	Later than 5 years	Total
	$'000	$'000	$'000	$'000	$'000
Operating					
Cleansing	14,397	-		-	14,397
Parks and Roadside	15,824	-		-	15,824
Furniture and Signs	4,857	-		-	4,857
Buildings Maintenance	10,287	-		-	10,287
Safer Local Roads	16,404	-		-	16,404
Garbage Collection	4,790	-		-	4,790
Green Waste	3,610	190	612	218	4,631
Landfill & Transfer Station Management	11,507	-		-	11,507
Recycling	20,199	-	-	-	20,199
Natural Systems	2,179	-	-	-	2,179
Recreational & Leisure	960	-	-	-	960
Telecommunications and IT	2,725	1,388	2,713	-	6,827
Consulting	2,403	467	-	-	2,870
Internal Audit	194	-	-	-	194
Home and Community Care Services	735	376	-	-	1,111
Total	**111,071**	**2,421**	**2,713**	**218**	**117,036**
Capital					
Buildings	9,377	-	-	-	9,377
Recreational Facilities	11,159	-	-	-	11,159
Footpaths & Street Scapes	1,932	-	-	-	1,932
Total	**22,468**	**-**	**-**	**-**	**22,468**

The significant increase in commitments for 2024, reflects Council entering into new multi-year contracts across Open Space, Bushland Management, Tree Management, Buildings Maintenance, Road Corridors, Garbage Collection and Recycling.

Notes to the Financial Report
For the Year Ended 30 June 2024

(b) Operating lease receivables

Operating lease receivables

The Council has entered into commercial property leases on its investment property, consisting of surplus freehold office complexes. These properties held under operating leases have remaining non-cancellable lease terms of between 1 and 10 years. All leases include a CPI based revision of the rental charge annually.

Future undiscounted minimum rentals receivable under non-cancellable operating leases are as follows:

	2024	2023
	$'000	$'000
Not later than one year	904	1,439
Later than one year and not later than five years	2,271	2,778
Later than five years	2,870	3,256
	6,045	7,473

5.8 Leases

At inception of a contract, Council assesses whether a contract is, or contains, a lease. A contract is, or contains, a lease if the contract conveys the right to control the use of an identified asset for a period of time in exchange for consideration. To identify whether a contract conveys the right to control the use of an identified asset, it is necessary to assess whether:

- The contract involves the use of an identified asset;
- Council has the right to obtain substantially all of the economic benefits from use of the asset throughout the period of use; and
- Council has the right to direct the use of the asset.

This policy is applied to contracts entered into, or changed, on or after 1 July 2019.

As a lessee, Council recognises a right-of-use asset and a lease liability at the lease commencement date. The right-of-use asset is initially measured at cost which comprises the initial amount of the lease liability adjusted for:

· any lease payments made at or before the commencement date less any lease incentives received; plus

· any initial direct costs incurred; and

· an estimate of costs to dismantle and remove the underlying asset or to restore the underlying asset or the site on which it is located.

The right-of-use asset is subsequently depreciated using the straight-line method from the commencement date to the earlier of the end of the useful life of the right-of-use asset or the end of the lease term. The estimated useful lives of right-of-use assets are determined on the same basis as those of property, plant and equipment. In addition, the right-of-use asset is periodically reduced by impairment losses, if any, and adjusted for certain measurements of the lease liability.

The lease liability is initially measured at the present value of the lease payments that are not paid at the commencement date, discounted using the interest rate implicit in the lease or, if that rate cannot be readily determined, an appropriate incremental borrowing rate. Generally, Council uses an appropriate incremental borrowing rate as the discount rate.

Lease payments included in the measurement of the lease liability comprise the following:

· Fixed payments

· Variable lease payments that depend on an index or a rate, initially measured using the index or rate as at the commencement date;

· Amounts expected to be payable under a residual value guarantee; and

· The exercise price under a purchase option that Council is reasonably certain to exercise, lease payments in an optional renewal period if Council is reasonably certain to exercise an extension option, and penalties for early termination of a lease unless Council is reasonably certain not to terminate early.

When the lease liability is remeasured in this way, a corresponding adjustment is made to the carrying amount of the right-of-use asset, or is recorded in profit or loss if the carrying amount of the right-of-use asset has been reduced to zero.

Under *AASB 16 Leases*, Council as a not-for-profit entity has elected not to measure right-of-use assets at initial recognition at fair value in respect of leases that have significantly below-market terms.

Councils reliance of peppercorn leases are insignificant in terms of materiality due to the nature (restricted use) and quantity of the leases.

Currently our peppercorn leases relate to:

7 CCTV & Transmitter Facility Leases - Relating installation of CCTV equipment on site. Lease terms ranging from 10 to 20 years.

6 Recreation Leases - Relating to open spaces for reserves. Lease terms ranging between 5 & 40 years.

Remaining leases relating to leases for mens shed / community group / pre-school and school ground & carpark. Lease terms ranging from 5 to 40 years.

Notes to the Financial Report
For the Year Ended 30 June 2024

Right-of-Use Assets	Vehicles	IT	Total
	$'000	**$'000**	**$'000**
Balance at 1 July 2023	1,038	14	1,052
Additions	1,746	-	1,746
Depreciation charge	(474)	(14)	(488)
Balance at 30 June 2024	**2,310**	**-**	**2,310**

Lease Liabilities	**2024**	**2023**
Maturity analysis - contractual undiscounted cash flows	**$'000**	**$'000**
Less than one year	892	983
One to five years	1,803	546
Total undiscounted lease liabilities as at 30 June:	**2,695**	**1,529**
Lease liabilities included in the Balance Sheet at 30 June:		
Current	829	970
Non-current	1,785	539
Total lease liabilities	**2,614**	**1,509**

Short-term and low value leases

Council has elected not to recognise right-of-use assets and lease liabilities for short-term leases of machinery that have a lease term of 12 months or less and leases of low-value assets (individual assets worth less than exisiting capitalisation thresholds for a like asset up to a maximum of AUD$10,000), including IT equipment. Council recognises the lease payments associated with these leases as an expense on a straight-line basis over the lease term.

	2024	**2023**
Expenses relating to:	**$'000**	**$'000**
Short-term leases	267	411
Leases of low value assets	708	1,941
Total	**975**	**2,352**

Variable lease payments are those that depend on an index or a rate, for example payments linked to the consumer price index, a benchmark interest rate or changes in market rental rates.

Non-cancellable lease commitments - Short-term and low-value leases

Commitments for minimum lease payments for short-term and low-value leases are payable as follows:

Payable:		
Within one year	506	477
Later than one year but not later than five years	1,178	178
Total lease commitments	**1,684**	**655**

Notes to the Financial Report
For the Year Ended 30 June 2024

Note 6 ASSETS WE MANAGE

6.1 Non current assets classified as held for sale	2024 $'000	2023 $'000
Property held for sale	868	1,258
Total non current assets classified as held for sale	**868**	**1,258**

Non-current assets classified as held for sale (including disposal groups) are measured at the lower of its carrying amount and fair value less costs of disposal, and are not subject to depreciation. Non-current assets, disposal groups and related liabilities and assets are treated as current and classified as held for sale if their carrying amount will be recovered through a sale transaction rather than through continuing use. This condition is regarded as met only when the sale is highly probable and the asset's sale (or disposal group sale) is expected to be completed within 12 months from the date of classification.

Notes to the Financial Report
For the Year Ended 30 June 2024

6.2 PROPERTY, INFRASTRUCTURE, PLANT AND EQUIPMENT

Summary of property, infrastructure, plant and equipment

	Carrying amount 30 June 2023 $'000	Found Assets $'000	Additions $'000	Contributions $'000	Revaluation $'000	Depreciation $'000	Disposal $'000	Transfers $'000	Carrying amount 30 June 2024 $'000
Property	1,883,047	-	-	278	169,764	(8,188)	(537)	9,268	2,053,632
Plant and equipment	6,489	-	-	-	-	(1,473)	-	2,057	7,073
Infrastructure	1,422,308	2,995	-	2,622	101,443	(31,065)	-	2,328	1,500,631
Work in progress	75,878		58,710	-	-	-	-	(13,224)	121,364
	3,387,722	**2,995**	**58,710**	**2,900**	**271,207**	**(40,726)**	**(537)**	**429**	**3,682,700**

Summary of Work in Progress	Opening WIP $'000	Additions $'000	Write-off $'000	Transfers $'000	Closing WIP $'000
Property	23,338	25,850	-	(8,912)	40,276
Plant and equipment	902	1,636	-	(2,182)	356
Infrastructure	51,638	31,224	-	(2,130)	80,732
Total	**75,878**	**58,710**	**-**	**(13,224)**	**121,364**

Notes to the Financial Report
For the Year Ended 30 June 2024

(a) Property

	Land - specialised	Land - non specialised	Land improvements	Total Land & Land Improvements	Buildings - specialised	Buildings - non specialised	Total Buildings	Work In Progress	Total Property
	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000
At fair value 1 July 2023	1,662,705	3,279	3,381	**1,669,365**	456,078	279	**456,357**	23,338	**2,149,060**
Accumulated depreciation at 1 July 2023	-	-	-	**-**	(244,559)	(226)	**(244,785)**	-	**(244,785)**
	1,662,705	3,279	3,381	**1,669,365**	211,519	53	**211,572**	23,338	**1,904,275**
Movements in fair value									
Additions	-	-	-	**-**	-	-	**-**	25,850	**25,850**
Contributions	203	-	75	**278**	-	-	**-**	-	**278**
Revaluation	56,616	(50)	(243)	**56,323**	236,232	131	**236,363**	-	**292,686**
Disposal	-	-	-	**-**	(2,308)	-	**(2,308)**	-	**(2,308)**
Transfers	2,020	663	-	**2,683**	8,888	(10)	**8,878**	(8,912)	**2,649**
	58,839	613	(168)	**59,284**	242,812	121	**242,933**	16,938	**319,155**
Movements in accumulated depreciation									**-**
Depreciation and amortisation	-	-	-	**-**	(8,184)	(4)	**(8,188)**	-	**(8,188)**
Accumulated depreciation of disposals	-	-	-	**-**	1,583	-	**1,583**	-	**1,583**
Revaluation	-	-	-	**-**	(122,909)	(7)	**(122,916)**	-	**(122,916)**
	-	-	-	-	(129,510)	(11)	**(129,521)**	-	**(129,521)**
									-
At fair value 30 June 2024	1,721,544	3,892	3,214	**1,728,650**	698,890	400	**699,290**	40,276	**2,468,220**
Accumulated depreciation at 30 June 2024	-	-	-	**-**	(374,069)	(237)	**(374,306)**	-	**(374,306)**
Carrying amount	**1,721,544**	**3,892**	**3,214**	**1,728,650**	**324,821**	**163**	**324,984**	**40,276**	**2,093,908**

Notes to the Financial Report
For the Year Ended 30 June 2024

(b) Plant and Equipment

	Plant machinery and equipment	Fixtures fittings and furniture	Computers and telecomms	Artworks	Library books	Work In Progress	Total plant and equipment
	$'000	$'000	$'000	$'000	$'000	$'000	$'000
At fair value 1 July 2023	1,840	4,828	192	2,710	5,107	901	**15,579**
Accumulated depreciation at 1 July 2023	(1,439)	(3,999)	(143)	-	(2,610)	-	**(8,191)**
	401	**829**	**49**	**2,710**	**2,497**	**901**	**7,387**
Movements in fair value							
Additions	-		-	-		1,623	**1,623**
Disposals	(521)	(31)	-	-	(996)	-	**(1,548)**
Transfers	298	581	103	12	1,175	(2,169)	-
	(223)	**550**	**103**	**12**	**179**	**(546)**	**75**
Movements in accumulated depreciation							
Depreciation and amortisation	(279)	(310)	(29)	-	(852)		**(1,470)**
Accumulated depreciation of disposals	522	-	-	-	914		**1,436**
	243	**(310)**	**(29)**	**-**	**62**		**(34)**
At fair value 30 June 2024	1,617	5,378	295	2,722	5,286	355	**15,653**
Accumulated depreciation at 30 June 2024	(1,196)	(4,309)	(172)	-	(2,548)	-	**(8,225)**
Carrying amount	**420**	**1,067**	**123**	**2,722**	**2,738**	**355**	**7,428**

Notes to the Financial Report
For the Year Ended 30 June 2024

(c) Infrastructure

	Roads	Bridges	Footpaths and cycleways	Drainage	Recreational, leisure and community facilities	Parks open space and streetscapes	Marine Structures	Work In Progress	Total Infrastructure
	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000
At fair value 1 July 2023	1,188,326	2,487	183,083	768,921	42,388	111,280	9,489	51,638	**2,357,612**
Accumulated depreciation at 1 July 2023	(415,748)	(925)	(96,930)	(274,205)	(24,122)	(67,762)	(3,969)	-	**(883,661)**
	772,578	**1,562**	**86,153**	**494,716**	**18,266**	**43,518**	**5,520**	**51,638**	**1,473,951**
Movements in fair value									
Found Assets	56	-	351	635	889	1064	-	-	**2,995**
Additions	-	- -		-	-	-	-	31,224	**31,224**
Contributions	334	-	154	1,795	-	339	-	-	**2,622**
Revaluation	56,741	125	7,884	90,727	459	632	127	-	**156,695**
Transfers	747	-	461	541	5	31	345	**(2,130)**	-
	57,878	**125**	**8,850**	**93,698**	**1,353**	**2,066**	**472**	**29,094**	**193,536**
Movements in accumulated depreciation									**-**
Depreciation and amortisation	(15,951)	(32)	(3,323)	(7,980)	(1,415)	(2,189)	(174)	-	**(31,064)**
Revaluation	(18,537)	(48)	(3,603)	(32,354)	(218)	(259)	(44)	-	**(55,063)**
	(34,488)	**(80)**	**(6,926)**	**(40,334)**	**(1,633)**	**(2,448)**	**(218)**	**-**	**(86,127)**
At fair value 30 June 2024	1,246,204	2,612	191,933	862,619	43,741	113,346	9,961	80,732	**2,551,148**
Accumulated depreciation at 30 June 2024	(450,236)	(1,005)	(103,856)	(314,539)	(25,755)	(70,210)	(4,187)	-	**(969,788)**
Carrying amount	**795,968**	**1,607**	**88,077**	**548,080**	**17,986**	**43,136**	**5,774**	**80,732**	**1,581,360**

Notes to the Financial Report
For the Year Ended 30 June 2024

Acquisition
The purchase method of accounting is used for all acquisitions of assets, being the fair value of assets provided as consideration at the date of acquisition plus any incidental costs attributable to the acquisition. Fair value is the price that would be received to sell an asset (or paid to transfer a liability) in an orderly transaction between market participants at the measurement date. Refer also to Note 8.4 for further disclosure regarding fair value measurement.

Where assets are constructed by Council, cost includes all materials used in construction, direct labour, borrowing costs incurred during construction, and an appropriate share of directly attributable variable and fixed overheads.

In accordance with Council's policy, the threshold limits have applied when recognising assets within an applicable asset class and unless otherwise stated are consistent with the prior year.

	Depreciation Period	Threshold Limit
Asset recognition thresholds and depreciation periods		$'000
Land & land improvements		
Land	-	1
Land improvements	-	1
Buildings		
Buildings	10 - 200 years	5
Plant and Equipment		
Plant, machinery and equipment	3 - 10 years	2
Furniture and fittings	3 - 10 years	2
Information technology	3 - 10 years	1
Library books	3 - 5 years	1
Infrastructure		
Roads - pavements, substructure, formation and earthworks	21 - 400 years	15
Roads - kerb, channel and minor culverts and other	29 - 100 years	15
Drainage	10 - 100 years	15
Bridges - deck and substructure	50 - 80 years	15
Bridges - others	100 years	15
Footpaths and cycleways	10 - 93 years	15
Recreational, leisure and community facilities	2 - 70 years	15
Parks, open space and streetscapes	4 - 116 years	15
Marine structures	30 - 100 years	15
Intangible assets		
Software	3 - 15 years	1
Airspace	1 - 10 years	1
Right of use assets	1 - 5 years	10

Land under roads
Council recognises land under roads it controls at fair value.

Depreciation and amortisation
Buildings, land improvements, plant and equipment, infrastructure, and other assets having limited useful lives are systematically depreciated over their useful lives to the Council in a manner which reflects consumption of the service potential embodied in those assets. Estimates of remaining useful lives and residual values are made on a regular basis with major asset classes reassessed annually. Depreciation rates and methods are reviewed annually.

Where assets have separate identifiable components that are subject to regular replacement, these components are assigned distinct useful lives and residual values and a separate depreciation rate is determined for each component.

Road earthworks are not depreciated on the basis that they are assessed as not having a limited useful life.

Straight line depreciation is charged based on the residual useful life as determined each year.

Depreciation periods used are listed above and are consistent with the prior year unless otherwise stated.

Repairs and maintenance
Where the repair relates to the replacement of a component of an asset and the cost exceeds the capitalisation threshold the cost is capitalised and depreciated. The carrying value of the replaced asset is expensed.

Leasehold improvements
Leasehold improvements are recognised at cost and are amortised over the unexpired period of the lease or the estimated useful life of the improvement, whichever is the shorter. At balance date, leasehold improvements are amortised over a 3 to 10 year period.

Notes to the Financial Report
For the Year Ended 30 June 2024

Valuation of land and buildings

Valuation of land and buildings were undertaken by a qualified independent valuer Valtec Property Pty Ltd. The valuation of land and buildings is at fair value, being market value based on highest and best use permitted by relevant land planning provisions. Where land use is restricted through existing planning provisions the valuation is reduced to reflect this limitation. This adjustment is an unobservable input in the valuation. The adjustment has no impact on the comprehensive income statement.

Specialised land is valued at fair value using site values adjusted for englobo (undeveloped and/or unserviced) characteristics, access rights and private interests of other parties and entitlements of infrastructure assets and services. This adjustment is an unobservable input in the valuation. The adjustment has no impact on the comprehensive income statement.

Any significant movements in the unobservable inputs for land and land under roads will have a significant impact on the fair value of these assets.

The date and type of the current valuation is detailed in the following table. Council undertakes a formal revaluation of land and buildings every 2 (two) years.

Details of the Council's land and buildings and information about the fair value hierarchy as at 30 June 2024 are as follows:

	Level 1	Level 2	Level 3	Date of Valuation	Type of Valuation
Land-Specialised	-	-	1,721,544	Jun-24	Full
Land-Non Specialised	-	3,892	-	Jun-24	Full
Land Under Roads	-	-	3,214	Jun-24	Full
Buildings-Specialised	-	324,822	-	Jun-24	Full
Buildings-Non Specialised	-	-	162	Jun-24	Full
Total	**-**	**328,714**	**1,724,920**		

Valuation of infrastructure

Valuation of infrastructure assets has been undertaken by Council's Asset Management Team in accordance with the valuation methodology. Council undertakes a formal revaluation of infrastructure assets every 4 (four) years with an annual interim review in the year they are not due for full revaluation. The valuation is performed by experienced council officers.

The date and type of the current valuation is detailed in the following table. A full valuation was conducted on Drainage in the current year with all other infrastructure assets having an index based valuation (this is a method of valuation whereby indices are applied to the cost value of a class of assets to arrive at the fair value of the class of assets).

The valuation is at fair value based on current replacement cost less accumulated depreciation as at the date of valuation.

Details of the Council's infrastructure and information about the fair value hierarchy as at 30 June 2024 are as follows:

	Level 1	Level 2	Level 3	Date of Valuation	Type of Valuation
Roads	-	-	795,968	Jun-24	Index
Bridges	-	-	1,607	Jun-24	Index
Footpaths and cycleways	-	-	88,077	Jun-24	Index
Drainage	-	-	548,080	Jun-24	Full
Recreational, leisure and community facilities	-	-	17,986	Jun-24	Index
Parks, open space and streetscapes	-	-	43,136	Jun-24	Index
Marine Structures	-	-	5,774	Jun-24	Index
Total	**-**	**-**	**1,500,628**		

Notes to the Financial Report
For the Year Ended 30 June 2024

Description of significant unobservable inputs into level 3 valuations

Specialised land and land under roads is valued using a market based direct comparison technique. Significant unobservable inputs include the extent and impact of restriction of use and the market cost of land per square metre. The extent and impact of restrictions on use varies and results in a reduction to surrounding land values between 5% and 95%. The market value of land varies significantly depending on the location of the land and the current market conditions. Currently land values range between $2 and $6,208 per square metre.

Specialised buildings are valued using a current replacement cost technique. Significant unobservable inputs include the current replacement cost and remaining useful lives of buildings. Current replacement costs are calculated on a square metre basis and ranges from $260 to $8531 per square metre. The remaining useful lives of buildings are determined on the basis of the current condition of buildings and vary from 10 years to 200 years. Replacement cost is sensitive to changes in market conditions, with any increase or decrease in cost flowing through to the valuation. Useful lives of buildings are sensitive to changes in expectations or requirements that could either shorten or extend the useful lives of buildings.

Infrastructure assets are valued based on the current replacement cost. Significant unobservable inputs include the current replacement cost and remaining useful lives of infrastructure. The remaining useful lives of infrastructure assets are determined on the basis of the current condition of the asset and vary from 2 years to 400 years. Replacement cost is sensitive to changes in market conditions, with any increase or decrease in cost flowing through to the valuation. Useful lives of infrastructure are sensitive to changes in use, expectations or requirements that could either shorten or extend the useful lives of infrastructure assets.

	2024	2023
Reconciliation of specialised land	**$'000**	**$'000**
Land under roads	3,214	3,381
Parks and reserves	1,721,544	1,662,705
Total specialised land	**1,724,758**	**1,666,086**

Notes to the Financial Report
For the Year Ended 30 June 2024

6.3 Investment property	**2024 $'000**	**2023 $'000**
Balance at beginning of financial year	10,280	10,267
Additions	-	13
Fair value adjustments	(239)	-
Balance at end of financial year	**10,041**	**10,280**

Investment property is held to generate long-term rental yields. Investment property is measured initially at cost, including transaction costs. Costs incurred subsequent to initial acquisition are capitalised when it is probable that future economic benefit in excess of the originally assessed performance of the asset will flow to the Council. Subsequent to initial recognition at cost, investment property is carried at fair value, determined annually by independent valuers. Changes to fair value are recorded in the comprehensive income statement in the period that they arise.

Valuation of investment property
Valuation of investment property has been determined in accordance with an independent valuation by Valtec Property Pty Ltd who has recent experience in the location and category of the property being valued. The valuation is at fair value, based on the current market value for the property.

6.4 Fair value adjustments

Investments		
Investment property	(239)	-
Shares	(1)	1
	(240)	1
Found assets	2,995	5,396
Total	**2,755**	**5,397**

Notes to the Financial Report
For the Year Ended 30 June 2024

Note 7 PEOPLE AND RELATIONSHIPS

7.1 Council and key management remuneration

(a) Related Parties

Parent entity
Mornington Peninsula Shire is the parent entity.

Subsidiaries and Associates
Mornington Peninsula Cemetery Trust
By virtue of the fact that some councillors of Mornington Peninsula Shire form the whole of the Board of Trustees of the Mornington Peninsula Cemetery Trust, this entity is considered to be a controlled entity under AASB 10: Consolidated Financial Statements. Its operating results, assets and liabilities have not been included in the accounts on the basis that they are not material individually or in aggregate.

(b) Key Management Personnel
Key management personnel (KMP) are those people with the authority and responsibility for planning, directing and controlling the activities of Mornington Peninsula Shire. The Councillors, Chief Executive Officer and Directors are deemed KMP.

Details of KMP at any time during the year are:

Councillors	Councillor Simon Brooks
	Councillor Antonella Celi
	Councillor Steve Holland
	Councillor Debra Mar
	Councillor Anthony Marsh
	Councillor Despi O'Connor
	Councillor Lisa Dixon
	Councillor Sarah Race
	Councillor Susan Bissinger
	Councillor David Gill
	Councillor Kate Roper
	Chief Executive Officer
	Director - Community Strengthening
	Director - Corporate Strategy and Business Improvement
	Director - Planning and Environment
	Director - Infrastructure
	Chief Financial Officer

	2024 No.	2023 No.
Total Number of Councillors	11	13
Total of Chief Executive Officer and other Key Management Personnel	6	7
Total Number of Key Management Personnel	**17**	**20**

(c) Remuneration of Key Management Personnel

Remuneration comprises employee benefits including all forms of consideration paid, payable or provided by Council, or on behalf of the Council, in exchange for services rendered. Remuneration of Key Management Personnel and Other senior staff is disclosed in the following categories.

Short-term employee benefits include amounts such as wages, salaries, annual leave or sick leave that are usually paid or payable on a regular basis, as well as non-monetary benefits such as allowances and free or subsidised goods or services.
Other long-term employee benefits include long service leave, other long service benefits or deferred compensation.

Post-employment benefits include pensions, and other retirement benefits paid or payable on a discrete basis when employment has ceased.
Termination benefits include termination of employment payments, such as severance packages.

	2024 $	2023 $
Total remuneration of key management personnel was as follows:		
Short-term benefits	2,265	1,963
Other long-term benefits	233	11
Post-employment benefits	205	192
Termination benefits	-	6
Total	**2,703**	**2,172**

Notes to the Financial Report
For the Year Ended 30 June 2024

The numbers of key management personnel whose total remuneration from Council and any related entities, fall within the following bands:

	2024 No.	2023 No.
$0 - $39,999	1	4
$40,000-$49,999	6	5
$50,000-$59,999	2	2
$60,000-$69,999	1	-
$70,000-$79,999	-	1
$80,000-$89,999	1	-
$90,000-$99,999	-	1
$100,000-$109,999	1	1
$110,000-$119,999	-	1
$160,000-$169,999	-	1
$230,000-$239,999	-	1
$260,000-$269,999	-	1
$300,000-$309,999	-	1
$360,000-$369,999	1	-
$390,000-$399,999	2	-
$410,000-$419,999	1	-
$420,000-$429,999	-	1
$470,000-$479,999	1	-
	17	**20**

(d) Remuneration of other senior staff

Other senior staff are officers of Council, other than Key Management Personnel, whose total remuneration exceeds $170,000 and who report directly to a member of the KMP.

	2024 $	2023 $
Total remuneration of other senior staff was as follows:		
Short-term employee benefits	4,151	5,120
Other long-term employee benefits	364	19
Post-employment benefits	453	489
Termination benefits	228	153
Total	**5,196**	**5,781**

The number of other senior staff are shown below in their relevant income bands: Income Range:	2024 No.	2023 No.
$100,000 - $109,999	1	-
$170,000 - $179,999	-	2
$180,000 - $189,999	1	1
$190,000 - $199,999	3	6
$200,000 - $209,999	2	3
$210,000 - $219,999	4	1
$220,000 - $229,999	2	-
$230,000 - $239,999	1	3
$240,000 - $249,999	5	-
$250,000 - $259,999	2	1
$260,000 - $269,999	-	1
$300,000 - $319,999	1	2
	22	**20**

Notes to the Financial Report
For the Year Ended 30 June 2024

	2024	2023
7.2 Related party disclosure	**$'000**	**$'000**

(a) Transactions with related parties

During the period Council entered into the following transactions with related parties.

Mornington Peninsula Cemetery Trust Trustees

Councillor Antonella Celi Councillor Despi O'Connor
Councillor Kate Roper

The following balances are outstanding at the end of the reporting period in relation to transactions with related parties

Mornington Peninsula Cemetery Trust

Amount receivable from the Mornington Peninsula Cemetery Trust at 30 June 2024 is $5,052 (30 June 2023 - $193,124).

(c) Loans to/from related parties

The aggregate amount of loans in existence at balance date that have been made, guaranteed or secured by the council to a related party are as follows:

Nil

(d) Commitments to/from related parties

The aggregate amount of commitments in existence at balance date that have been made, guaranteed or secured by the council to a related party are as follows:

Nil

Notes to the Financial Report
For the Year Ended 30 June 2024

Note 8 MANAGING UNCERTAINTIES

8.1 Contingent assets and liabilities

Contingent assets and contingent liabilities are not recognised in the Balance Sheet, but are disclosed and if quantifiable, are measured at nominal value. Contingent assets and liabilities are presented inclusive of GST receivable or payable, respectively.

(a) Contingent assets

Contingent assets are possible assets that arise from past events, whose existence will be confirmed only by the occurrence or non-occurrence of one or more uncertain future events not wholly within the control of the Council.

At balance date the Council are not aware of any contingent assets.

(b) Contingent liabilities

Contingent liabilities are:
- possible obligations that arise from past events, whose existence will be confirmed only by the occurrence or non-occurrence of one or more uncertain future events not wholly within the control of the Council; or
- present obligations that arise from past events but are not recognised because:
- it is not probable that an outflow of resources embodying economic benefits will be required to settle the obligation; or
- the amount of the obligation cannot be measured with sufficient reliability.

Superannuation

Council has obligations under a defined benefit superannuation scheme that may result in the need to make additional contributions to the scheme, matters relating to this potential obligation are outlined below. As a result of the volatility in financial markets the likelihood of making such contributions in future periods exists.

Landfill

Council operates a landfill. Council will have to carry out site rehabilitation works in the future. At balance date Council is unable to accurately assess the financial implications of such works.

Liability Mutual Insurance

Council is (was) a participant of the MAV Liability Mutual Insurance (LMI) Scheme. The LMI scheme provides public liability and professional indemnity insurance cover. The LMI scheme states that each participant will remain liable to make further contributions to the scheme in respect of any insurance year in which it was a participant to the extent of its participant's share of any shortfall in the provision set aside in respect of that insurance year, and such liability will continue whether or not the participant remains a participant in future insurance years.

(c) Guarantees for loans to other entities

The amount disclosed for financial guarantee in this note is the nominal amount of the underlying loan that is guaranteed by the Council, not the fair value of the financial guarantee.

Financial guarantee contracts are not recognised as a liability in the balance sheet unless the lender has exercised their right to call on the guarantee or Council has other reasons to believe that it is probable that the right will be exercised. *Note: Terms of guarantee do not allow redraw of loan.

	2024 $'000	2023 $'000
The Mornington Peninsula Shire has guaranteed loans of: *	**Loan Balance**	**Loan Balance**
Rosebud Beach Community Bowls Club $130,000	-	79
Mt Martha Bowls Club Inc. $240,000	-	15
Total	**-**	**94**

*Note: Terms of guarantee do not allow redraw of loan.

Notes to the Financial Report
For the Year Ended 30 June 2024

8.2 Change in accounting standards

Certain new Australian Accounting Standards and interpretations have been published that are not mandatory for the 30 June 2024 reporting period. Council assesses the impact of these new standards. In December 2022 the Australian Accounting Standards Board (AASB) issued AASB 2022-10 Amendments to Australian Accounting Standards - Fair Value Measurement of Non-Financial Assets of Not-for-Profit Public Sector Entities to modify AASB 13 Fair Value Measurement. AASB 2022-10 amends AASB 13 Fair Value Measurement for fair value measurements of non-financial assets of not-for-profit public sector entities not held primarily for their ability to generate net cash inflows. The AASB 13 modifications:
- are applicable only to not-for-profit public sector entities;
- are limited to fair value measurements of non-financial assets not held primarily for their ability to generate net cash inflows;
- are to be applied prospectively for annual periods beginning on or after 1 January 2024;
- would not necessarily change practice for some not-for-profit public sector entities; and
-do not indicate that entities changing practice in how they measure relevant assets made an error in applying the existing requirements of AASB 13.
Council will assess any impact of the modifications to AASB 13 ahead of the 2024-25 reporting period.

8.3 Financial instruments

(a) Objectives and policies

The Council's principal financial instruments comprise cash assets, term deposits, receivables (excluding statutory receivables), payables (excluding statutory payables) and bank and TCV borrowings. Details of the material accounting policy information and methods adopted, including the criteria for recognition, the basis of measurement and the basis on which income and expenses are recognised, in respect of each class of financial asset, financial liability and equity instrument is disclosed in the notes of the financial statements. Risk management is carried out by senior management under policies approved by the Council. These policies include identification and analysis of the risk exposure to Council and appropriate procedures, controls and risk minimisation.

(b) Market risk

Market risk is the risk that the fair value or future cash flows of council financial instruments will fluctuate because of changes in market prices. The Council's exposure to market risk is primarily through interest rate risk with only insignificant exposure to other price risks and no exposure to foreign currency risk.

Interest rate risk

Interest rate risk refers to the risk that the value of a financial instrument or cash flows associated with the instrument will fluctuate due to changes in market interest rates. Council's interest rate liability risk arises primarily from long term loans and borrowings at fixed rates which exposes council to fair value interest rate risk / Council does not hold any interest bearing financial instruments that are measured at fair value, and therefore has no exposure to fair value interest rate risk. Cash flow interest rate risk is the risk that the future cash flows of a financial instrument will fluctuate because of changes in market interest rates. Council has minimal exposure to cash flow interest rate risk through its cash and deposits that are at floating rates.

Investment of surplus funds is made with approved financial institutions under the *Local Government Act 2020*. Council manages interest rate risk by adopting an investment policy that ensures:

- diversification of investment product;
- monitoring of return on investment; and
- benchmarking of returns and comparison with budget.

There has been no significant change in the Council's exposure, or its objectives, policies and processes for managing interest rate risk or the methods used to measure this risk from the previous reporting period.

Interest rate movements have not been sufficiently significant during the year to have an impact on the Council's year end result.

Notes to the Financial Report
For the Year Ended 30 June 2024

(c) Credit risk

Credit risk is the risk that a contracting entity will not complete its obligations under a financial instrument and cause Council to make a financial loss. Council have exposure to credit risk on some financial assets included in the balance sheet. Particularly significant areas of credit risk exist in relation to outstanding fees and fines as well as loans and receivables from sporting clubs and associations. To help manage this risk:

- council have a policy for establishing credit limits for the entities council deal with;
- council may require collateral where appropriate; and
- council only invest surplus funds with financial institutions which have a recognised credit rating specified in council's investment policy.

Receivables consist of a large number of customers, spread across the ratepayer, business and government sectors. Credit risk associated with the council's financial assets is minimal because the main debtor is secured by a charge over the rateable property.

There are no material financial assets which are individually determined to be impaired.
Council may also be subject to credit risk for transactions which are not included in the balance sheet, such as when council provide a guarantee for another party. Details of our contingent liabilities are disclosed in Note 8.1(b).

The maximum exposure to credit risk at the reporting date to recognised financial assets is the carrying amount, net of any allowance for impairment of those assets, as disclosed in the balance sheet and notes to the financial statements. Council does not hold any collateral.

(d) Liquidity risk

Liquidity risk includes the risk that, as a result of council's operational liquidity requirements it will not have sufficient funds to settle a transaction when required or will be forced to sell a financial asset at below value or may be unable to settle or recover a financial asset.
To help reduce these risks Council:
- have a liquidity policy which targets a minimum and average level of cash and cash equivalents to be maintained;
- have readily accessible standby facilities and other funding arrangements in place;
- have a liquidity portfolio structure that requires surplus funds to be invested within various bands of liquid instruments;
- monitor budget to actual performance on a regular basis; and
- set limits on borrowings relating to the percentage of loans to rate revenue and percentage of loan principal repayments to rate revenue.

The Council's maximum exposure to liquidity risk is the carrying amounts of financial liabilities as disclosed on the face of the balance sheet and the amounts related to financial guarantees disclosed in Note 8.1(c), and is deemed insignificant based on prior periods' data and current assessment of risk.

There has been no significant change in Council's exposure, or its objectives, policies and processes for managing liquidity risk or the methods used to measure this risk from the previous reporting period.

With the exception of borrowings, all financial liabilities are expected to be settled within normal terms of trade. Details of the maturity profile for borrowings are disclosed at Note 5.4.

Unless otherwise stated, the carrying amounts of financial instruments reflect their fair value.

(e) Sensitivity disclosure analysis

Taking into account past performance, future expectations, economic forecasts, and management's knowledge and experience of the financial markets, Council believes the following movements are 'reasonably possible' over the next 12 months:
- A parallel shift of - 0.47% and +0.27% in market interest rates (AUD) from year-end rates of 5.15%.

These movements will not have a material impact on the valuation of Council's financial assets and liabilities, nor will they have a material impact on the results of Council's operations.

Notes to the Financial Report
For the Year Ended 30 June 2024

8.4 Fair value measurement

Fair value hierarchy

Council's financial assets and liabilities are not valued in accordance with the fair value hierarchy , Council's financial assets and liabilities are measured at amortised cost.

Council measures certain assets and liabilities at fair value where required or permitted by Australian Accounting Standards. AASB 13 Fair value measurement, aims to improve consistency and reduce complexity by providing a definition of fair value and a single source of fair value measurement and disclosure requirements for use across Australian Accounting Standards.

All assets and liabilities for which fair value is measured or disclosed in the financial statements are categorised within a fair value hierarchy, described as follows, based on the lowest level input that is significant to the fair value measurement as a whole:

Level 1 — Quoted (unadjusted) market prices in active markets for identical assets or liabilities
Level 2 — Valuation techniques for which the lowest level input that is significant to the fair value measurement is directly or indirectly observable; and

Level 3 — Valuation techniques for which the lowest level input that is significant to the fair value measurement is unobservable.

For the purpose of fair value disclosures, Council has determined classes of assets and liabilities on the basis of the nature, characteristics and risks of the asset or liability and the level of the fair value hierarchy as explained above.

In addition, Council determines whether transfers have occurred between levels in the hierarchy by re-assessing categorisation (based on the lowest level input that is significant to the fair value measurement as a whole) at the end of each reporting period.

Revaluation

Subsequent to the initial recognition of assets, non-current physical assets, other than plant and equipment, are measured at their fair value, being the price that would be received to sell an asset (or paid to transfer a liability) in an orderly transaction between market participants at the measurement date. (For plant and equipment carrying amount is considered to approximate fair value given short useful lives). At balance date, the Council reviewed the carrying value of the individual classes of assets measured at fair value to ensure that each asset materially approximated its fair value. Where the carrying value materially differed from the fair value at balance date, the class of asset was revalued.

Fair value valuations are determined in accordance with a valuation hierarchy. Changes to the valuation hierarchy will only occur if an external change in the restrictions or limitations of use of an asset result in changes to the permissible or practical highest and best use of the asset. In addition, Council undertakes a formal revaluation of land, buildings, and infrastructure assets on a regular basis ranging from 1 to 4 years. The valuation is performed either by experienced council officers or independent experts. The following table sets out the frequency of revaluations by asset class.

Asset class	**Revaluation frequency**
Land	1 to 2 years
Buildings	1 to 2 years
Roads	1 to 4 years
Bridges	1 to 4 years
Footpaths and cycleways	1 to 4 years
Drainage	1 to 4 years
Recreational, leisure and community facilities	1 to 4 years
Parks, open space and streetscapes	1 to 4 years
Marine structures	1 to 4 years

Where the assets are revalued, the revaluation increases are credited directly to the asset revaluation reserve except to the extent that an increase reverses a prior year decrease for that class of asset that had been recognised as an expense in which case the increase is recognised as revenue up to the amount of the expense. Revaluation decreases are recognised as an expense except where prior increases are included in the asset revaluation reserve for that class of asset in which case the decrease is taken to the reserve to the extent of the remaining increases. Within the same class of assets, revaluation increases and decreases within the year are offset.

Impairment of assets

At each reporting date, the Council reviews the carrying value of its assets to determine whether there is any indication that these assets have been impaired. If such an indication exists, the recoverable amount of the asset, being the higher of the asset's fair value less costs of disposal and value in use, is compared to the assets carrying value. Any excess of the assets carrying value over its recoverable amount is expensed to the comprehensive income statement, unless the asset is carried at the revalued amount in which case, the impairment loss is recognised directly against the revaluation surplus in respect of the same class of asset to the extent that the impairment loss does not exceed the amount in the revaluation surplus for that same class of asset.

8.5 Events occurring after balance date

No matters have occurred after balance date that require disclosure in the financial report.

Notes to the Financial Report
For the Year Ended 30 June 2024

Note 9 OTHER MATTERS

9.1 Reserves (a) Asset revaluation reserves	Balance at beginning of reporting period $'000	Increase (decrease) $'000	Balance at end of reporting period $'000
2024			
Property			
Land and land improvements	1,430,559	56,564	1,487,123
Land under road	1,922	(243)	1,679
Buildings	73,469	113,443	186,912
	1,505,950	169,764	1,675,714
Infrastructure			
Roads	378,366	38,100	416,466
Bridges	766	76	842
Footpaths and cycleways	53,953	4,194	58,147
Drainage	380,223	58,374	438,597
Recreational, leisure and community facilities	10,638	243	10,881
Parks, open space and streetscapes	15,945	374	16,319
Marine structures	720	82	802
	840,611	101,443	942,054
Intangible asset			
Landfill air space	896	-	896
Total asset revaluation reserves	**2,347,457**	**271,207**	**2,618,664**
2023			
Property			
Land and land improvements	1,430,559	-	1,430,559
Land under road	1,922	-	1,922
Buildings	73,469	-	73,469
	1,505,950	-	1,505,950
Infrastructure			
Roads	239,044	139,322	378,366
Bridges	636	130	766
Footpaths and cycleways	40,035	13,918	53,953
Drainage	339,643	40,580	380,223
Recreational, leisure and community facilities	9,381	1,257	10,638
Parks, open space and streetscapes	12,984	2,961	15,945
Marine structures	356	364	720
	642,079	198,532	840,611
Intangible asset			
Landfill air space	-	896	896
Total asset revaluation reserves	**2,148,029**	**199,428**	**2,347,457**

The asset revaluation reserve is used to record the increased (net) value of Council's assets over time.

Notes to the Financial Report
For the Year Ended 30 June 2024

	Balance at beginning of reporting period $'000	Transfer from accumulated surplus $'000	Balance at end of reporting period $'000
(b) Other reserves			
2024			
Sustainability energy fund	585	-	585
Recreation land reserve	39	-	39
Municipal emergency reserve	400	-	400
Developer Contribution Plan Reserve	45	53	98
Storm Water in-lieu Contribution Reserve	14	290	304
Total Other reserves	**1,083**	**343**	**1,426**
2023			
Sustainability energy fund	585	-	585
Recreation land reserve	39	-	39
Municipal emergency reserve	400	-	400
Developer Contribution Plan Reserve	43	2	45
Storm Water in-lieu Contribution Reserve	-	14	14
Total Other reserves	**1,067**	**16**	**1,083**

Sustainable Energy (Fund) Reserve

The purpose of this reserve is to provide funds to sustainably reduce the impact of energy use on the Global Warming effect through the implementation of:
a) program of Shire wide energy reduction measures;
b) energy production initiatives; and educational programs.

Recreation Land Reserve
The purpose of this reserve is to provide for the purchase of land and/or improvements to places of recreation.

Municipal Emergency Reserve
The purpose of this reserve is to have an ability to finance the recovery response from unplanned emergency management

Developer Contribution Plan Reserve
Developer Contribution Plan Reserve (DCP) accumulates developers funds paid to Council in respect of developments within particular plan areas and is used to contribute towards payment of a multi year capital works program.

Storm Water in-lieu Contribution Reserve
The purpose of the Storm Water in-lieu reserve is to hold voluntary contributions received from developments/subdivisions for future investment in the municipality in the form of stormwater management works to protect the environment and meet obligations under the Victorian Planning Policy.

Notes to the Financial Report
For the Year Ended 30 June 2024

9.2 Reconciliation of cash flows from operating activities to surplus/(deficit)	2024 $'000	2023 $'000
Surplus/(deficit) for the year	27,177	18,670
Non-cash adjustments:		
Depreciation/amortisation	42,071	46,080
Loss on disposal of property, infrastructure, plant and equipment	523	7,889
Fair value adjustments	(2,755)	(5,397)
Contributions - Non-monetary assets	(2,900)	(7,552)
Other	(864)	(7,537)
Change in assets and liabilities:		
(Increase)/decrease in trade and other receivables	(5,832)	1,335
Increase/(decrease) in Other assets	1,202	1,413
Increase/(decrease) in trade and other payables	4,508	(6,792)
(Decrease)/increase in unearned income	(2,677)	542
(Increase)/decrease in inventories	26	(26)
(Decrease)/increase in provisions		
Increase in Landfill rehabilitation provision	(1,723)	3,266
Decrease in Employee provisions	(659)	(3,604)
Decrease in Native vegetation management	(31)	(126)
Increase in GST on capital purchases	1,663	4,211
Increase/(decrease) in Trust funds and deposits	793	131
(Decrease)/increase in contract and other liabilities	(1,761)	-
Net cash provided by/(used in) operating activities	**58,761**	**52,503**

9.3 Superannuation

Council makes the majority of its employer superannuation contributions in respect of its employees to the Local Authorities Superannuation Fund (the Fund). This Fund has two categories of membership, accumulation and defined benefit, each of which is funded differently. Obligations for contributions to the Fund are recognised as an expense in the Comprehensive Income Statement when they are made or due.

Accumulation

The Fund's accumulation category, Vision MySuper/Vision Super Saver, receives both employer and employee contributions on a progressive basis. Employer contributions are normally based on a fixed percentage of employee earnings (for the year ended 30 June 2024, this was 11.0% as required under Superannuation Guarantee (SG) legislation (2023: 10.5%)).

Defined Benefit

Council does not use defined benefit accounting for its defined benefit obligations under the Fund's Defined Benefit category. This is because the Fund's Defined Benefit category is a pooled multi-employer sponsored plan.

There is no proportional split of the defined benefit liabilities, assets or costs between the participating employers as the defined benefit obligation is a floating obligation between the participating employers and the only time that the aggregate obligation is allocated to specific employers is when a call is made. As a result, the level of participation of Council (the Employer) in the Fund cannot be measured as a percentage compared with other participating employers. Therefore, the Fund Actuary is unable to allocate benefit liabilities, assets and costs between employers for the purposes of AASB 119.

Funding arrangements

Council makes employer contributions to the Defined Benefit category of the Fund at rates determined by the Trustee on the advice of the Fund Actuary. A triennial actuarial investigation for the Defined Benefit category as at 30 June 2023 was conducted and completed by 31 December 2023. The vested benefit index (VBI) of the Defined Benefit category as at 30 June 2023 was 104.1%. Council was notified of the 30 June 2023 VBI during August 2023. The financial assumptions used to calculate the 30 June 2023 VBI were:

Net investment returns 5.7% pa
Salary information 3.5% pa
Price inflation (CPI) 2.8% pa

The VBI is used as the primary funding indicator. Because the VBI was above 100%, the 30 June 2023 actuarial investigation determined the Defined Benefit category was in a satisfactory financial position and that no change was necessary to the Defined Benefit category's funding arrangements from prior years.

Notes to the Financial Report
For the Year Ended 30 June 2024

Employer contributions

(a) Regular contributions

On the basis of the results of the 2023 triennial actuarial investigation conducted by the Fund Actuary, Council makes employer contributions to the Fund's Defined Benefit category at rates determined by the Fund's Trustee. For the year ended 30 June 2024, this rate was 11.0% of members' salaries (10.5% in 2022/23). This rate is expected to increase in line with any increases in the SG contribution rate and was reviewed as part of the 30 June 2023 triennial valuation.

In addition, Council reimburses the Fund to cover the excess of the benefits paid as a consequence of retrenchment above the funded resignation or retirement benefit.

(b) Funding calls

If the Defined Benefit category is in an unsatisfactory financial position at an actuarial investigation or the Defined Benefit category's VBI is below its shortfall limit at any time other than the date of the actuarial investigation, the Defined Benefit category has a shortfall for the purposes of SPS 160 and the Fund is required to put a plan in place so that the shortfall is fully funded within three years of the shortfall occurring. The Fund monitors its VBI on a quarterly basis and the Fund has set its shortfall limit at 98% from 26 July 2024 (previously 97%).

In the event that the Fund Actuary determines that there is a shortfall based on the above requirement, the Fund's participating employers (including Council) are required to make an employer contribution to cover the shortfall.

Using the agreed methodology, the shortfall amount is apportioned between the participating employers based on the pre-1 July 1993 and post-30 June 1993 service liabilities of the Fund's Defined Benefit category, together with the employer's payroll at 30 June 1993 and at the date the shortfall has been calculated.

Due to the nature of the contractual obligations between the participating employers and the Fund, and that the Fund includes lifetime pensioners and their reversionary beneficiaries, it is unlikely that the Fund will be wound up.

If there is a surplus in the Fund, the surplus cannot be returned to the participating employers.
In the event that a participating employer is wound-up, the defined benefit obligations of that employer will be transferred to that employer's successor.

The 2023 triennial actuarial investigation surplus amounts

An actuarial investigation is conducted annually for the Defined Benefit category of which Council is a contributing employer. Generally, a full actuarial investigation is conducted every three years and interim actuarial investigations are conducted for each intervening year. A full investigation was conducted as at 30 June 2023.

The Fund's actuarial investigation identified the following for the Defined Benefit category of which Council is a contributing employer:

	2023 (Triennial) $m	2022 (Interim) $m
- A VBI Surplus	84.7	44.6
- A total service liability surplus	123.6	105.8
- A discounted accrued benefits surplus	141.9	111.9

The VBI surplus means that the market value of the fund's assets supporting the defined benefit obligations exceed the vested benefits that the defined benefit members would have been entitled to if they had all exited on 30 June 2023.

The total service liability surplus means that the current value of the assets in the Fund's Defined Benefit category plus expected future contributions exceeds the value of expected future benefits and expenses as at 30 June 2023.

The discounted accrued benefit surplus means that the current value of the assets in the Fund's Defined Benefit category exceeds the value of benefits payable in the future but accrued in respect of service to 30 June 2023.

Notes to the Financial Report
For the Year Ended 30 June 2024

The 2024 interim actuarial investigation

An interim actuarial investigation is being conducted for the Fund's position as at 30 June 2024 as the Fund provides lifetime pensions in the Defined Benefit category. It is anticipated that this actuarial investigation will be completed by October 2024.
The VBI of the Defined Benefit category was 105.4% as at 30 June 2024. The financial assumptions used to calculate the 30 June 2024 VBI were:

Net investment returns 5.6% pa
Salary information 3.5% pa
Price inflation (CPI) 2.7% pa

Council was notified of the 30 June 2024 VBI during August 2024.
Because the VBI was above 100%, the Defined Benefit category was in a satisfactory financial position at 30 June 2024 and it is expected that the actuarial investigation will recommend that no change will be necessary to the Defined Benefit category's funding arrangements from prior years.

The 2020 triennial investigation

The last triennial actuarial investigation conducted prior to 30 June 2023 was at 30 June 2020. This actuarial investigation was completed by 31 December 2020. The financial assumptions for the purposes of that investigation was:

	2020 Triennial investigation	2023 Triennial investigation
Net investment return	5.6% pa	5.7% pa
Salary inflation	2.5% pa for two years and 2.75% pa thereafter	3.50% pa
Price inflation	2.0% pa	2.8% pa

Superannuation contributions
Contributions by Council (excluding any unfunded liability payments) to the above superannuation plans for the financial year ended 30 June 2024 are detailed below:

Scheme	Type of Scheme	Rate	2024 $'000	2023 $'000
Vision super	Defined benefits	11.0% (2023:10.5%)	60	60
Vision super	Accumulation	11.0% (2023:10.5%)	3,309	3,413

There were no contributions outstanding and no loans issued from or to the above schemes as at 30 June 2024.

The expected contributions to be paid to the Defined Benefit category of Vision Super for the year ending 30 June 2025 is $60,000.

Notes to the Financial Report
For the Year Ended 30 June 2024

Note 10 CHANGE IN ACCOUNTING POLICY

There have been no changes to accounting policies in the 2023-24 year.

Performance Statement

For the year ending 30 June 2024

Table of Contents

Certification of the Performance Statement 3
Victorian Auditor-General's Office audit report 4
Description of municipality 6
Service performance indicators 7
Financial performance indicators 10
Sustainable capacity indicators 13
Section 5. Notes to the accounts 15

Certification of the Performance Statement

In my opinion, the accompanying performance statement has been prepared in accordance with the Local Government Act 2020 and the Local Government (Planning and Reporting) Regulations 2020.

_____
Bulent Oz, CPA
Chief Financial Officer
Dated:

In our opinion, the accompanying performance statement of the *(council name)* for the year ended 30 June 2024 presents fairly the results of council's performance in accordance with the *Local Government Act 2020* and the Local Government (Planning and Reporting) Regulations 2020.

The performance statement contains the relevant performance indicators, measures and results in relation to service performance, financial performance and sustainable capacity.

At the date of signing, we are not aware of any circumstances that would render any particulars in the performance statement to be misleading or inaccurate.

We have been authorised by the council and by the Local Government (Planning and Reporting) Regulations 2020 to certify this performance statement in its final form.

_____
Cr Simon Brooks
Mayor
Dated:

_____
Cr Antonella Celi
Deputy Mayor
Dated:

_____
John Baker
Chief Executive Officer
Dated:

VAGO signed statement

VAGO signed statement

Performance Statement

For the year ended 30 June 2024

Description of Municipality
Mornington Peninsula Shire covers 723 square kilometres of land with a coastline that extends for 192 kilometres (approximately 10 per cent of Victoria's total). The region is one of Victoria's premier holiday and retirement destinations and has magnificent landscapes, coasts and beaches that are of state significance and attract 7 million visitors every year.

Our Community
The Shire has 40 towns and villages spread across the peninsula, with most of the residential population living along the coastline. The Shire has an estimated permanent resident population of 170,243 as well as a non-resident population who spend part of the week, or their holidays, on the peninsula. Many beach holiday houses are based along the Port Phillip coastline, with the population swelling by up to 30 per cent in the summer months.

Our Environment
Approximately 70 per cent of the Shire is retained as rural land within the Green Wedge planning zone, whilst the other 30 per cent is taken up by towns and villages. Within the Green Wedge, there are areas of highly productive farmland as well as highly significant landscapes and ecosystems. The Mornington Peninsula and Western Port have become part of the world-wide network of biosphere reserves recognised by the United Nations. The region has been recognised for its: high biological diversity; many significant, rare native plants and vegetation; wetlands; sites of geomorphological significance; remnant indigenous vegetation; highly scenic landscape values; and sites of historic importance.

Our Economy
The Shire has a strong local economy, with $10.6 billion in Gross Regional Product. There are over 17,000 businesses from a diverse range of industries including retail, manufacturing, construction, and business services. The region also has a distinguished agricultural history, including beef, viticulture (grapes) and horticulture (fruit, vegetables, and flowers), with the existing food and wine producers being recognised as world class and industry leaders in their respective fields. Tourism is also another sector that plays a significant role in our local economy.

Service Performance Indicators

For the year ended 30 June 2024

Results						
Service/indicator/measure	**2021**	**2022**	**2023**	**2024**		**Material Variations and Comments**
	Actual	Actual	Actual	Target	Actual	
Aquatic facilities						
Utilisation *Utilisation of aquatic facilities* [Number of visits to aquatic facilities / Municipal population]	0.66	3.50	5.72	N/A	5.70	The increase in the utilisation of our aquatic centres from 2021 is attributed to strong attendance numbers, an additional aquatic facility and four full trading quarters without any COVID closures, capacity restrictions, or significant facility maintenance/repair closures.
Animal Management						
Health and safety *Animal management prosecutions* [Number of successful animal management prosecutions / Number of animal management prosecutions] x 100	100%	100%	100%	N/A	100%	Council is committed to protecting the safety of the community and the health and safety of animals on the Peninsula by prosecuting only when appropriate and necessary. Council prosecuted 25 Animal Management matters over the year.
Food Safety						
Health and safety *Critical and major non-compliance outcome notifications* [Number of critical non-compliance outcome notifications and major non-compliance notifications about a food premises followed up / Number of critical non-compliance outcome notifications and major non-compliance notifications about a food premises] x100	92.37%	92.86%	92.25%	N/A	92.53%	To ensure the safety of our community, we continue to prioritise food safety compliance programs across the Peninsula. Our follow-up on critical and major notifications result remains high and is consistent with previous years.

Results						
Service/indicator/measure	**2021**	**2022**	**2023**	**2024**		**Material Variations and Comments**
	Actual	Actual	Actual	Target	Actual	
Governance						
Satisfaction *Satisfaction with community consultation and engagement* (Community satisfaction rating out of 100 with the consultation and engagement efforts of Council)	54	50	50	52	67	Research conducted by an independent company that measures the opinions of local people in the community showed satisfaction levels increased 17 index points compared to last year, surpassing our target of 52 for the year.
Libraries						
Participation *Library membership* [percentage of the population that are registered library members] x100	New in 2024	New in 2024	New in 2024	N/A	33.21%	New for the 2023-2024 period, the Library membership measure calculates the percentage of Mornington Peninsula residents who are registered library members, which will help us understand the demand for our library service. The expected range for this percentage, as set by Local Government Victoria, is between 20-40%.
Maternal Child Health						
Participation *Participation in the MCH service* *[Number of children who attend the MCH service at least once (in the year) / Number of children enrolled in the MCH service] x100*	74.30%	72.58%	73.78%	N/A	73.98%	Participation in the Maternal Child Health service remains consistent but is down slightly from 2021.
Participation in the MCH service by Aboriginal children *[Number of Aboriginal children who attend the MCH service at least once (in the year) / Number of Aboriginal children enrolled in the MCH service] x100*	84.25%	82.32%	90.00%	N/A	82.99%	Our full-year result is down from 2023 due to a decrease in the number of Aboriginal children enrolled and attending our Maternal Child Health service at least once in the year. There is always some participation variation as children, depending on their birthday, may or may not be eligible for a Key Age and Stage appointment at the end of December. Additionally, some families are choosing to attend First Peoples' Health services in Frankston, an Aboriginal led health service.

Results						
Service/indicator/measure	**2021**	**2022**	**2023**	**2024**		**Material Variations and Comments**
	Actual	Actual	Actual	Target	Actual	
Roads						
Condition *Sealed local roads maintained to condition standards* (percentage of sealed local roads that are below the renewal intervention level set by Council and not requiring renewal	99.93%	96.76%	96.79%	97.80%	100%	Of the 1,392 kilometres of sealed local roads across the Shire we maintained 1,392 kilometres within condition standards, beating our target for the year.
Statutory Planning						
Service standard *Planning applications decided within the relevant required time* *(percentage of planning application decisions made within the relevant required time)*	63.47%	44.56%	42.22%	60.00%	47.38%	Although we were able to increase our result compared to the previous year, we didn't meet our target of 60%. This was mainly due to a backlog of applications and staff secondments within the planning department. Despite there being a decrease in the number of applications received, gaps in staffing knowledge affected our ability to process applications within the desired timeframes to reach our target.
Waste Management						
Waste diversion *Kerbside collection waste diverted from landfill* [Weight of recyclables and green organics collected from kerbside bins / Weight of garbage, recyclables and green organics collected from kerbside bins] x100	54.73%	57.21%	58.19%	59.00%	58.04%	Although we didn't reach our 59% target, we achieved a similar result to the previous year despite a 6% decrease in kerbside recycling materials received throughout the year. This may be due to the introduction of the Container Deposit Scheme launched on 1 November 2023.

Financial Performance Indicators

For the year ended 30 June 2024

	Results					Forecasts				
Dimension/indicator/measure	2021	2022	2023	2024		2025	2026	2027	2028	Material Variations and Comments
	Actual	Actual	Actual	Target	Actual	Forecast	Forecast	Forecast	Forecast	
Efficiency										
Expenditure level										
Expenses per property assessment [Total expenses / Number of property assessments]	$2,351.31	$2,521.89	$2,645.18	$2,683.81	$2,692.73	$2,833.63	$2,906.25	$2,977.95	$3,052.45	Council always seeks to deliver the highest quality services in the most efficient way and has contained expenditure per property assessment through its goal of ongoing savings. The increase in 2024 is largely attributable to CPI, indexation of the Shire's contract and an increase in our building maintenance.
Revenue level										
Average rate per property assessment [Sum of all general rates and municipal charges / Number of property assessments]	$1,483.22	$1,510.44	$1,526.53	N/A	$1,591.65	$1,639.47	$1,680.26	$1,722.08	$1,764.94	Council's rates, our primary source of income that delivers essential services to our community, is limited by the rate cap under the Fair Go Rates System, which was set at 3.50% for 2023-24. Supplementary income is 0.8% of the total rates revenue in 2024, which is the growth of our rates income in 2024.
Liquidity										
Working capital										
Current assets compared to current liabilities [Current assets / Current liabilities] x100	216.33%	193.01%	232.72%	135.37%	257.64%	148.06%	153.23%	158.51%	164.65%	Our current assets have remained in line with 2023 due to cash and term deposits being kept at similar levels with delayed expenditure for capital works and high interest rates. There has been an increase in working capital due to Current Liabilities reducing as a result of a $9 million Contract and Other Liabilities being recognised in 2024 as non-current.
Unrestricted cash										
Unrestricted cash compared to current liabilities [Unrestricted cash / Current liabilities] x100	71.84%	70.52%	-40.60%	N/A	-44.45%	32.06%	31.68%	31.06%	30.49%	The negative result has arisen as Council has allocated cash to term deposits in order to maximise the return to Council funds. The term deposits are reported as Other Financial Assets and the total of $100.6M at 30 June 2024. If the term deposits were considered Cash and Cash Equivalents, then the Unrestricted cash ratio would have been 111%.

	Results					Forecasts				
	2021	2022	2023	2024		2025	2026	2027	2028	Material Variations and Comments
	Actual	Actual	Actual	Target	Actual	Forecast	Forecast	Forecast	Forecast	
Obligations										
Loans and borrowings										
Loans and borrowings compared to rates [Interest bearing loans and borrowings / Rate revenue] x100	23.15%	20.08%	17.33%	N/A	14.77%	15.97%	14.22%	12.66%	11.16%	No new loans drawn during the year and $2.9M principal loan re-payments, along with the rates revenue increase resulted in this ratio reducing.
Loans and borrowings repayments compared to rates [Interest and principal repayments on interest bearing loans and borrowings / Rate revenue] x100	3.06%	2.85%	2.43%	N/A	1.71%	1.56%	1.84%	1.63%	1.58%	An increase in rate revenue and a reduction in principal loan balances have resulted in the reduction of this ratio. Borrowings are forecast for 2025 leading to the future year increase.
Indebtedness										
Non-current liabilities compared to own source revenue [Non-current liabilities / Own source revenue] x100	25.51%	21.30%	20.06%	N/A	20.44%	18.75%	17.52%	16.17%	14.85%	Own Source revenue has increased by 9% due to rate revenue, higher usage or waste collection services and improved performance of recreation and aquatic facilities. Non-current liabilities have increased slightly, overall maintaining the indebtedness ratio in 2024.
Asset renewal and upgrade										
Asset renewal and upgrade compared to depreciation [Asset renewal and asset upgrade expense / Asset depreciation] x100	70.06%	80.58%	64.91%	111.96%	115.69%	72.38%	52.02%	57.90%	55.82%	Asset renewal and upgrade are driven by the condition assessment of assets and varies year on year. Due to current financial pressure the capital works program is focused on renewal projects with a reduction in new asset expenditure.

	Results					Forecasts				
	2021	2022	2023	2024		2025	2026	2027	2028	Material Variations and Comments
Actual	Actual	Actual	Actual	Target	Actual	Forecast	Forecast	Forecast	Forecast	
Operating position										
Adjusted underlying result										
Adjusted underlying result (or deficit) [Adjusted underlying surplus (deficit)/ Adjusted underlying revenue] x100	3.05%	0.27%	-0.78%	N/A	1.00%	-6.35%	-7.36%	-7.36%	-7.40%	The increase from 2023 is due to the 5% increase in income, compared to a 2% increase in expenditure, however, due to approximately $4 million in operating projects being carried forward into 2025, it will impact the adjusted underlying surplus in future years.
Stability										
Rates concentration										
Rates compared to adjusted underlying revenue [Rate revenue / Adjusted underlying revenue] x100	77.08%	75.86%	74.88%	80.29%	77.74%	79.95%	80.64%	80.66%	80.67%	Although we have grown other revenue (own-source revenue) Council revenue is still largely dependent on rate revenue to fund services and capital works.
Rates effort										
Rates compared to property values [Rate revenue / Capital improved value of rateable properties in the municipality] x100	0.19%	0.19%	0.15%	N/A	0.17%	0.17%	0.17%	0.18%	0.18%	Property values decreased this year on the Mornington Peninsula for the first time in a number of years, falling below the rate cap.

Sustainable Capacity Indicators

For the year ended 30 June 2024

Indicator / measure / formula	Results 2021 Actual	2022 Actual	2023 Actual	2024 Actual	Material Variations and Comments
Population					
Expenses per head of municipal population	$1,434.22	$1,550.19	$1,643.69	$1,671.71	Council always aims to provide high-quality efficient services while controlling expenditure through ongoing cost savings. The 2024 increase is primarily due to the Consumer Price Index (CPI), contract indexation, and increased staff costs with a decrease in the staff turnover rate.
Infrastructure per head of municipal population [Value of infrastructure / Municipal population]	$8,592.21	$8,972.15	$10,131.82	$11,491.72	Our investment in Infrastructure has been impacted by the delivery of the Capital Works Program ($59 million) and the revaluation of infrastructure assets.
Population density per length of road [Municipal population / Kilometres of local roads]	98.58	98.52	99.01	99.38	A small rise in the municipal population has resulted in a slight increase against last year.
Own-source revenue					
Own-source revenue per head of municipal population [Own-source revenue / Municipal population]	$1,312.65	$1,411.32	$1,485.29	$1,613.23	Our growth in own-source revenue is in line with budget expectations and has been driven by the rate cap and supplementaries during the year.
Recurrent Grants					
Recurrent grants per head of municipal population [Recurrent grants / Municipal population]	$136.86	$127.39	$125.20	$63.63	Recurrent grants have significantly decreased in 2024 due to the timing of the financial assistance grant for 2024 being paid in 2023 and the 2025 grant being paid in the 2025 financial year.

Results					
Indicator / measure / formula	**2021**	**2022**	**2023**	**2024**	**Material Variations and Comments**
	Actual	Actual	Actual	Actual	
Disadvantage					
Relative Socio-Economic Disadvantage [Index of Relative Socio-Economic Disadvantage by decile]	8.00	8.00	8.00	8.00	Mornington Peninsula's Relative Socio-Economic Disadvantage Index from the 2021 Census was in the eighth decile. The first decile indicates the most disadvantaged and the tenth decile indicates the least disadvantaged.
Workforce Turnover					
Percentage of staff turnover [Number of permanent staff resignations and terminations / Average number of permanent staff for the financial year] x100	9.5%	32.5%	16.5%	14.2%	The turnover rate of 14.2% represents a decrease of 2.3% from the previous year. This figure encompasses all turnover, including staff whose employment ended due to scheduled contract terminations, involuntary redundancies and terminations. The highest turnover rate for the financial year occurred in the last quarter, which saw 10 departures linked to the cessation of a service.

Section 5. Notes to the accounts

5.1. Basis of preparation

Council is required to prepare and include a performance statement within its annual report. The performance statement includes the results of the prescribed, service performance, financial performance and sustainable capacity indicators and measures together with a description of the municipal district, an explanation of material variations in the results and notes to the accounts. This statement has been prepared to meet the requirements of the Local Government Act 2020 and Local Government (Planning and Reporting) Regulations 2020.

Where applicable the results in the performance statement have been prepared on accounting bases consistent with those reported in the Financial Statements. The other results are based on information drawn from council information systems or from third parties (e.g., Australian Bureau of Statistics or the Council's satisfaction survey provider).

The performance statement presents the actual results for the current year and the previous three years, along with the current year's target, if mandated by the Local Government (Planning and Reporting) Regulations 2020. Additionally, for the prescribed financial performance indicators and measures, the performance statement includes the target budget for the current year and the results forecast for the period 2024-25 to 2027-28 by the council's financial plan.

The Local Government (Planning and Reporting) Regulations 2020 requires explanation of any material variations in the results contained in the performance statement. Council has adopted materiality thresholds relevant to each indicator and measure and explanations have not been provided for variations below the materiality thresholds unless the variance is considered to be material because of its nature.

5.2. Definitions

Key term	Definition
Aboriginal children	means a child who is an Aboriginal person
Aboriginal person	has the same meaning as in the Aboriginal Heritage Act 2006
adjusted underlying revenue	means total income other than: • non-recurrent grants used to fund capital expenditure; and • non-monetary asset contributions; and • contributions to fund capital expenditure from sources other than those referred to above
adjusted underlying surplus (or deficit)	means adjusted underlying revenue less total expenditure
annual report	means an annual report prepared by a council under section 98 of the Act
asset renewal expenditure	means expenditure on an existing asset or on replacing an existing asset that returns the service capability of the asset to its original capability
asset upgrade expenditure	means expenditure that— (a) enhances an existing asset to provide a higher level of service; or (b) extends the life of the asset beyond its original life
critical non-compliance outcome notification	means a notification received by council under section 19N(3) or (4) of the *Food Act 1984* , or advice given to council by an authorized officer under that Act, of a deficiency that poses an immediate serious threat to public health
current assets	has the same meaning as in the Australian Accounting Standards
current liabilities	has the same meaning as in the Australian Accounting Standards
food premises	has the same meaning as in the *Food Act 1984*
intervention level	means the level set for the condition of a road beyond which a council will not allow the road to deteriorate and will need to intervene
local road	means a sealed or unsealed road for which the council is the responsible road authority under the *Road Management Act 2004*
major non-compliance outcome notification	means a notification received by a council under section 19N(3) or (4) of the *Food Act 1984*, or advice given to council by an authorized officer under that Act, of a deficiency that does not pose an immediate serious threat to public health but may do so if no remedial action is taken
MCH	means the Maternal and Child Health Service provided by a council to support the health and development of children within the municipality from birth until school age
non-current liabilities	means all liabilities other than current liabilities
own-source revenue	means adjusted underlying revenue other than revenue that is not under the control of council (including government grants)
population	means the resident population estimated by council
rate revenue	means revenue from general rates, municipal charges, service rates and service charges
relative socio-economic disadvantage	in relation to a municipal district, means the relative socio-economic disadvantage, expressed as a decile for the relevant financial year, of the area in which the municipal district is located according to the Index of Relative Socio-Economic Disadvantage of SEIFA

restricted cash	means cash, cash equivalents and financial assets, within the meaning of the Australian Accounting Standards, not available for use other than for a purpose for which it is restricted, and includes cash to be used to fund capital works expenditure from the previous financial year
SEIFA	means the Socio-Economic Indexes for Areas published from time to time by the Australian Bureau of Statistics on its Internet site
unrestricted cash	means all cash and cash equivalents other than restricted cash

5.3. Other Matters

Overview of 2024
The local government sector is currently facing several challenges, including rate capping, cost shifting from the State Government and increasing maintenance and operational costs. Government cost shifting will add $38 million to the Mornington Peninsula Shire expenses in 2023-24 with this figure to rise to $234 million over the next five years. As 81 per cent of our revenue originates from rates, the Council finds itself in a precarious position of shouldering the brunt of these shifted costs.

Council Policy

DRAFT Committee Management Policy

Objective Reference: A12378540

MORNINGTON PENINSULA Shire

1.0 AUTHORITY

- Council and Wellbeing Plan 2021 - 2025

2.0 INTENT

The purpose of the Committee Policy (Policy) is to provide a consistent basis for the establishment, management and administration of committees not defined under the *Local Government Act 2020* (the Act).

This Policy will ensure participation by interested parties and affected stakeholders to assist Council in making decisions that incorporate the interests and concerns of the community. The Advisory Committees will provide a collaborative environment with Council and the community where contributions can be made on equal terms, openly and honestly.

The Policy provides a framework for the Mornington Peninsula Shire (Shire) to ensure all committees support the development, implementation, monitoring, review and/or evaluation of programs or activities in place to deliver of the Council and Wellbeing Plan.

3.0 SCOPE

This policy applies to the establishment and ongoing management of Council Advisory Committees and Working Groups, and the appointment of Councillors to external committees.

This policy does not apply to the establishment of:

- Delegated Committees established under section 63 of the Act
- Community Asset Committees established under section 65 of the Act
- The Audit and Risk Committee under section 53 of the Act; or
- The Mornington Peninsula Cemetery Trust.

4.0 GOVERNANCE PRINCIPLES

Under the Act, Council must give effect to the following overarching governance principles:

- Council decisions are to be made and actions taken in accordance with the relevant law;
- priority is to be given to achieving the best outcomes for the municipal community, including future generations;
- the economic, social and environmental sustainability of the municipal district, including mitigation and planning for climate change risks, is to be promoted;
- the municipal community is to be engaged in strategic planning and strategic decision making;
- innovation and continuous improvement is to be pursued;
- collaboration with other Councils and Governments and statutory bodies is to be sought;
- the ongoing financial viability of the Council is to be ensured;
- regional, state and national plans and policies are to be taken into account in strategic planning and decision making;
- the transparency of Council decisions, actions and information is to be ensured.

5.0 POLICY STATEMENT

Council Policy

DRAFT Committee Management Policy

Objective Reference: A12378540

MORNINGTON PENINSULA Shire

The Mornington Peninsula Shire Council (Council) recognises the importance of well-structured Committees that contribute to the effective decision making of Council. Community representatives on Council Advisory committees provide valuable advice and assistance to the Council.

The Act provides for the establishment of a Delegated Committee under section 63, a Community Asset Committee under section 65 to manage a community asset in the municipal district and an Audit and Risk Committee to monitor compliance of Council policies and procedures, financial and performance reporting and to provide advice on risk management and fraud prevention systems and controls.

The Act is silent on all other committees.

This policy defines the types of committees and working groups that may be established by Council to assist decision making.

Advisory Committees

Advisory Committees enable stakeholder engagement that provides input and guidance to support quality decision making and in turn, the achievement of Council's goals and strategies set out in the Council and Wellbeing Plan.

Advisory Committees provide advice to council and officers, and have no control of resources, budgets or accountability of officers.

5.1 Establishment

Advisory Committees of Council can only be established by resolution of Council.

Prior to the establishment of an Advisory committee, officers must consider whether a committee is required or whether other forms of engagement would be more appropriate to achieve the intended outcome.

If it is determined an Advisory Committee is appropriate, Council will consider a report setting out reasons for the establishment. At a minimum the report will include:

- The role of the committee and why it is required
- How the committee will support the delivery of the Council and Wellbeing Plan
- A Terms of Reference for the committee
- The membership composition; and
- The resource implications of the committee including direct and secondary costs associated with officer time, venue operations and commitment of resources.

5.2 Terms of Reference

A standard Terms of Reference template creates a common ground for Advisory Committees. The template will be developed and regularly reviewed by the Shire's Governance team to ensure compliance with this policy. The Terms of Reference templates will set out the purpose of the committee, appointment of members including the Chair, information about meetings, recommendations and reporting. This policy

forms the basis for the development of Terms of Reference for new committees as well as the review of Terms of Reference for existing committees.

Terms of Reference must be presented to Council for consideration and adoption at the inception of the Advisory Committee. Any changes to the Terms of Reference must be agreed on by the Committee with recommendations presented to Council for formal adoption.

The Terms of Reference and objectives of a Council Advisory Committee are to be reviewed by the committee and recommendations presented to Council for adoption at least once in any Council term.

Administrative updates can be approved by the Chief Executive Officer, with all other changes to the Terms of Reference resulting from a review presented to Council for formal approval.

A copy of the Terms of Reference are to be made available on the Council Intranet and Internet.

5.3 Membership and Method of Appointment

Council values diversity and aims to ensure that Advisory Committees feature a broad cross-section of the community. Membership will vary depending on its specific role and will comprise of a combination of:

- One or two Councillors. Where two Councillors are appointed, one is to be a substitute representative if the representative Councillor is unable to attend the meeting.
- Up to 10 community members dependent on the purpose of the committee.
- Industry or professional representatives; and/or
- Shire officers.

5.3.1 Councillors - Councillors will be appointed to Advisory Committees at the establishment of the committee and thereafter for a term of 12 months. Councillor appointments are made by resolution of Council. The Terms of Reference will outline if a committee requires a nominated representative and a secondary representative. The secondary representative need only attend if the nominated representative is unable to.

5.3.2 Community Members - Community representatives will be appointed by Council through a registration of interest and selection process:

- Expressions of interest will be sought by public notice in accordance with Council's Community Engagement Policy.
- Council will appoint the committee members to the Advisory Committee at an Ordinary Council Meeting.
- Every effort will be made to ensure a representative cross-section of people from across the Shire are appointed to the Advisory Committee.
- Appointment to an Advisory Committee will be for a maximum term of two years.
- Community Members can be a member of one Advisory Committee at a time. Once the two-year tenure is complete, an individual may wish to nominate for a different Committee. Any exception to this must be outlined in the Terms of Reference.

5.3.3 Industry or Professional Representatives - Industry or professional representatives are appointed by Council through a registration of interest and selection process or via request

Council Policy
DRAFT Committee Management Policy
Objective Reference: A12378540

MORNINGTON PENINSULA Shire

depending on expertise and need. Industry or professional representatives are expected to represent the views of their supporting organisation.

Organisational Representatives can be a member of one Committee at a time for a maximum term of two years on any Committee. Any exception to this must be outlined in the Terms of Reference.

5.3.4 Resignation or termination - Committee Members are appointed by Council, and their appointment may be terminated at Council's discretion at any time irrespective of their term of appointment.

A member of an Advisory Committee can resign at any time. A notice of resignation must be provided in writing to the Chairperson and the officer responsible for managing the Advisory Committee.

If a committee member fails to attend three consecutive meetings without prior notice, their membership is deemed to have lapsed.

If a Committee Member misses three consecutive meetings without leave or a reasonable explanation, they may be asked to explain. If absenteeism continues, the Chair may request the CEO to declare the position vacant.

5.4 Appointment of Chair and Committee Members

Ideally, the Chair of each Committee should be a Community member, but a Councillor may also serve as specified in the Terms of Reference. In the event the appointed Chair is not in attendance, the Committee will appoint another member to chair the meeting. The Chair is appointed at the first meeting of each calendar year by nomination and majority vote.

5.5 Roles, Responsibilities and Expectations

Advisory Committee Members are expected to support the purpose of the committee and participate in meetings in a positive and constructive manner. Committee members are brought together to share diverse views, actively listen, participate in robust discussion and be open to different interpretations and suggestions.

Chairperson

The Chairperson is responsible for:

- Setting the Agenda making sure that each meeting is planned effectively.
- Leading the meeting and ensuring the meeting stays on track and on time.
- Ensuring fairness and equality to allow everyone to speak.
- Approval of the meeting minutes; and
- Presentation of the meeting minutes to the next available Council Meeting through the appointed Councillor.

Committee Member

Council Policy
DRAFT Committee Management Policy
Objective Reference: A12378540

MORNINGTON PENINSULA Shire

Community members must bring their own personal views to Committee discussions and not be answerable to any other organisation.

Shire officers

The CEO approved delegate will support the Chairperson and be responsible for overseeing the Committee Meetings and assist in setting the agenda.

The CEO approved delegate is responsible for the appointment of a Committee Secretariat to undertake administrative tasks of the Committee and to attend all meetings. The Committee Secretariat is the primary contact for all Committee Members in relation to the business of the Committee.

While Shire officers may participate freely in discussions, they are to recognise the purpose of the Committee is to hear diverse viewpoints and that the Shire officer's role is not to direct or seek to influence this discussion. Shire officers are primarily present to provide a professional viewpoint and provide technical advice.

Committee Members are expected to support the purpose of the Committee and participate in a positive and constructive manner. Committee Members will share diverse views, actively listen and be open to different interpretations and suggestions.

Vacancies

Any member may resign at any time by advising their resignation in writing to the Chair, Mayor or CEO.

5.6 Code of Conduct

To ensure Advisory Committees are conducted in a respectful and efficient manner, committee members must observe the highest levels of conduct in undertaking their committee activities, recognising the values of integrity, courage, openness, respect and excellence.

All members shall conduct committee meetings in accordance with the Code of Conduct and the following guidelines:

- Act in the best interests of the committee and not allow personal interests to override these interests
- Avoid and / or disclose any real or perceived conflicts of interest
- Treat all people equally and fairly
- Refrain from using any circumstance or information connected to committee business for personal profit or gain
- Protect and promote the integrity of all
- Respect diversity
- Treat others with courtesy, consideration, and sensitivity
- Any disagreements, where possible, to be resolved at time of meeting
- Develop skills and competencies in accordance with responsibilities and help others to do so

DRAFT

- Communication best practice will be used by members in both terminology and email etiquette ("Netiquitte") - https://www.youthcentral.vic.gov.au/advice-for-life/staying-safe/online-safety/how-to-behave-when-youre-online

5.6.1 Community representatives appointed to advisory committees are expected to abide by this Code of Conduct. Any breach of this Code of Conduct by a community representative may result in termination of membership.

5.6.2 Councillors are bound by the Councillor Code of Conduct.

5.6.3 Officers are bound by the Employee Code of Conduct.

5.7 Delegated Authority and Decision Making

Advisory Committees act in an advisory capacity with no delegated authority to make decisions. The primary role of the committee is to provide informed advice or recommendations to the Council and Shire Officers, thereby supporting the broader decision-making process. While these recommendations are influential, they are not enforceable and require approval or action by those with the appropriate delegation and authority within the Shire.

Shire officers may implement recommendations if they fall within their delegated powers and align with the Committee's advice. However, Advisory Committees must operate within the boundaries of their agreed scope, as defined in their Terms of Reference. They are not permitted to make recommendations on matters beyond this scope, ensuring that their input remains focused and relevant to their designated areas of responsibility.

5.8 Committee Meetings

Meetings are to be held at a time and place determined by the Advisory Committee. Advisory Committees are not required to give public notice of their meetings and meetings are not required to be open to the public. Meetings will take place quarterly, or more often as required.

In addition to any formal business, Committee Meetings must provide an opportunity for general business. This provides the opportunity for Committee Members to raise issues of interest to the group, relevant to the Committee Objectives.

Any recommended actions arising out of Committee Meetings must be recorded in the minutes.

5.9 Agendas and Minutes

Agendas and minutes must be prepared using the appropriate corporate template by the Supporting Officer. Agendas will be provided to all Committee Members five business days before the meeting. This will include any relevant documentation to be discussed for example, draft policies or strategies seeking feedback.

Agendas will be set by the Chairperson in consultation with the responsible CEO approved delegate.

Minutes will be recorded on the Shire corporate template and circulated to members within two weeks of the meeting and be listed on the agenda for the next Advisory Committee Meeting for endorsement.

Council Policy
DRAFT Committee Management Policy
Objective Reference: A12378540

MORNINGTON PENINSULA Shire

The Supporting Officer is responsible for the follow-up and timely completion of any actions arising from the meeting and provide an update on the status of any outstanding actions at the next meeting.

Agendas and Minutes are to be provided to the Governance Team in a timely manner where they will be recorded in the document management system. Any recommended actions must be included in the Minutes and presented to Council at the next available meeting for consideration. Actions will only be acted upon following Council Resolution.

Minutes will be made available on the Shire website unless determined through the Terms of Reference of the Advisory Committee or they contain details or attachments that are confidential in nature. As a general rule, Advisory Committees are encouraged to provide meeting information to the public.

Following each Committee Meeting, a Delegate's Report may be provided by the Councillor(s) appointed to the committee at the next available ordinary meeting of Council. This Delegate's Report provides an opportunity to formally present the committee's advice to the Council and table any background reports, research findings or policy recommendations to the Council. While the Responsible Officer may assist in providing material to support the development of a Delegate's Report, responsibility for its preparation and submission rests with the relevant Councillor(s).

At a Councillor's request, and with the leave of the Mayor, a Community Member or Organisational representative may address the Council in the presentation of this report.

5.10 Conflict of Interest

If a committee member has a general conflict of interest within the meaning of section 127 of the Act or a material conflict of interest within the meaning of section 128 of the Act in an item to be considered or discussed by the Committee while they are in attendance, the Committee Member must disclose the interest to the committee before the matter is considered or discussed at the meeting. The committee member must:

- Advise of the conflict of interest
- Explain the nature of the conflict of interest
- Provide any additional relevant details, if possible.

Where the Chair is of the opinion that the circumstances of the conflict warrant it, the Committee Member may be asked to leave the meeting while the matter is discussed.

All conflicts of interest will be recorded in the Committee Meeting minutes.

5.11 Dissolution

An Advisory Committee will cease to exist at the conclusion of the period specified in its Terms of Reference unless Council resolves that it continue.

Dissolution of an Advisory Committee requires a formal resolution of Council. Advisory Committees may at a meeting agree to disband the committee, or Council may consider:

- That it would be more beneficial to the community to have Council officers directly manage the role previously undertaken by the committee
- That the committee is not performing the required function or adhering to the reporting requirements

Council Policy
DRAFT Committee Management Policy
Objective Reference: A12378540

MORNINGTON PENINSULA Shire

- That the function previously undertaken by the Committee is no longer required; or
- The term specified in the Terms of Reference expires.

All Committees will sunset on 30 June following a General Election unless they have been re-established within the new Council term.

The Governance team will be responsible for presenting a report to Council in advance of this date that will include recommendations on:

- Whether the existing Advisory Committee should continue, or if any changes are recommended
- The endorsement of Terms of Reference for each committee and
- The proposed process for appointment of members to each committee.

5.12 Planning and Reporting

Annual Work Plan – Advisory Committees are required to formulate an annual work plan that aligns with the Council and Wellbeing plan and sits within the objectives of the committee.

Annual Report – Advisory Committees are required to prepare a formal report on an annual basis in line with their objectives set out in its Terms of Reference. The report may include a self-evaluation of the committee's operations against the objections The report must be approved by the Advisory Committee then provided to the Governance Team who will include the report in the next available Ordinary Council Meeting for noting.

Delegates Reports – Councillors may provide a Delegates Report or update to the Council at any ordinary Council Meeting where there are no official minutes.

5.13 Transparency
In order to maintain transparency of Advisory Committee operations, the following information will be published on the Shire website in respect of each Advisory Committee:

- The Terms of Reference
- The names of all members
- Adopted minutes of each meeting *(if deemed appropriate)*
- Advisory Committee Annual Reports.

5.14 Committee Management and Administration

5.14.1 Administrative support and advise will be provided by the Directorate/Team whose functions are most aligned to the committee's objectives.

5.14.2 At the beginning of each committee term or where there is a change in committee membership, the Supporting Officer in consultation with the Chairperson will provide a thorough induction program which outlines the various roles and responsibilities of the committee and its members with the new committee or any new members of the committee.

5.15 Confidential Information

Committee members must not disclose information that they know or should reasonably have known is confidential information.

Council Policy
DRAFT Committee Management Policy
Objective Reference: A12378540

MORNINGTON PENINSULA Shire

5.2 Working Groups

Further consideration to be given to defining working groups.

5.3 Appointment of Councillors to external committees

Process of appointing Councillors to external committees to be detailed here along with the responsibilities of the Councillor to report back to Council.

6.0 HUMAN RIGHTS CHARTER COMPATIBILITY

This policy has been assessed as being compatible with *the Charter of Human Rights and Responsibilities Act 2006 (Vic).*

7.0 ASSOCIATED DOCUMENTS

- Council and Wellbeing Plan 2021 – 2025
- Employee Conflict of Interest Policy
- Employee Code of Conduct
- Councillor Code of Conduct
- Councillor and Staff Interactions Policy
- Volunteer Management Policy
- Community Engagement Policy

8.0 DEFINITIONS

Advisory Committee	An advisory committee is any committee established by Council that provides advice to Council or any member of Council staff who has been delegated a power, duty or function under the Act.
Committee Member	Means a person appointed to a Council Committee and includes Councillors, Community Members, Organisational representatives and Shire officers.
Community Member	Means a person appointed to a Council Committee to represent their own views.
Conflict of Interest	As defined in the *Local Government Act 2020.*
Delegated Committee	A committee established under section 63 of the *Local Government Act 2020.*
Organisational Representative	Means a person appointed to a Council Committee to represent the views of an organisation, community group or club.
Supporting Officer	Is a Shire officer appointed by the Director or Manager (Committee Sponsor) and is responsible for the following:

Council Policy
DRAFT Committee Management Policy
Objective Reference: A12378540

MORNINGTON PENINSULA Shire

- Compiling the Agenda in consultation with the Chairperson
- Taking minutes at the meeting

Working Group	Describe the term here.

9.0 POLICY SPONSOR
The Manager – Legal and Governance is responsible for overseeing the application and review of the Committee Management Policy.

10.0 DOCUMENT CONTROLS
The Committee policy will be reviewed every four years or more often as required.

Administrative Updates
It is recognised that, from time to time, circumstances may change leading to the need for minor administrative changes to this document. Where an update does not materially alter this document, such a change may be made administratively. Examples include a change to the name of a Shire department, the change to an existing policy or document referred to in this policy, and minor updates to legislation and the like which does not have a material impact. However, any change or update which materially alters the document must be by resolution of Council.

DRAFT

Committee Management Framework Feedback Request

MORNINGTON PENINSULA Shire

Overview

The Mornington Peninsula Shire (the Shire) recognises the importance of well-structured committees that contribute to the effective decision making of Council. Community representatives on Council Advisory Committees provide valuable advice and assistance to Council.

The Shire is currently drafting a Committee Management Framework that will address the establishment, management and dissolution of Advisory Committees to ensure they are effective, meet the purpose for which they have been established, there is support for committee members and Shire officers and that they are effective in engaging with the community.

Advisory Committees provide advice to Council or officers with delegated authority to support decision making.

Your initial feedback is needed that will assist Council in endorsing the draft framework prior to proceeding with community engagement with the wider community. There will be further opportunities for you to provide feedback once the draft has been endorsed, but your feedback in the development will be invaluable.

Background

The introduction of the *Local Government Act 2020* (the Act) saw the provision for a Delegated Committee or Community Asset Committee which can hold delegation from the Council or CEO. These are the only two committees that provide for any form of decision making power. Only a Delegated Committee mandates a formal role of Council i.e. that a Councillor must perform the role of Chair.

The Act is silent on Advisory Committees which means there is no definition for an Advisory Committee and there is no guidance on the establishment or purpose of these committees.

The Shire does not have a formal framework for the establishment, management or dissolution of committees or guidance on how committee meetings should run, reporting requirements, or for reporting their recommendations back to Council.

Councillors have been consulted and provided the opportunity to provide some input into the draft framework. It is now your turn to provide us with your insights based on your committee experience.

Why do we need a Committee Management Framework?

- A transparent document of expected and consistent behaviours and actions for interactions between Shire officers and committee members to thrive.
- Provide consistency on how committees are established, managed and dissolved.
- Membership and responsibilities.
- Clear expectations on how committees should run, agendas, meetings, purpose – outcome focused.
- Communication standards – Code of conduct.

Committee Management Framework Feedback Request

MORNINGTON PENINSULA Shire

- Consistent reporting and transparency.
- Standard templates – agenda, minutes, terms of reference etc.
- To provide structure and guidance to officers with committee management responsibilities.

Your Feedback

We want to start with some broad questions around your experience as an advisory committee. Since you have been working with us for a while we are interested in your feedback on:

- What are some of the things that worked well?
- Is there anything you think needs attention?
- Current challenges or frustrations
- What has been your experience so far?

We would like your more specific feedback on the following:

- Advisory Committees will be established by resolution of Council. Prior to the establishment Council will consider if other forms of engagement would be more appropriate to achieve the intended outcome.
- A standard Terms of Reference (ToR) will create a common ground for Advisory Committees. The ToR will be approved by Council at the inception of the Advisory Committee and any changes will be agreed by the Committee and presented to Council for adoption.
- The ToR will set out the following:
  - The purpose of the Committee
  - Appointment of members including the Chair
  - Roles, responsibilities and expectations
  - Code of Conduct
  - Agendas and minutes
  - Conflict of Interest requirements
  - Procedures and requirements for dissolution
  - Planning and reporting – it is intended for all committees to have an annual work plan and be required to report to Council at least annually
  - Transparency of Committee Reports i.e. published on the Shire website
- It is expected all existing committees will be reviewed inline with the new framework and Terms of Reference updated accordingly. Revised ToR's will be presented to Council for endorsement.

We would welcome any further general feedback you would like to provide.

Committee Management Framework Feedback Request

MORNINGTON PENINSULA Shire

A table has been provided below for your feedback if you would prefer.

Where to from here

Your feedback will be considered and amendments made to the draft framework with your feedback in mind.

The draft framework will be presented at a Council Briefing and then a Council Meeting for endorsement prior to proceeding to community engagement to seek feedback from the wider community. You will be provided with the opportunity for further feedback at that stage.

Committee Management Framework Feedback Request

MORNINGTON PENINSULA Shire

Question	Answer/feedback
What are some of the things that worked well?	
Is there anything you think needs attention?	
Current challenges or frustrations	
What has been your experience so far?	
Advisory Committees will be established by resolution of Council. Prior to the establishment Council will consider if other forms of engagement would be more appropriate to achieve the intended outcome.	
A standard Terms of Reference (ToR) will create a common ground for Advisory Committees. The ToR will be approved by Council at the inception of the Advisory Committee and any changes will be agreed by the Committee and presented to Council for adoption.	
The ToR will set out the following: • The purpose of the Committee • Appointment of members including the Chair • Roles, responsibilities and expectations • Code of Conduct • Agendas and minutes • Conflict of Interest requirements • Procedures and requirements for dissolution • Planning and reporting – it is intended for all committees to have an annual work plan and be required to report to Council at least annually • Transparency of Committee Reports i.e. published on the Shire website	
It is expected all existing committees will be reviewed inline with the new framework and Terms of Reference updated accordingly.	

Committee Management Framework Feedback Request

MORNINGTON PENINSULA Shire

Revised ToR's will be presented to Council for endorsement.	
Any general feedback not covered above.	

david norman
design & construction pty ltd

BPD (Architecture)
DP-AD47844
PO Box 303
Mount Martha Vic 3934
Mobile 0412 150 389
Email david@norman-design.com.au

PROJECT:
Proposed new educational facility

CLIENT:
Advance College

ADDRESS:
1973 Frankston-Flinders Road, Hastings
VIC 3915

TITLE:
Drawing Register

DATE:	MAR 2023	DRAWN:	E.NORMAN	REV No:	SHEET No:
SCALE:	-	DESIGN:	D.NORMAN		1/5

ARCHITECTURAL PROPOSAL

SOIL CLASSIFICATION:
-

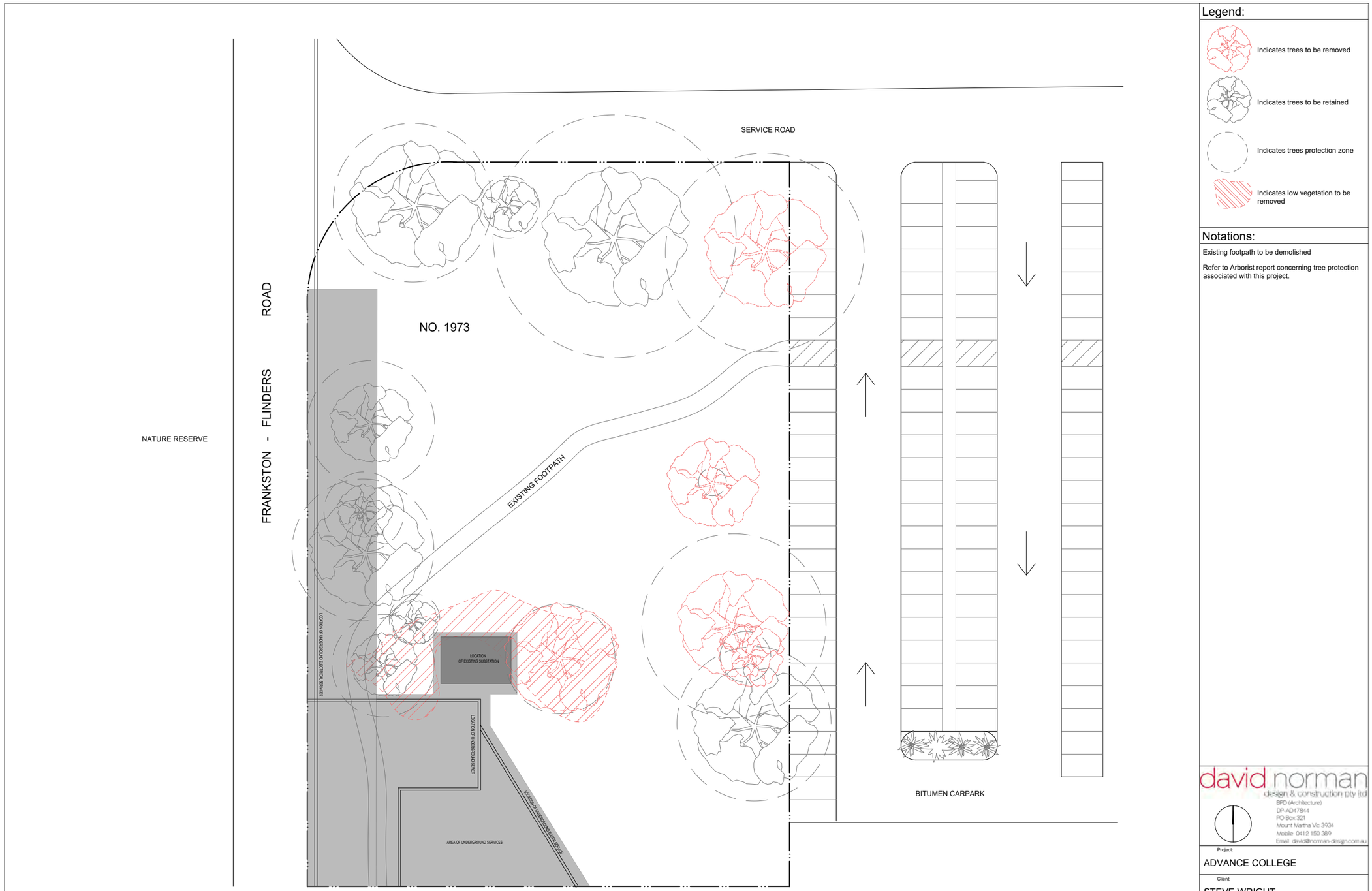
SITE ANALYSIS/ INSPECTION:

BUILDING SURVEYOR:

STRUCTURAL ENGINEER:

DRAWING REGISTER

SHEET NO:	DESCRIPTION :
1	DRAWING REGISTER
2	EXISTING SITE PLAN
3	PROPOSED SITE PLAN
4	FLOOR PLAN
5	ELEVATIONS



Existing Site Plan scale 1:200

Legend:

- Indicates trees to be removed
- Indicates trees to be retained
- Indicates trees protection zone
- Indicates low vegetation to be removed

Notations:

Existing footpath to be demolished

Refer to Arborist report concerning tree protection associated with this project.

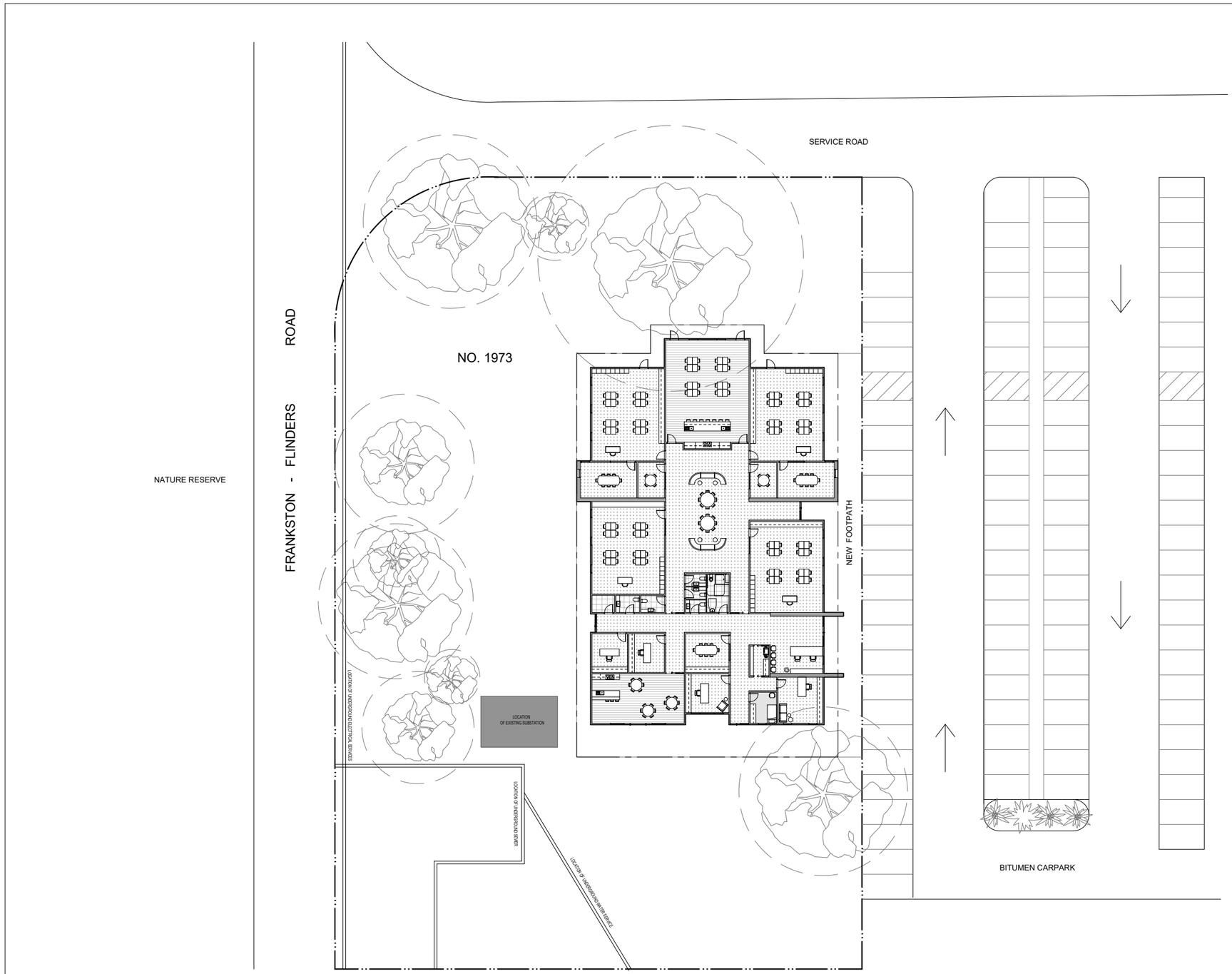
david norman
design & construction pty ltd
BPD (Architecture)
DP-AD-17844
PO Box 321
Mount Martha Vic 3934
Mobile 0412 150 389
Email david@norman-des@ncom.au

Project:
ADVANCE COLLEGE

Client:
STEVE WRIGHT

Address:
1973 FRANKSTON-FLINDERS RD
HASTINGS VIC 3915

Date: MARCH 2023	Drawn: E. Norman	Sheet No: 2/5
Scale: 1:100	Design: D. Norman	



Areas Analysis:

Building Area:	1011m²

david norman
design & construction pty ltd
BPD (Architecture)
DP-AD47844
PO Box 321
Mount Martha Vic 3934
Mobile 0412 150 389
Email david@norman-design.com.au

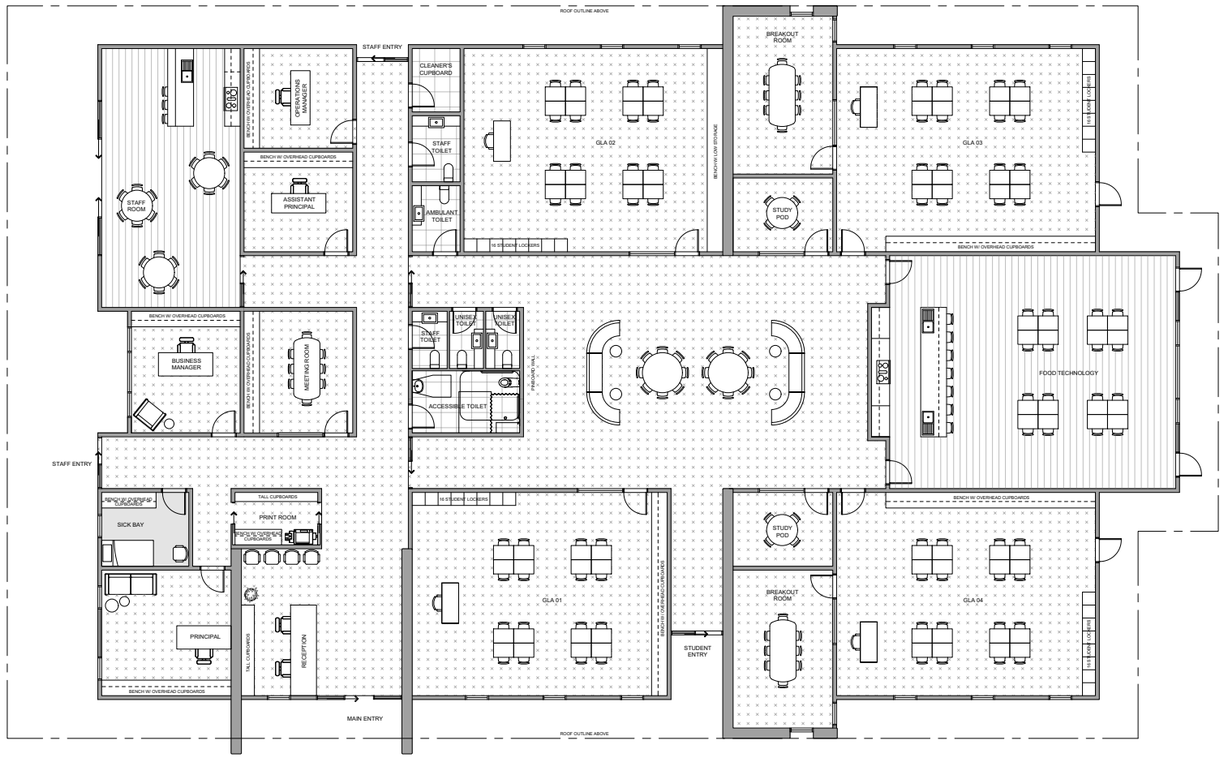
Project:
ADVANCE COLLEGE

Client:
STEVE WRIGHT

Address:
1973 FRANKSTON-FLINDERS RD
HASTINGS VIC 3915

Date: MARCH 2023	Drawn: E. Norman	Sheet No: 3/5
Scale: 1:100	Design: D. Norman	

Proposed Site Plan scale 1:200



Proposed Ground Floor Plan scale 1:100

Areas Analysis:

Building Area: 1011m²

Floor Finishes:

- Carpet tiles. Colour: TBC
- Vinyl tiles 600 x 600mm. Colour: TBC
- Vinyl floorboards Colour: TBC
- Vinyl floor Colour: TBC

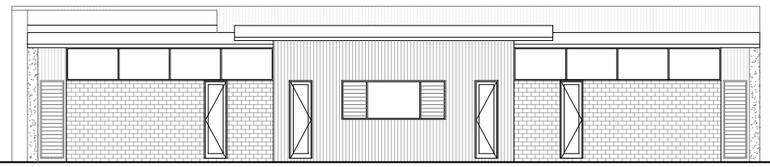
david norman
design & construction pty ltd
BPD (Architecture)
DP-AD47844
PO Box 321
Mount Martha Vic 3934
Mobile 0412 150 389
Email david@norman-des@ncom.au

Project:
ADVANCE COLLEGE

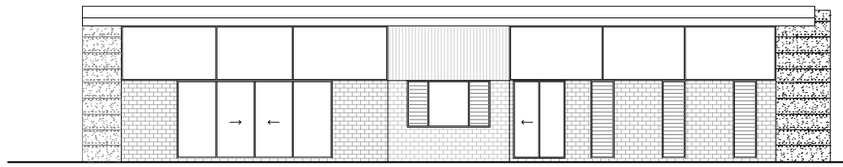
Client:
STEVE WRIGHT

Address:
1973 FRANKSTON-FLINDERS RD
HASTINGS VIC 3915

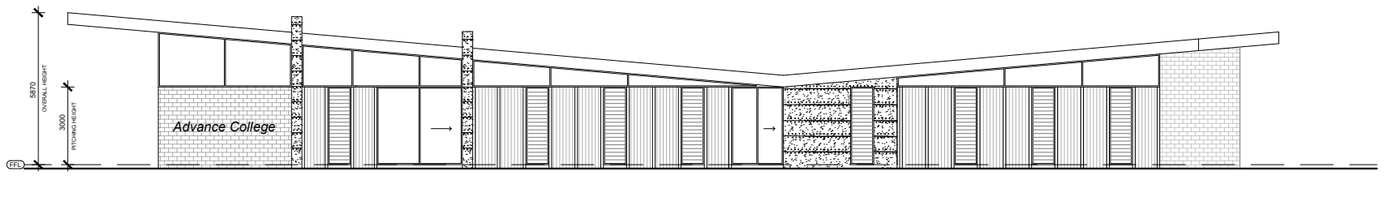
Date: MARCH 2023	Drawn: E. Norman	Sheet No: 4/5
Scale: 1:100	Design: D. Norman	



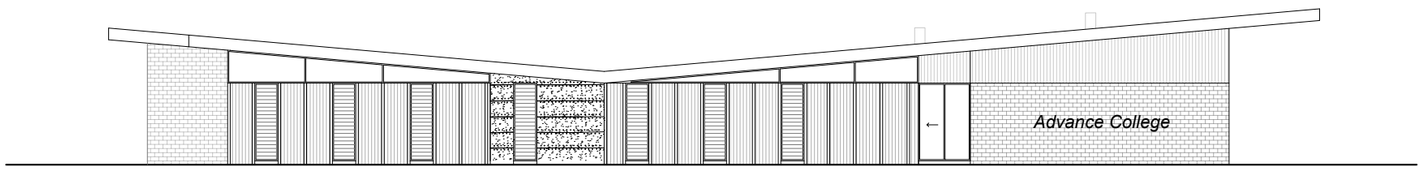
North Elevation



South Elevation



East Elevation



West Elevation

Proposed Elevations

scale 1:100

Areas Analysis:

Building Area: 1011m²

Exterior Finishes:

Brickwork

Rammed Earth

V-Groove Cement Sheet

david norman
design & construction pty ltd
BPD (Architecture)
DP-AD 41844
PO Box 321
Mount Martha Vic 3934
Mobile 0412 150 389
Email david@norman-design.com.au

Project:
ADVANCE COLLEGE

Client:
STEVE WRIGHT

Address:
1973 FRANKSTON-FLINDERS RD
HASTINGS VIC 3915

Date: MARCH 2023 | Drawn: E. Norman | Sheet No: 5/5
Scale: 1:100 | Design: D. Norman

Construction Management Plan scale 1:200

david norman
design & construction pty ltd
BPD (Architecture)
DP-AD47844
PO Box 321
Mount Martha Vic 3934
Mobile 0412 150 389
Email david@norman-des@n.com.au

Project:
ADVANCE COLLEGE

Client:
STEVE WRIGHT

Address:
1973 FRANKSTON-FLINDERS RD
HASTINGS VIC 3915

Date: MARCH 2023	Drawn: E. Norman	Sheet No: 1/1
Scale: 1:100	Design: D. Norman	

Department of Energy, Environment and Climate Action

Port Phillip Region
609 Burwood Hwy, Knoxfield 3180
Private Bag 15, Ferntree Gully Delivery Centre 3156
enviroplan.portphillip@delwp.vic.gov.au
deeca.vic.gov.au

Ref: 1201487

Steve Wright
Principal
Advance College of Education Inc
PO Box 524
ROSEBUD VIC 3939

Dear Mr Wright

APPLICATION FOR LANDOWNER CONSENT FOR WORKS ON CROWN LAND
NEW PURPOSE-BUILT EDUCATION FACILITY, CROWN ALLOTMENT 8, SECTION 21B, PARISH OF TYABB TOWNSHIP OF HASTINGS TP
HASTINGS PARK

Thank you for your application requesting landowner consent to use and develop Crown land. This application was received on 11 October 2023. Further information in respect to this application was requested on 24 November 2023 and 12 December 2023 a response was received in our office on 16 and 28 February 2024.

The application is to construct a purpose-built single level educational facility of approximately 1000m^2 at Hastings Park.

As landowner, the Department of Energy, Environment and Climate Action (DEECA) has no objection to the proposal subject to the following:

1. The works are to be carried out generally in accordance with:
   - The plan titled 'Architectural Proposal – Proposed new education facility' dated March 2023 prepared by David Norman Design and Construction Pty Ltd.
   - The landowner consent application received on 11 October 2023 and subsequent further information provided.
2. Any modification to the works proposed will require further approval by the Program Manager, Land and Built Environment, Port Phillip Region, DEECA.
3. Prior to works commencing, a construction environmental management plan must be prepared to the satisfaction of Mornington Peninsula Shire Council.
4. Only indigenous vegetation as recommend for removal in the Arboricultural Assessment and Report, Version 1.0, dated 12 February 2024 as prepared by Arborist Reports Australia is to be removed. No other indigenous vegetation must be damaged or removed as a result of the

Any personal information about you or a third party in your correspondence will be protected under the provisions of the *Privacy and Data Protection Act 2014*. It will only be used or disclosed to appropriate Ministerial, Statutory Authority, or departmental staff in regard to the purpose for which it was provided, unless required or authorized by law. Enquiries about access to information about you held by the Department should be directed to foi.unit@delwp.vic.gov.au or FOI Unit, Department of Energy, Environment and Climate Action, PO Box 500, East Melbourne, Victoria 8002.

VICTORIA State Government

OFFICIAL

works without approval of Program Manager, Land and Built Environment, Port Phillip Region, DEECA.

5. All planting of vegetation within the coastal Crown land must utilise indigenous species.
6. Any clearing or construction activity associated with the works, should be carried out in accordance with the with EPA Publication No. 275 Construction Techniques for Sediment Pollution Control (May 1991).
7. The construction site must be managed in accordance with EPA Publication 1834: Civil construction, building and demolition guide (26 November 2020).
8. All works must be completed, the site reinstated, and the works maintained to the satisfaction of Mornington Peninsula Shire Council.
9. This consent will expire if the works are not completed within two years of the date of issue, unless an extension of time is applied for and granted by the Program Manager, Land and Built Environment, Port Phillip Region, DEECA.

This letter also provides Minister's consent for the works in accordance with clause 11.5 of the lease granted under section 17D of the *Crown Land Reserves Act 1978.*

I note that you have advised that a planning permit is required for the proposed works pursuant to Mornington Peninsula Planning Scheme. For the purpose of Section 48 of the *Planning and Environment Act 1987*, this letter acknowledges that the applicant has notified the landowner about the proposed development.

There are no Native Title requirements and you have advised that a Cultural Heritage Management Plan is not required to be prepared for the proposed works, however you must comply with the provisions of the *Aboriginal Heritage Act 2006* in the event that any Aboriginal cultural heritage is disturbed or uncovered during the proposed works. Enquiries regarding this should be directed to First Peoples – State Relations on telephone 1800 762 003 as the body who is responsible for the administration of cultural heritage.

If you have any further enquiries, please contact me at DEECA's Port Phillip regional office on 0436 686 263 or email enviroplan.portphillip@delwp.vic.gov.au.

Yours sincerely

SHARON HILLIAR **DATE: 5 March 2024**
PROGRAM MANAGER
LAND AND BUILT ENVIRONMENT
PORT PHILLIP REGION

OFFICIAL

Advance College

Projected Traffic Flow

New Campus Proposal
1973 Frankston Flinders Rd, Hastings

Advance is currently operating out of the Hastings Community Hub with between 12 and 20 students (maximum) and 4 staff.

Students start at 9.30am and finish at 2.30pm for 4 days per week (Mon, Tue, Thu, Fri)
Staff start at 8.30am and finish at 4.30pm for 5 days per week.
These hours will continue to stay the same in the new building.

Method of travel survey:

Current data (2024)			Extrapolated data based on current data
Mode of Transport	**Student Number**	**%**	**Maximum Student Number**
Parent/carer drop off	9 (5 vehicles)	45%	27 (15 vehicles)
Train/Bus	7	35%	21
Walk	3	15%	9
Bicycle	1	5%	3
Total	**20**	**100**	**60**

Of the 9 students who are dropped off by parents, 4 share vehicle transport (car-pooling) with other students, equating to 5 vehicles. No students drive themselves. Drop off and pick up times are staggered over a 30 minute period to avoid congestion.

Proposed site will have up to 60 students and 8 staff. Attendance rates for our students also have a direct impact on traffic flow and, averaged over the last four years of operation, are at 71%. For our current student daily attendance this equates to average of 14 students per day and, for the projected 60 students, approximately 42 students.

Steve Wright – Principal
06/07/2024