



**MORNINGTON
PENINSULA**
Shire

ADDENDUM ATTACHMENTS

COUNCIL MEETING

TUESDAY, 2 DECEMBER 2025

6:30PM

**BLAIRGOWRIE COMMUNITY HALL,
12 WILLIAM ROAD, BLAIRGOWRIE**

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Ref:GE24/0858; Graham Scott: Direct Dial Planning Services on (03) 5950 1010

25 November 2025



Department of Transport & Planning
GPO Box 2392
MELBOURNE VIC 3001

Your Reference: PA2403198

Dear Sir/Madam

Submission of Mornington Peninsula Shire in relation to planning permit application PA2403198 at 1A–5 Lumeah Road and 4 Yaringa Road Somerville

Planning scheme clause	Matter for which the permit is required
37.01-1 (SUZ1 & SUZ9)	Use the land for industry (boat manufacturing)
37.01-4 (SUZ1 & SUZ9)	Construct a building or construct or carry out works
42.01-2 (ESO5) - 3 Lumeah	Construct a building or construct or carry out works
44.04-2 (LSIO2)- 4 Yaringa	Construct a building or construct or carry out works
44.06-2 (BMO)	Construct a building or construct or carry out works
52.05-13	To install non-illuminated business identification signs in Category 3 areas
52.06-5	Reduce the number of car parking spaces required under Clause 52.06-5
52.17-2	To remove native vegetation

Mornington Peninsula Shire has no objection to the planning permit application of PA2403198 subject to the below conditions, having considered the following key issues:

Use of the land for Industry (boat manufacturing) and relationship with permit CP09/002

1. The land at 1A, 1 and 3 Lumeah Road is within the Special Use Zone Schedule 9 (SUZ9 - Yaringa Boat Harbour). The use as industry (boat manufacturing) is consistent with both the existing planning permit CP09/002 which applies to the land and includes approval for the use

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as marine service industry and the purpose of the SUZ9, which includes to provide for major boat storage facilities and marine-related industry south of Lumeah Road.

2. While provision has been made for the transferring of boats from 4 Yaringa Road through 1 and 3 Lumeah Road to use the existing travel lift at 1A Lumeah Road for launching boats, it is noted that no such path of access has been provided for boats built in the western building at 3 Lumeah Road. Such provision of access needs to be addressed in conditions.
3. The land at 5 Lumeah Road and 4 Yaringa Road is within the Special Use Zone Schedule 1 (SUZ1 – Port Related Uses). The use as industry (boat manufacturing) is consistent with the purpose of the SUZ1 and satisfies the conditional requirement for industry use of being a marine service industry.
4. The SUZ1 has a purpose to enable the effective implementation of the Hastings Port Industrial Area Land Use Structure Plan (Department of Planning and Development 1996) (**Structure Plan**). The Structure Plan at Plan 17 Framework Plan (p.111) refers to the land being rezoned for Port Related Use.

Traffic and car parking

5. The development proposes the provision of 100 car parking spaces which is a reduction of 101 spaces. Council's Traffic Engineers have reviewed the proposal and are supportive of the car parking reduction.
6. The submitted Traffic Engineering Assessment confirms at Section 3 (Proposal) that deliveries will include from 20m semi-trailer trucks and at Section 6 (Traffic considerations) it states that "Deliveries undertaken by larger trucks will ... occur on a weekly basis."
7. Within Schedule 1, use of the land must not adversely affect the amenity of the neighbourhood, including through the **transport of materials, goods or commodities to or from the land** and the decision guidelines for use of the land in Schedule 1 includes requiring consideration of **the effect of traffic likely to be generated on roads**.
8. Within Schedule 9 use of the land includes the following permit requirements:
 - Any planning permit granted to allow the use of land, which is considered by the Responsible Authority to require the construction of road upgrades in Lumeah Road and Whitneys Road between its intersection with Lumeah Road and its intersection with Tyabb-

Tooradin Road /Bungower Road, **must include** a condition that has the effect of requiring the permit holder to meet all costs associated with such upgrades in accordance with plans to the satisfaction of the Responsible Authority.

9. The total area of the use is about 7.5ha, of which 4ha is within the SUZ1 and 3.5ha is within the SUZ9. While the bulk of the proposed buildings and works are within the SUZ1, the use as a whole is intrinsically linked to the proposed change of the use of Yaringa Harbour (within the SUZ9) from an exclusive recreational boat facility (both boat launching facility & marina) to an industry use (boat manufacturing). Not only is almost half of the area of the use within the SUZ9, the use is dependent on both the proximity to and change of the use of the harbour.
10. While Lumeah Road is a bitumen road the SUZ9 acknowledges the poor state of the road surface and its limited ability to accommodate further traffic, particularly heavy traffic. Council has formed the view that the proposed use will cause significant damage to Lumeah Road if used in its current condition and accordingly require the road to be upgraded, in the same way that Permit CP09/002 for the new harbour development and marine industry use is required to upgrade the road.
11. Notwithstanding the requirement of the SUZ9 to upgrade the road if required to facilitate the use of the land, Section 62 (5) (c) (i) also states that in deciding to grant a permit, the responsible authority may include a condition that specified works, services or facilities that the responsible authority considers necessary to be provided on or to the land or other land as a result of the grant of the permit be provided by the applicant.
12. Council's Transport and Traffic Engineers note that at some sections, the road seal of Lumeah and Whitneys Road is less than 3 metres wide. They believe this will become a safety issue when heavy vehicle volume is further increased due to the factories and have advised that the upgrade of the roads is critical to ensure functionality and safety for all road users.
13. Yaringa Road is a gravel road. Section 2.2 (Road Network) of the submitted Traffic Engineering Assessment describes Yaringa Road as a rural access road under the Mornington Peninsula Shire Register of Public Roads. The report then further states at Section 3 (Proposal) that:
 - a gated emergency access with Yaringa Road is proposed at 4 Yaringa Road (which will also require **minor works** to an existing access), whilst existing access is to be retained for Lumeah Road.

14. The submitted Town Planning Report also states at Section 1.1.2.4 (4 Yaringa Road) describes the current access for 4 Yaringa Road as “accessible via two single-width dirt crossovers” and then at Section 2.3.3.2 (Access) it states that:
- The proposed access layout will accommodate vehicles up to and including a 20m semi-trailer. The proposed internal access roads are:
 - The main accessway will be the existing crossover at the east of 5 Lumeah Road’s north frontage to Lumeah Road. This accessway will be upgraded and widened to suit the site’s future operations.
 - A 9m wide access road will be developed within the site along its east boundary. Emergency access will be provided to Yaringa Road via an existing crossover that will be modified as part of the proposal.
15. The above statements regarding the nature of the proposed access are however contradicted by the submitted plans, which show the 9m wide access road to Lumeah Road and a 12.6m wide access and crossover to Yaringa Road, which would result in a practical design outcome of the primary access for the 20m semi-trucks being from Yaringa Road. To ensure that the access is only used in the way described in the reports and the large trucks do not regularly use Council’s rural gravel roads, Council requires that the access to 4 Yaringa Road be reduced to 3.5 metres, consistent with the trafficable width requirements of Clause 53.02-4 (Bushfire protection objectives), and that the gate be closed at all times and used only during emergency events.
16. Council’s Development Engineers require the car parking spaces to be 2.6m side in accordance with the requirements of Clause 52.06-9, to improve ease of access to and egress from parked vehicles, regardless of aisle width. Specifically, they note that the Traffix Group Traffic Management Plan states that the nature of vehicles parked in the parking spaces is expected to be predominantly utes and vans, which are wider than the average car on which Australian Standard AS2890.1 is based. It is further noted that there is sufficient space available within the site to widen car parking spaces to 2.6m wide.

Wastewater

17. In regard to wastewater, Council’s Environmental Health officers have advised that based upon the planning application, supporting documents and using EPA Guidelines for onsite wastewater management May 2024 (p.31 and 32), it is calculated that:

- The daily design hydraulic flow, balanced over a week to be $83 \times 50 \times 0.71 = 2947$ L/day
- The daily organic material loading, balanced over a week to be $50 \times 30 \times 0.71 = 1065$ g BOD/day

Given the daily design hydraulic flow is anticipated to be less than 5000 L/day, the applicant will need to lodge an Application for permit to install A20 - on-site wastewater management system with the Responsible Authority (Mornington Peninsula Shire).

Signage

18. The reduced sign height 7m is a significant improvement compared to the original proposal and is supported.

Built Form and Landscaping

19. As the subject site abuts land of High Biodiversity as identified in Council's Biodiversity Conservation Plan 2019 it is recommended that all species of planting be from the local EVC 49 (Heathy Woodland).
20. It is noted that the applicant has provided evidence of the planting of six Silver Banksia trees which were required to be planted as a result of enforcement proceedings for native vegetation removal. These trees are required to be shown on the landscape plan, which also needs to be updated to respond to the amended location of the tanks.
21. Council further notes that the application proposes the removal of a significant amount of native vegetation to facilitate the waste disposal field and believes that the field could be relocated to the location of the current domestic envelope, noting that the application proposes the removal of the current buildings on the site.
22. Council's Environmental Health department has also advised that the proposed waste disposal system has root guard provisions which enable suitable vegetation to be planted over the field which can then absorb nitrates.
23. Council questions the appropriateness of the removal of trees along the west boundary of Yaringa Road, specifically Trees 48 (*Eucalyptus ovata*) and 95 (*Eucalyptus pryoriana*) which are both identified as having ULEs of 15-20 years in the Arboricultural Assessment and Report by Arborist Reports Australia dated 5 April 2023.
24. It is noted that there are inconsistencies between the submitted landscape plan, the location of the six Silver Banksia trees which were required to be planted as a consequence of enforcement action

following the illegal removal of native vegetation, and the defensible space requirements of the submitted Bushfire Management Plan, which if not resolved will result in compliance and enforcement issues.

Retrospective approvals

25. It is further noted that the proposed use of the buildings at 3 Lumeah Road relies on retrospective buildings and works, comprising of:

- Dome Structure.
- Shipping Container stack.
- Roller door to the north elevation of the western building.
- Hard surfacing to both the north and south of the western building and to the east of the internal road adjacent to the east boundary.

Not all of these buildings and works are acknowledged in the Town Planning Report at Section 2.3.4 (Proposed development at 3 Lumeah Road). Regarding the western warehouse the applicant refers to a number of alters which were made to this building by the previous owner, without acknowledging changes made by the current owner or proposed changes shown on the plans. Specifically, I refer to the large door in the north elevation which is not shown on current endorsed plans and was installed by the current owner, and which is shown on plans A0.20, A0.39, A0.40, A0.41, A0.43 and A0.46. In the last listed plan (elevation) the height of the door is shown higher than the existing door, which is shown on the earlier submitted Plan A0.42 (Issue 05.03.2025) at both the existing and proposed heights. The new hard surfacing to the north of the western building was laid to enable the use of the north elevation door and is integral to the proposed use, and the new hard surface to the south was required to create the new car parking spaces which the use relies upon.

These issues were raised in Council's letter dated 6 November 2024. While Council is not raising any specific concerns with these retrospective works, it sees them as being integral to the retrospective approval of the use and therefore form a part of any approval for the use of the site.

26. The Town Planning Report refers to the office building at 3 Leumeah Road as a temporary building. It is understood that it is intended that the office only be used until such time as the new buildings are constructed, as outlined in the Traffic Report at Section 3 (Proposal). The removal of this building is addressed in the below proposed conditions but could be deleted if it is intended that the building is not temporary.

Draft Conditions

Compliance with documents approved under this permit

1. At all times what the permit allows must be carried out in accordance with the requirements of any document approved under this permit to the satisfaction of the responsible authority.

Amended plans

2. Before the development starts, amended plans to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the plans will be endorsed and will then form part of the permit. The plans must be drawn to scale with dimensions. The plans must be generally in accordance with the plans submitted with the application but modified to show:
 - a) The area of the approved use extended to include provision of access from the western building at 3 Lumeah Road to the travel lift at 1A Lumeah Road.
 - b) The width of the vehicle access and crossover to Yaringa Road reduced to a maximum of 3.5 metres, including on the fence elevation.
 - c) Car parking spaces to be a minimum of 2.6m wide.
 - d) Development plans to reflect all sustainability features indicated in the Sustainability Management Plan referred to in Condition 19. Where features cannot be visually shown, include a notes table providing details of the requirements (i.e. energy and water efficiency ratings for heating/cooling systems and plumbing fittings and fixtures, etc.). In addition to the above the plans must also include:
 - i. Solar photovoltaic systems size (minimum 60kWp total)
 - ii. Windows and glazing to have thermal performance (U-value and SHGC) in accordance with the SMP.
 - iii. Electric vehicle infrastructure noted to proposed parking spaces as per details in the SMP
 - e) The Landscape plan to:
 - i. Delete the tanks from 5 Lumeah Road.
 - ii. Show all vegetation proposed to be retained, including the six Silver Banksia trees at 4 Yaringa Road.
 - iii. The provisioned appropriate vegetation over the effluent disposal field.
 - iv. All new vegetation to be from the local Ecological Vegetation Class EVC 48 (Heathy Woodland).
 - f) Relocate the waste disposal field on both the development and landscape plans to the area of the cleared domestic envelope and demolished dwelling.

Layout not altered

3. The layout of the use and development must not be altered from the layout on the approved and endorsed plans without the written consent of the Responsible Authority.

Colours/Materials

4. The materials and colours of the exterior finish of the dwelling additions must be in accordance with the endorsed plans unless with the further permission of the Responsible Authority.

Number of staff

5. The maximum number of employees permitted on the land must not exceed 83 people.
6. The use may operate only between the following hours:
 - a. Monday to Friday 7am – 5pm.

Tree protection to Australian Standard

7. Prior to the commencement of any building or works appropriate tree protection fencing must be erected in accordance with Australian Standard AS4970 – 2009 (Protection of trees on development sites). The tree protection fencing must remain in place until the completion of any works hereby approved.

Access to Yaringa Road

8. The gate to the emergency exit to Yaringa Road must be closed at all times except in the event of emergencies to the satisfaction of the Responsible Authority.

Engineering Plans

9. After the endorsement of Condition 1 plans and before any works associated with the development starts, a signed and completed 'Checklist for Development Engineering Plan Approval' along with engineering plans to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. The plans must be drawn to scale with dimensions and shall be emailed to devengadmin@mornpen.vic.gov.au in pdf format.

The plans must show:

- a. All areas of the development being drained by means of an underground drainage system.

- b. All areas of the development being drained by means of an underground drainage system to retain a post-development 10% Annual Exceedance Probability storm event for the critical storm duration. Discharge from the site must be limited to an equivalent pre-development flow based on a 0.5 Exceedances per Year storm event for the critical storm duration.
 - c. Stormwater discharge from the site being to Yaringa Road and/or to other location/s to the satisfaction of the Responsible Authority.
 - d. Upgrading of the stormwater drainage system in Yaringa Road and if necessary, within the coastal reserve, all to the satisfaction of all Responsible Authorities.
 - e. All surface areas of open spaces being drained by a minimum 150 mm diameter drainage pipe connected to the stormwater system.
 - f. A drainage system on the site being designed to ensure storm water runoff exiting the site meets the current best practice performance objectives for stormwater quality, as contained in the Urban Stormwater Best Practice Environmental Management Guidelines (Victorian Stormwater Committee, 1999).
 - g. A drainage surcharge route within the development to avoid inundation of any buildings.
 - h. Details, including levels, of all driveways and parking areas within the site.
 - i. The design of all vehicle movements entering and exiting the property being in a forward direction.
 - j. Vehicular crossings to Council standards, with all redundant vehicle crossings being removed and replaced with reinstated nature strip.
 - k. Sight distance for vehicles and pedestrians not being unduly restricted at the exits from site by fencing or landscaping works.
 - l. Tree Protection Zones (TPZs) impacted by the works, or as shown on any other development plans and documents.
 - m. Drainage works designed to avoid TPZs where possible.
 - n. Proposed methodologies for complying with AS4970-2009 (Protection of trees on development sites) for any works that are required within TPZs.
10. Before the approval of engineering plans, drainage computations and documentation are required for:
- a. The proposed drainage system.
 - b. The consideration of any drainage catchment external to the development that may drain to the proposed drainage system.
 - c. A STORM, BlueFactor, or MUSIC Report, if applicable.
11. Prior to the approval of engineering plans, the applicant must:

- a. Demonstrate to the Responsible Authority that water quality features will be implemented in accordance with clause 53.18 of the planning scheme

12. After the approval of Engineering Plans and before any works commence on site, a site-specific Construction Management Plan (CMP) must be prepared by a suitably qualified consultant and endorsed by the Mornington Peninsula Shire.

Any plans submitted must be consistent with all other documents approved under this Planning Permit. The endorsed CMP must be implemented to the satisfaction of the Responsible Authority prior to, and during the works.

The CMP must include the following:

- a. Contact details of the project manager, including emergency 24 hour mobile phone number.
- b. Hours during which construction activity will take place.
- c. Identification of all possible environmental risks associated with the works.
- d. Measures and monitoring systems to minimise and control identified environmental risks, including but not limited to runoff, erosion, noise, sediment, dust, and litter escaping from the construction site.
- e. Measures to minimise any adverse impacts on surrounding property owners.
- f. Proposed arrangements to ensure roads in the locality are not prejudiced or damaged by the movement of construction vehicles to and from the site.
- g. Proposed communications for locally affected stakeholders and residents.
- h. Proposed location of all stockpiles, storage of machinery, and materials on the site.
- i. The proposed methodology for management of waste and its collection from the construction site.
- j. The location of any temporary cabins, sheds, security fencing and site access details.

13. Prior to the commencement of works for this development, a project specific Construction Traffic Management Plan (CTMP) must be submitted to Council for approval. The CTMP must then be implemented to the satisfaction of the Responsible Authority prior to and during construction of the works.

14. Before internal drainage works commence, all external drainage works must be completed in accordance with approved engineering plans, and to the satisfaction of the Responsible Authority.
15. Before the initial occupation of the development, all drainage works associated with the development must be constructed in accordance with approved engineering plans, and to the satisfaction of the Responsible Authority.
16. The owner must operate and maintain the drainage works, including any on-site stormwater detention and any on-site stormwater treatment system, at their own cost, and must allow the system to be inspected by an authorised officer of the Responsible Authority from time to time. The owner must not modify any on-site stormwater detention or on-site stormwater treatment system without prior written approval from the Responsible Authority.

Section 173 Agreement

17. Prior to the commencement of any works, the owner of the land must enter into an agreement with the Responsible Authority, pursuant to Section 173 of the Planning and Environment Act 1987. This agreement must be registered by the Responsible Authority pursuant to Section 181 of the Planning and Environment Act 1987 on the title of the subject land prior to the commencement of any works.

This agreement must provide for the following works to be undertaken by the owner of the land entirely at their own cost, prior to the initial occupation of the development approved by this planning permit:

- (a) The upgrade of the full extent of Lumeah Road, and the upgrade of Whitneys Road between its intersection with Lumeah Road and its intersection with Tyabb-Tooradin Road/Bungower Road, all in accordance with engineering plans approved by the Responsible Authority.
- (b) Minimum 3.10 metre wide traffic lanes in each direction, and with minimum 0.50 metre wide shoulder seal where possible, subject to (c) below.
- (c) Minimum safe seal and shoulder widths to reduce impacts on adjacent landowners and roadside vegetation.
- (d) A reduced speed limit of 60 km/h or 80 km/h, to the satisfaction of the Responsible Authority.

- (e) Provision for repairs and maintenance during a 12 month defects liability period.

The agreement may provide that the agreement will end in accordance with Section 177 of the Planning and Environment Act 1987 upon achieving compliance with all requirements.

The costs in preparation and registration of such agreement are to be met by the applicant and the agreement must be executed prior to the commencement of any works within the site or external to the site.

18. Before the initial occupation of the development, vehicle crossings, areas set aside for the parking of vehicles and driveways as shown on the endorsed plans must be constructed in accordance with approved engineering plans, surfaced with asphalt or reinforced concrete, and drained to the satisfaction of the Responsible Authority. Car spaces, access lanes and driveways must be kept available for these purposes at all times.

Environmentally Sustainable Development

19. Prior to the occupation of the development, the Sustainability Management Plan by Ark Resources dated 6/5/2025 must be approved by the Responsible Authority. When approved, the Sustainable Management Plan will be endorsed and will then form part of the permit.

Environmental Health

20. Prior to the commencement of any works the owner of the land must either:
- a. consolidate the land; or
 - b. enter into an agreement with the Responsible Authority, pursuant to Section 173 of the Planning and Environment Act 1987. This agreement must be registered by the Responsible Authority pursuant to Section 181 of the Planning and Environment Act 1987 on the title of the subject land prior to the commencement of any works. This agreement must provide for:
 - ensure that the land located at 5 Lumeah Road, Somerville VIC 3912, used for the management of wastewater from surrounding allotments is permanently linked to the properties at 1, 1A and 3 Lumeah Road, and 4 Yaringa Road, Somerville VIC 3912, and cannot be subdivided or separately disposed of.

The landowner must bear all reasonable legal costs and expenses incurred by the responsible authority in relation to the preparation, execution, and registration of this agreement on title.

21. Supply the Responsible Authority with a Land Capability Assessment undertaken by an appropriately qualified soil testing and geotechnical consultant/engineer. The report must be undertaken in accordance with the Victorian Land Capability Assessment Framework (January 2014). The report should include calculation of wastewater hydraulic flow, organic material loading (BOD), proposed wastewater envelope, site plan, soil assessment, soil permeability, management program and water/nutrient balance.
22. All wastewater from the proposed development must be discharged into an on-site wastewater management system (OWMS) which is approved by the Responsible Authority. The OWMS must address the requirements of all uses on the site (except for the existing restaurant) and must be maintained to the satisfaction of the Responsible Authority.
23. All wastewater must be managed in accordance with part 5.7 of the *Environment Protection Regulations 2021* to minimise the risk of harm to the environment and human health.
24. Within one month of the occupation of the buildings at 4 Yaringa Road the following must occur:
 - a. the buildings at 5 Lumeah Road demolished to the satisfaction of the responsible authority.
 - b. The temporary site office at 3 Lumeah Road removed.
 - c. Connect all existing plumbing fixtures at 3 Lumeah Road to the new on-site wastewater management system (OWMS) at 5 Lumeah Road Somerville VIC.
25. The amenity of the area must not be detrimentally affected by the use or development, through the:
 - a. Transporting materials, goods, or commodities to and from the land.
 - b. The appearance of any buildings, works, or materials.

- c. The emission of noise, artificial light, vibration, smell, fumes, smoke, vapour, steam, soot, ash, dust, waste water, waste products, grit or oil.

Amenity impacts

- 26. Outdoor lighting must be designed, baffled and located to the satisfaction of the Responsible Authority to prevent any adverse effect on adjoining land.

Signs

- 27. The location and details of the sign(s), including those of the supporting structure, must be in accordance with the endorsed plans, unless otherwise agreed in writing by the Responsible Authority.

- 28. The sign(s) must be maintained to the satisfaction of the Responsible Authority.

Should you require further assistance please do not hesitate to contact me on (03) 5950 1010.

Yours faithfully



Graham Scott
PRINCIPAL PLANNER



HART MARINE BOAT WORKS MANUFACTURING PRECINCT @ YARINGA

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1A & 1-5 LUMEAH ROAD, 4 YARINGA ROAD, SOMERVILLE
SECTION 50 PLANNING APPLICATION

HART MARINE
1A & 1-5 LUMEAH ROAD & 4 YARINGA ROAD,
SOMERVILLE 3912, VICTORIA



**YARINGA MARINA PLANNING APPLICATION
1A & 1-5 LUMEAH ROAD , 4 YARINGA ROAD
SOMERVILLE 3912**

drawing index :

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A0.5	5 Lumeah Rd. & 4Yaringa Rd. site survey.....	scale 1:500
A0.6	5 Lumeah Rd. & 4Yaringa Rd. site proposed	scale 1:500
A0.7	5 Lumeah Rd. & 4 Yaringa Rd. demolition plan	scale 1:500
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Building and Works

A0.11	4 Yaringa Rd. proposed building & works	not to scale
A0.12	proposed factory_1 ground/ mezzanine/ roof level.....	scale 1:200
A0.13	proposed factory_1 elevations & sections.....	scale 1:200
A0.14	proposed factory_2 ground/ mezzanine/ roof level.....	scale 1:200
A0.15	proposed factory_2 elevations & sections.....	scale 1:200
A0.16	artist impression	not to scale
A0.17	aerial rendering	not to scale
A0.18	aerial rendering	not to scale

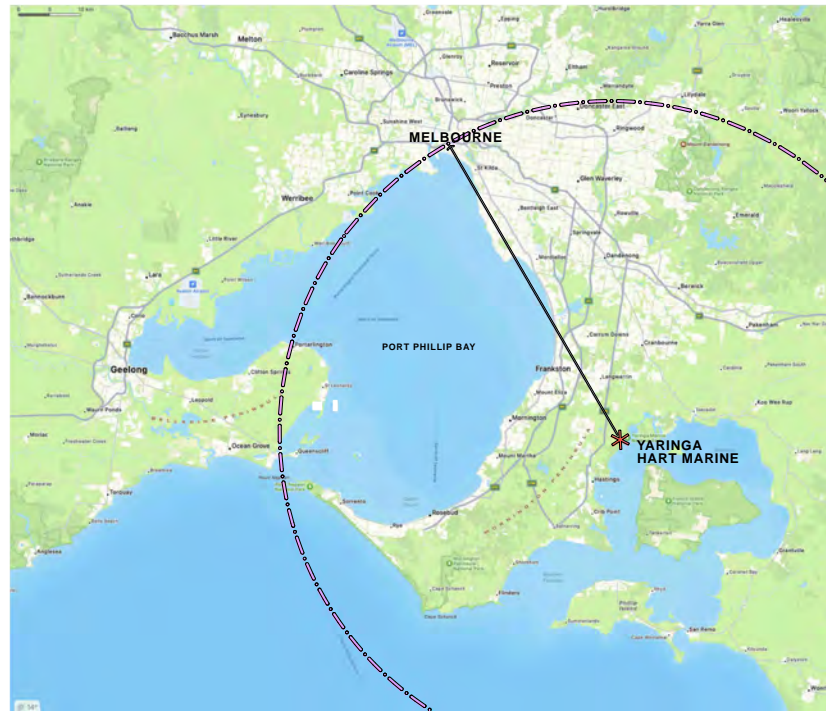
A0.19	5 Lumeah Rd. proposed building & works	not to scale
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A0.23	3 Lumeah Rd. site _ proposed fire service elevations.....	not to scale
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Impact Studies

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A0.27	1-7 Lumeah Rd. visual impact studies	not to scale
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A0.35	6 Yaringa Rd. visual impact studies	not to scale
A0.36	11-6 Yaringa Rd. visual impact studies	not to scale

Development Overview - 3 Lumeah Road

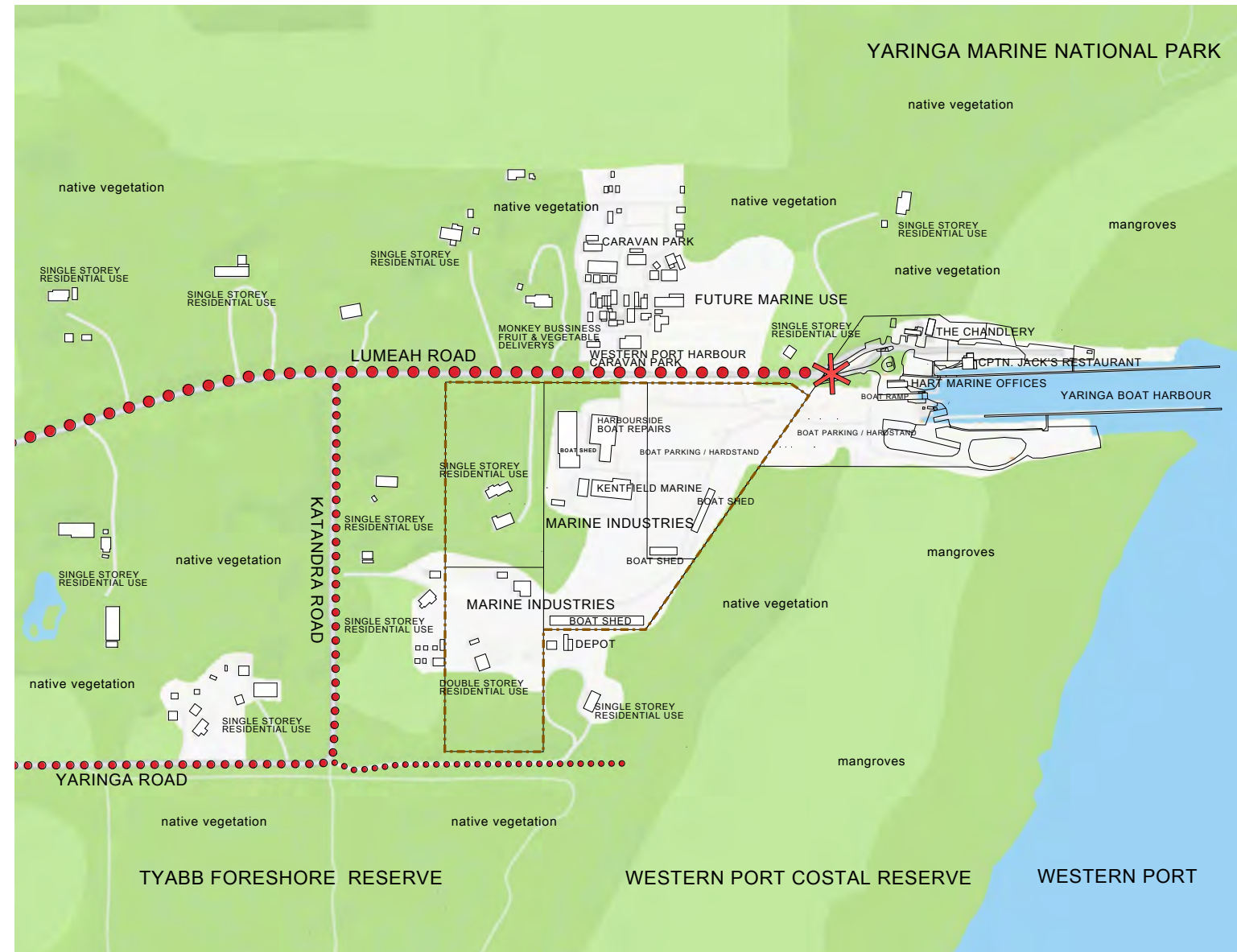
A0.37	temporary works at 3 Lumeah Rd.	not to scale
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A0.43	3 Lumeah Rd. Western Warehouse proposed ground & roof.....	scale 1:100
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A0.45	3 Lumeah Rd. Western Warehouse elevations & sections.....	scale 1:100
A0.46	3 Lumeah Rd. Dome Structure roof plan & elevations.....	scale 1:100
A0.47	3 Lumeah Rd. Dome Structure site plan	scale 1:100
A0.48	3 Lumeah Rd. new relocatable office / ground & roof plan.....	scale 1:50
A0.49	3 Lumeah Rd. new relocatable office / elevations	scale 1:50
A0.50	3 Lumeah Rd. new relocatable office /artist impression	not to scale
A0.51	4 Yaringa Rd. proposed fence.....	scale 1:200



1 Yaringa_Hart Marine Context Map
A0.1



2 Yaringa_Hart Marine Movement Map
A0.1

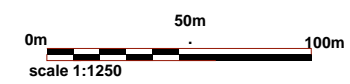


3 Yaringa Hart Marine , Land Use_Build Form
A0.1





1 3 & 5 Lumeah Rd. 4 Yaringa Rd.
A0.2 Scale 1:1000 @ A1 size



alfanostudio
107 Elizabeth Street, Melbourne, Australia
mob: 03 869 63999

1A & 1-5 LUMEAH ROAD, 4 YARINGA ROAD, SOMERVILLE
SECTION 50 PLANNING APPLICATION

DRAWING TITLE:
YARINGA FULL PRECINCT

HART MARINE
1A & 1-5 LUMEAH ROAD & 4 YARINGA ROAD,
SOMERVILLE 3912, VICTORIA

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02.10.2025

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A0.2



1 3 & 5 Lumeah Rd. 4 Yaringa Rd.
A0.3 Scale 1:1000 @ A1 size



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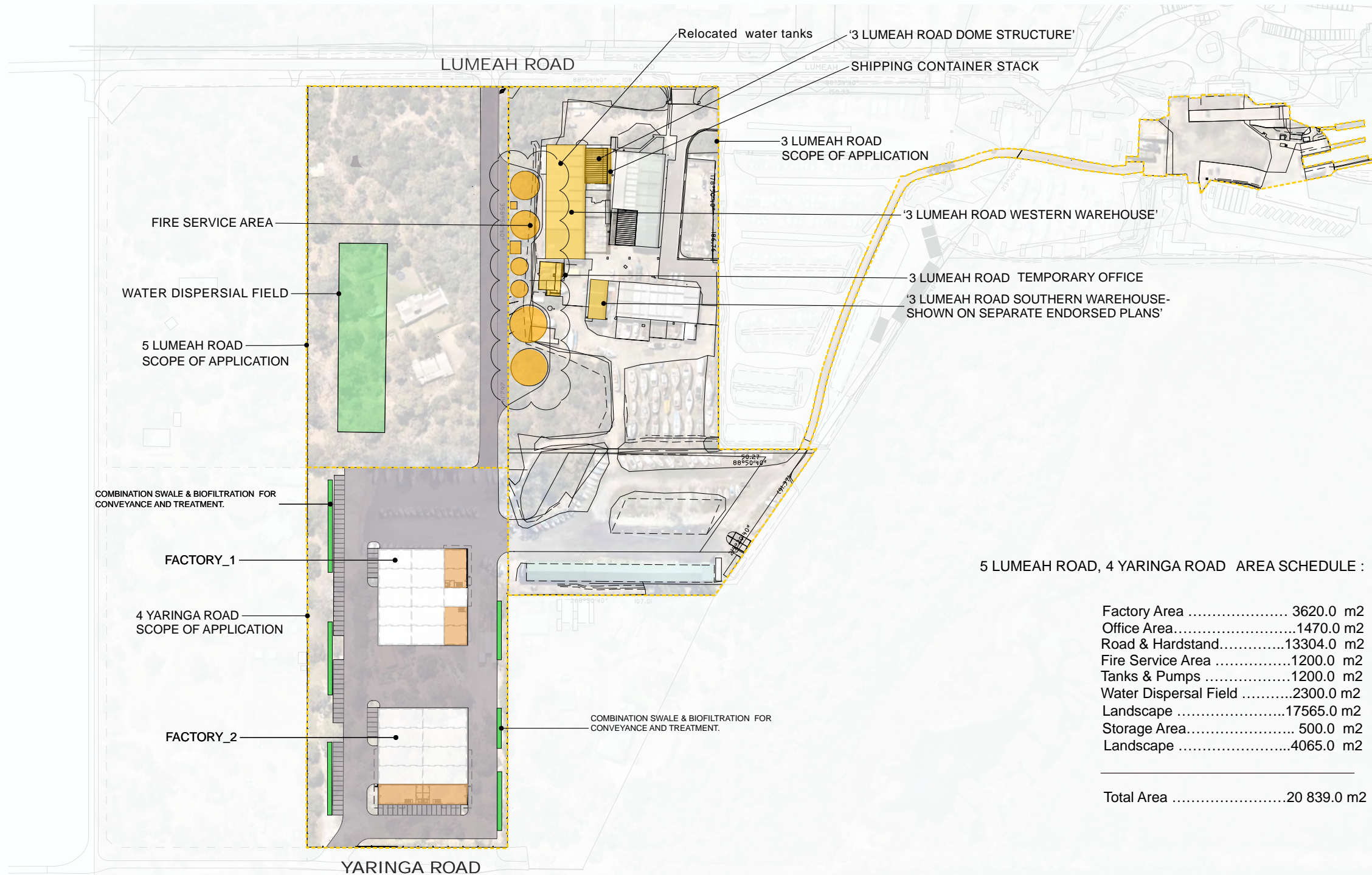
DRAWING TITLE:
PROPOSED SITES PRECINCT EXISTING

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A0.3



5 LUMEAH ROAD, 4 YARINGA ROAD AREA SCHEDULE :

Factory Area	3620.0 m2
Office Area.....	1470.0 m2
Road & Hardstand.....	13304.0 m2
Fire Service Area	1200.0 m2
Tanks & Pumps	1200.0 m2
Water Dispersal Field	2300.0 m2
Landscape	17565.0 m2
Storage Area.....	500.0 m2
Landscape	4065.0 m2
<hr/>	
Total Area	20 839.0 m2

1 3 & 5 Lumeah Rd. 4 Yaringa Rd.
A0.4 Scale 1:1000 @ A1 size



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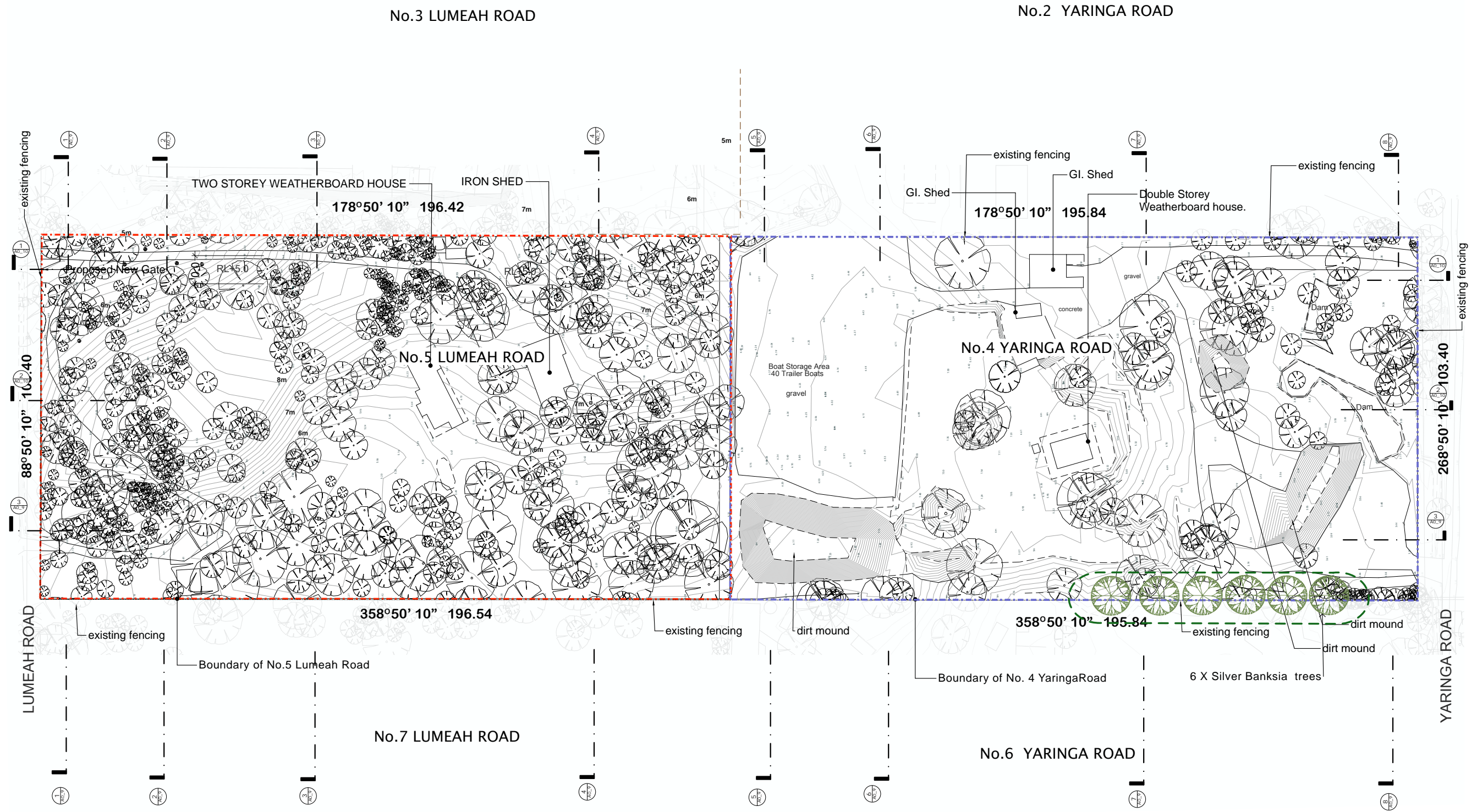
DRAWING TITLE:
3,5 LUMEAH RD. & 4 YARINGA RD. _DEVELOPMENT SUMMARY

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1A & 1-5 LUMEAH ROAD & 4 YARINGA ROAD,
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A0.4



1 Site Location_5 Lumeah Rd. 4 Yaringa Rd.
A0.5 Scale 1:500 @ A1 size



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1A & 1-5 LUMEAH ROAD, 4 YARINGA ROAD, SOMERVILLE
SECTION 50 PLANNING APPLICATION

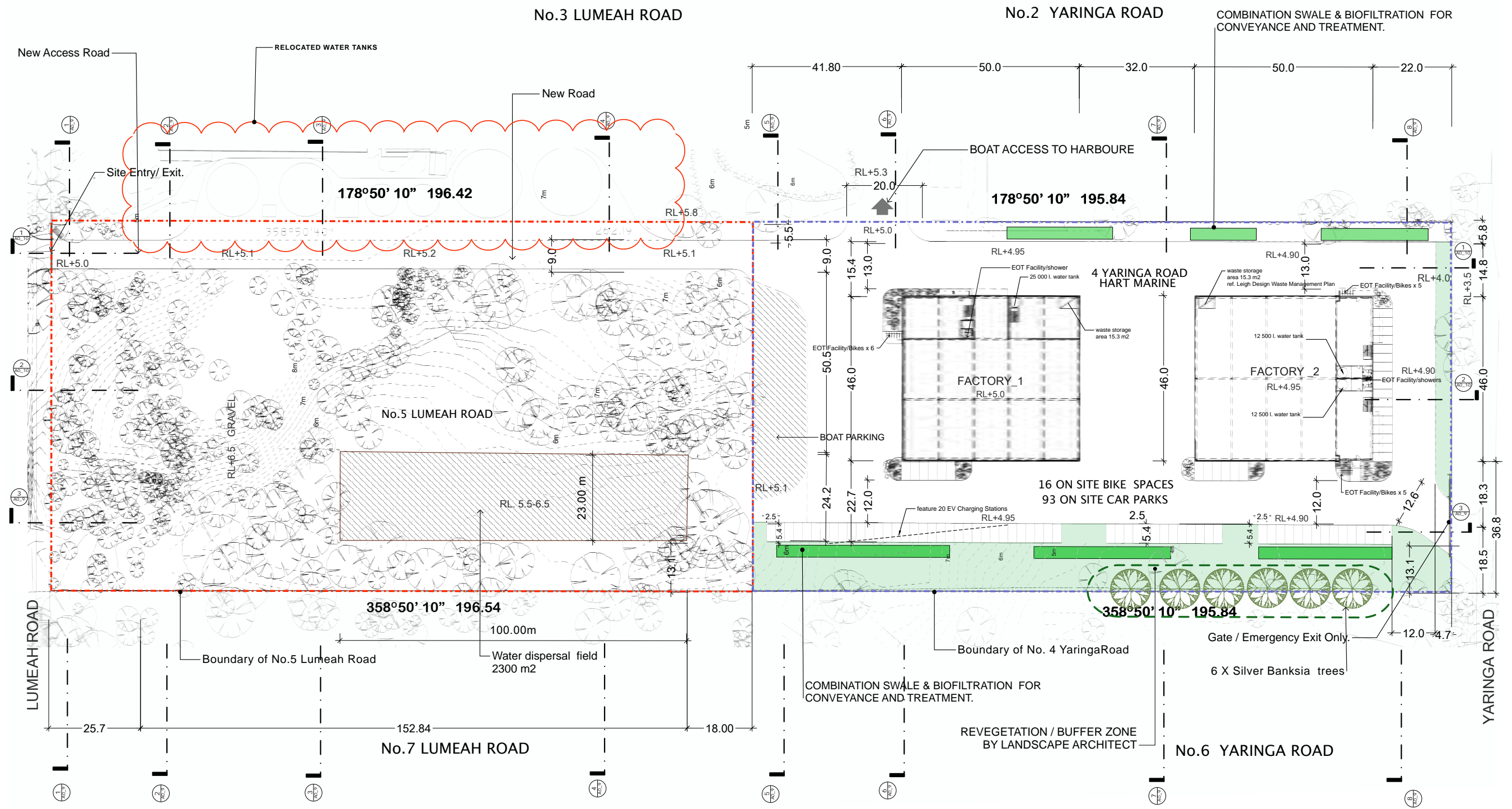
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5 LUMEAH RD. & 4 YARINGA RD. SITE SURVEY_FEB. 2024

HART MARINE
1A & 1-5 LUMEAH ROAD & 4 YARINGA ROAD,
SOMERVILLE 3912, VICTORIA

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A0.5



1 Site Location_ 5 Lumeah Rd. 4 Yaringa Rd.
A0.6 Scale 1:500 @ A1



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1A & 1-5 LUMEAH ROAD, 4 YARINGA ROAD, SOMERVILLE
SECTION 50 PLANNING APPLICATION

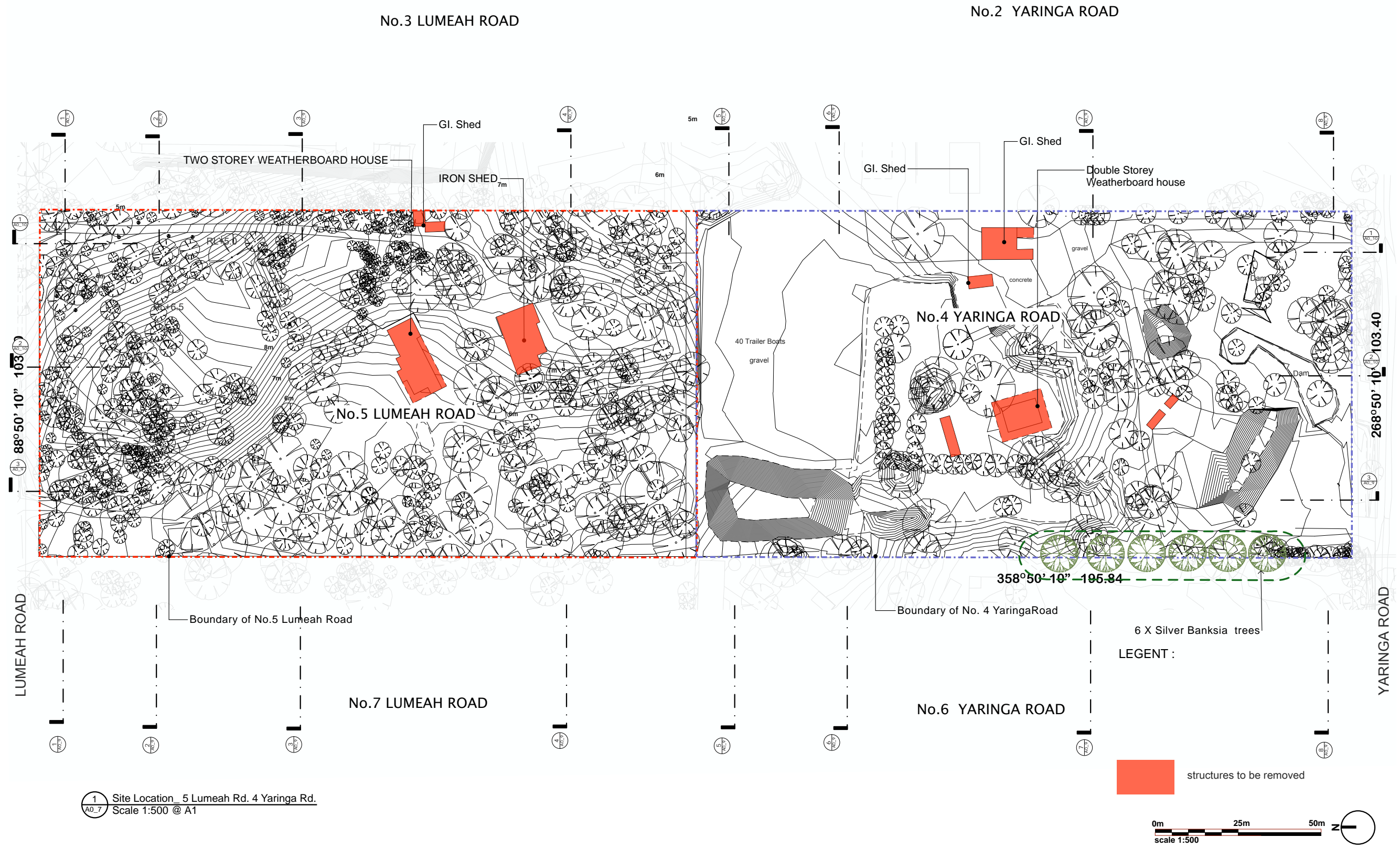
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5 LUMEAH & 4 YARINGA RD.SITE PROPOSED

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A0.6



1 Site Location_ 5 Lumeah Rd. 4 Yaringa Rd.
A0.7 Scale 1:500 @ A1

LEGENT :
6 X Silver Banksia trees
structures to be removed



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1A & 1-5 LUMEAH ROAD, 4 YARINGA ROAD, SOMERVILLE
SECTION 50 PLANNING APPLICATION

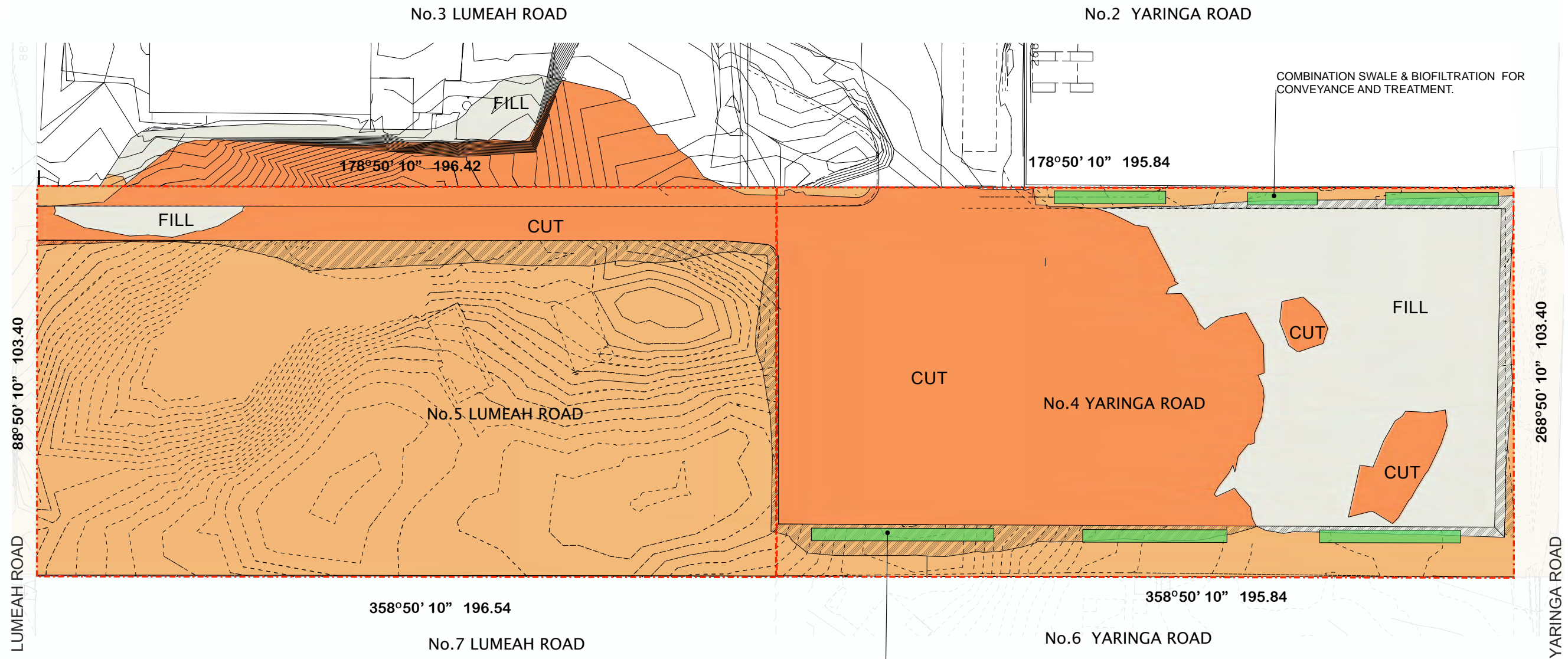
DRAWING TITLE :
5 LUMEAH & 4 YARINGA RD. DEMOLITION PLAN

HART MARINE
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SOMERVILLE 3912, VICTORIA

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A0.7



LEGEND:

- NATURAL GROUND
- FILL VOLUME : 3000 m3
- CUT VOLUME : 24 400 m3
- BATTER SLOPE

1 Site Location_4 Yaringa , 5 Lumeah Rd.
A0.8 Scale: 1:500 @ A1



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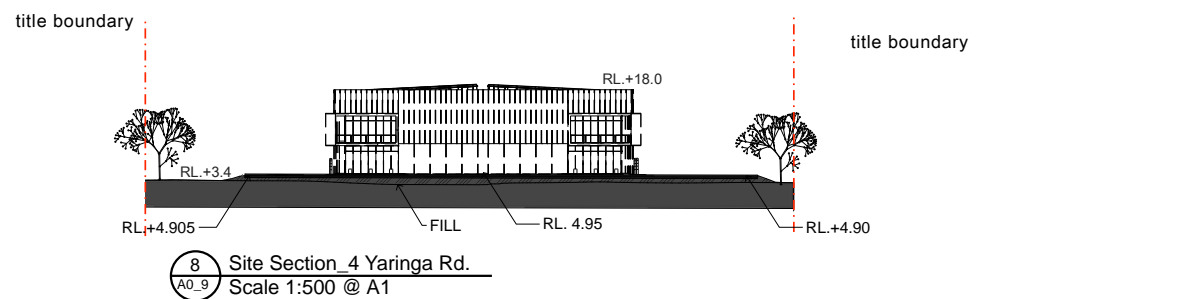
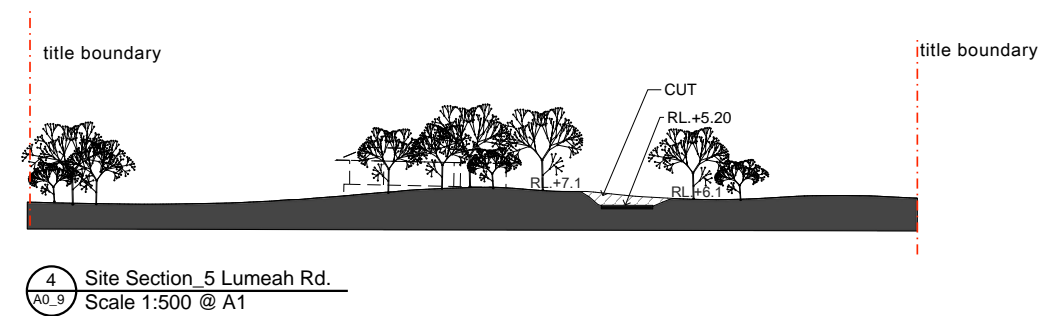
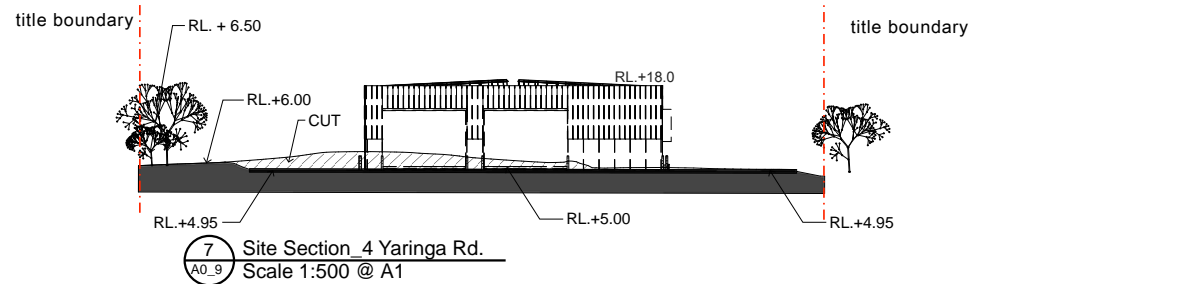
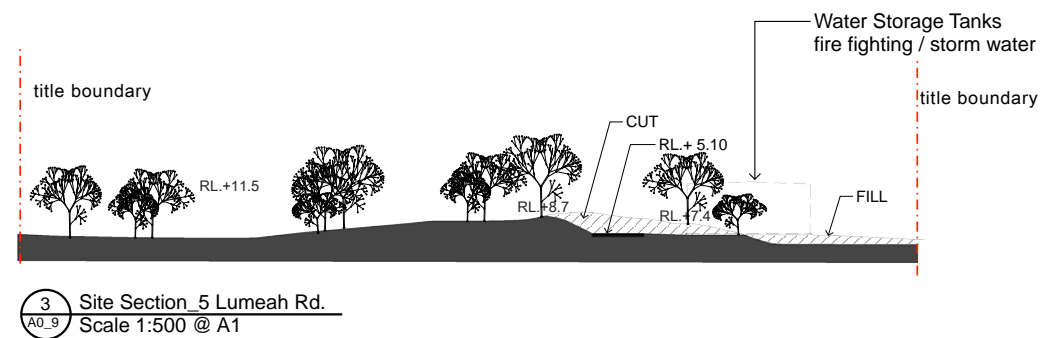
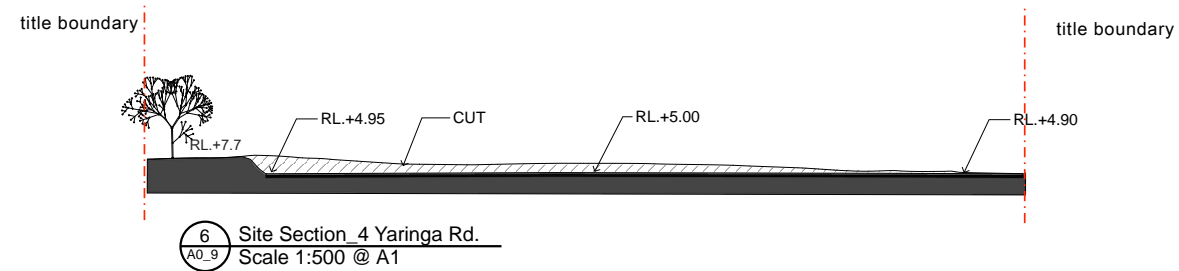
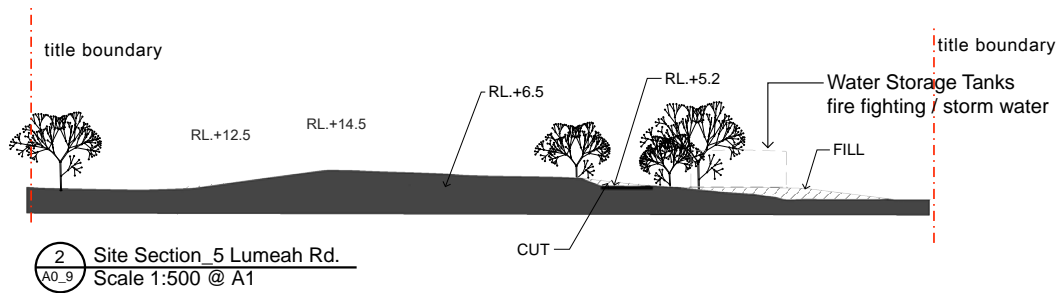
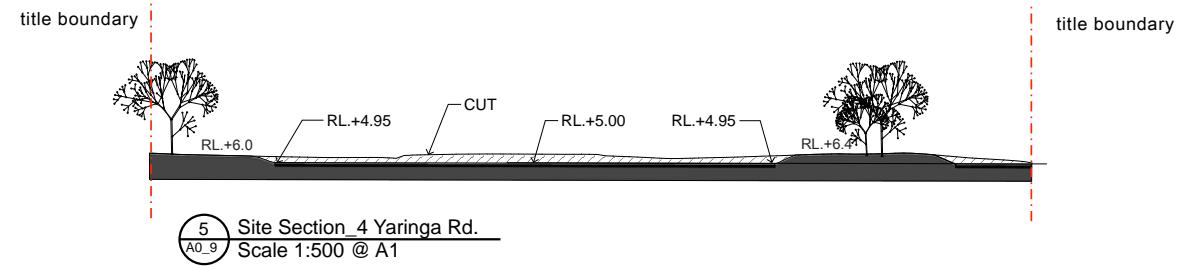
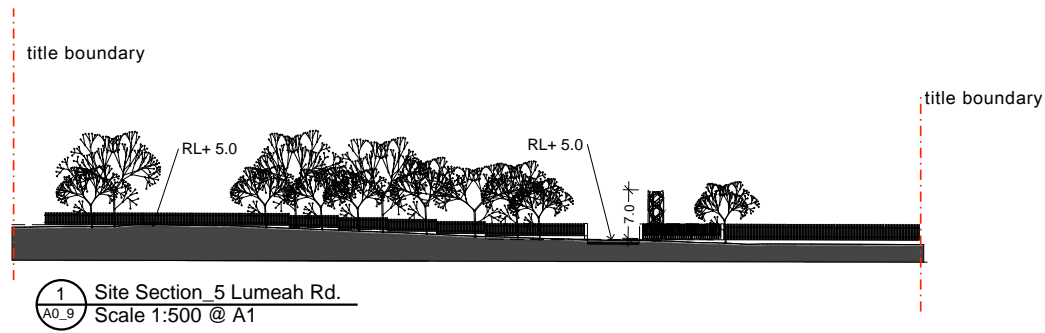
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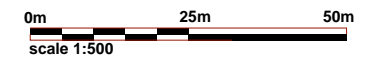
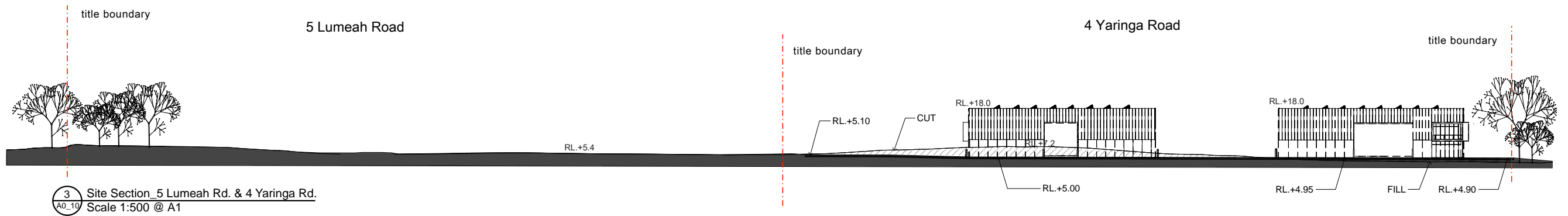
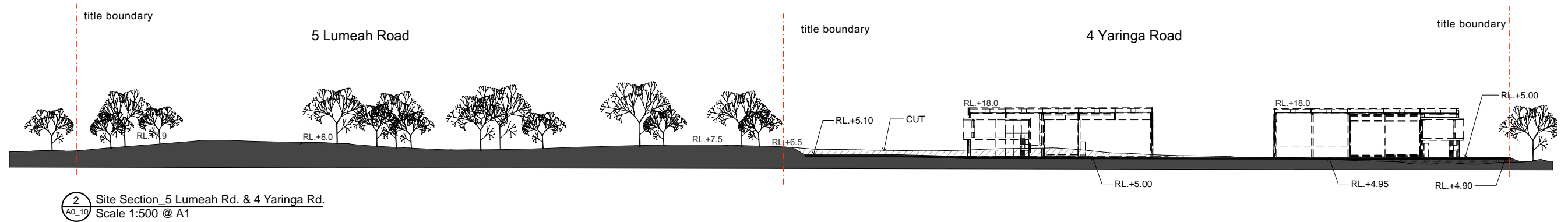
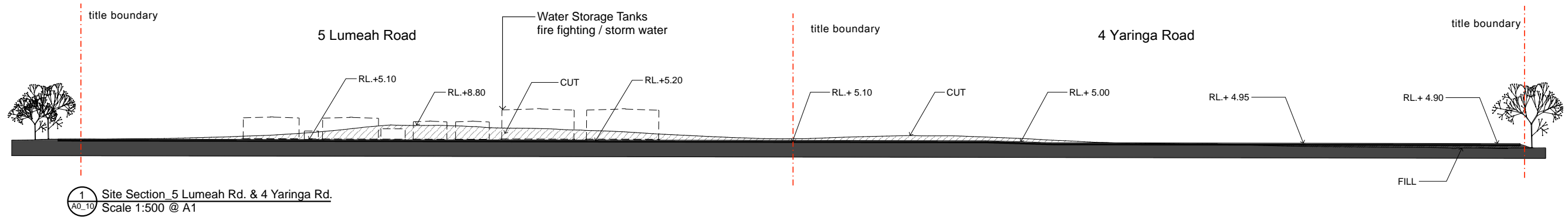
HART MARINE
1A & 1-5 LUMEAH ROAD & 4 YARINGA ROAD,
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A0.8







5 YARINGA RD. _ PROPOSED BUILDINGS & WORKS

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1A & 1-5 LUMEAH ROAD, 4 YARINGA ROAD, SOMERVILLE
SECTION 50 PLANNING APPLICATION

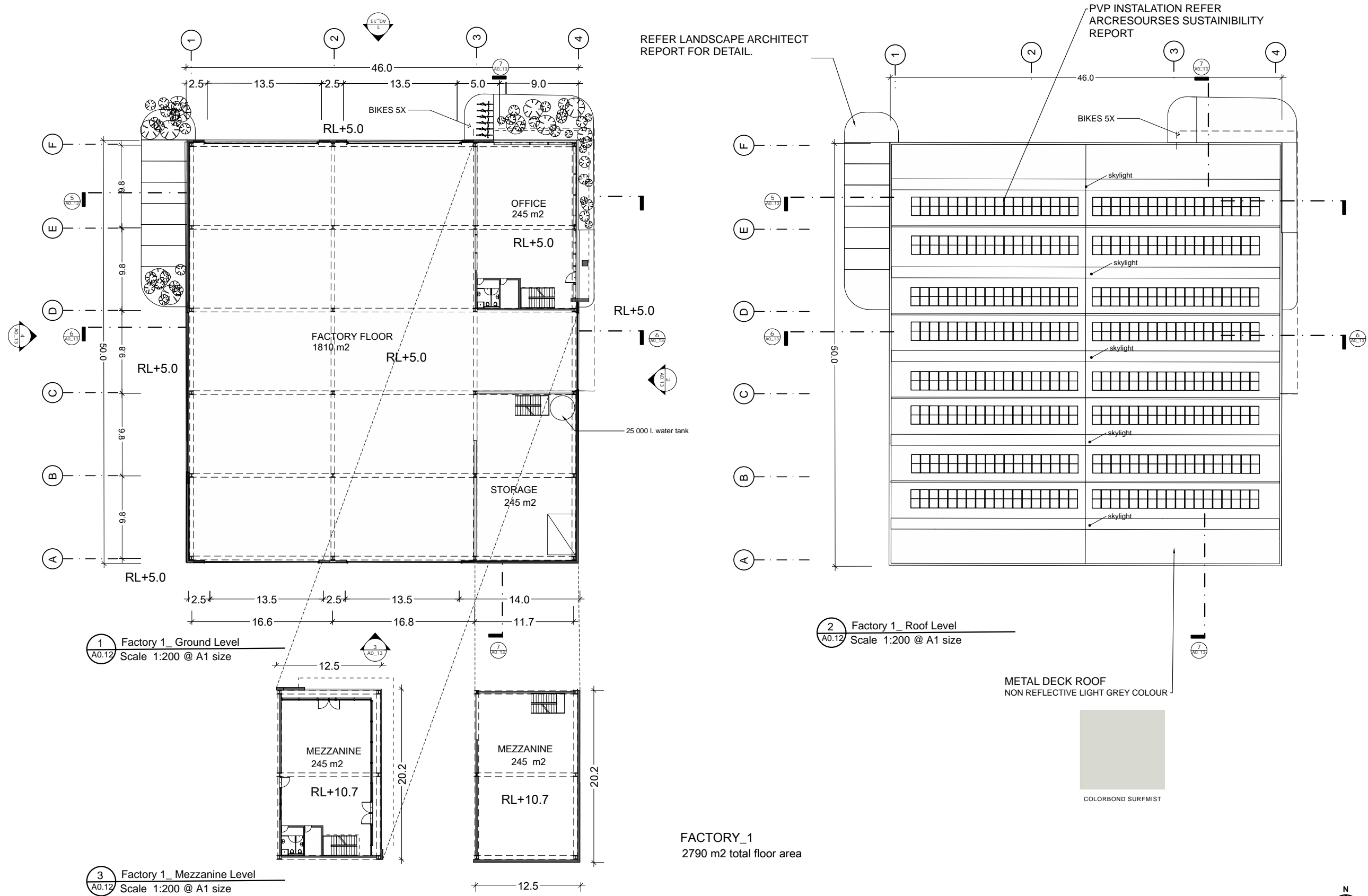
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5 YARINGA RD. _ PROPOSED BUILDINGS & WORKS

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SECTION 50 PLANNING APPLICATION

DRAWING TITLE:
FACTORY_1 GROUND/ MEZZANINE/ ROOF PLAN

HART MARINE
1A & 1-5 LUMEAH ROAD & 4 YARINGA ROAD,
SOMERVILLE 3912, VICTORIA

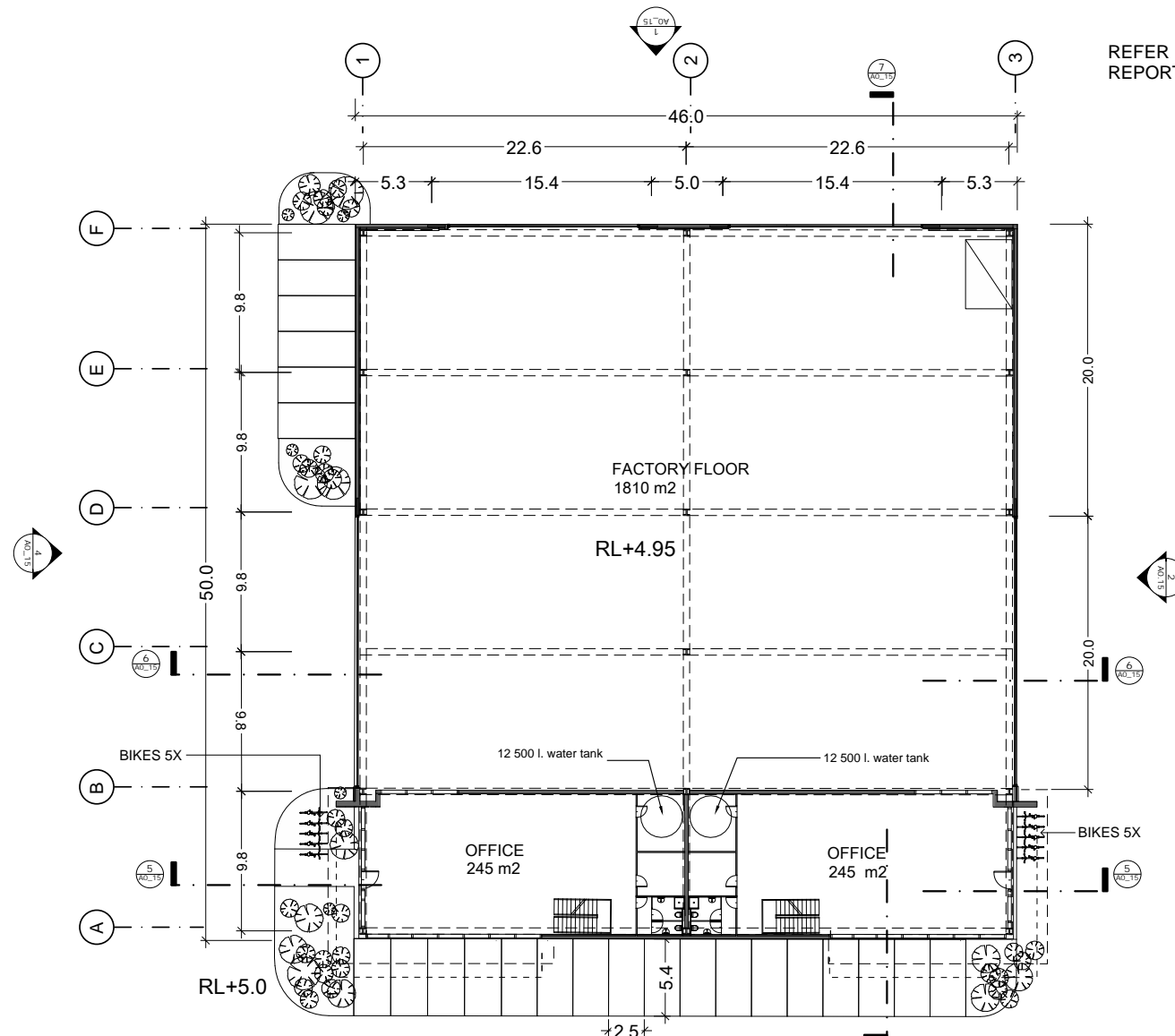
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0m 10.0m 20.0m
scale 1:200

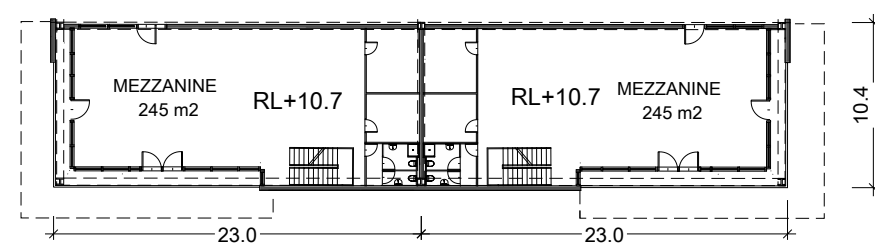


A0.12



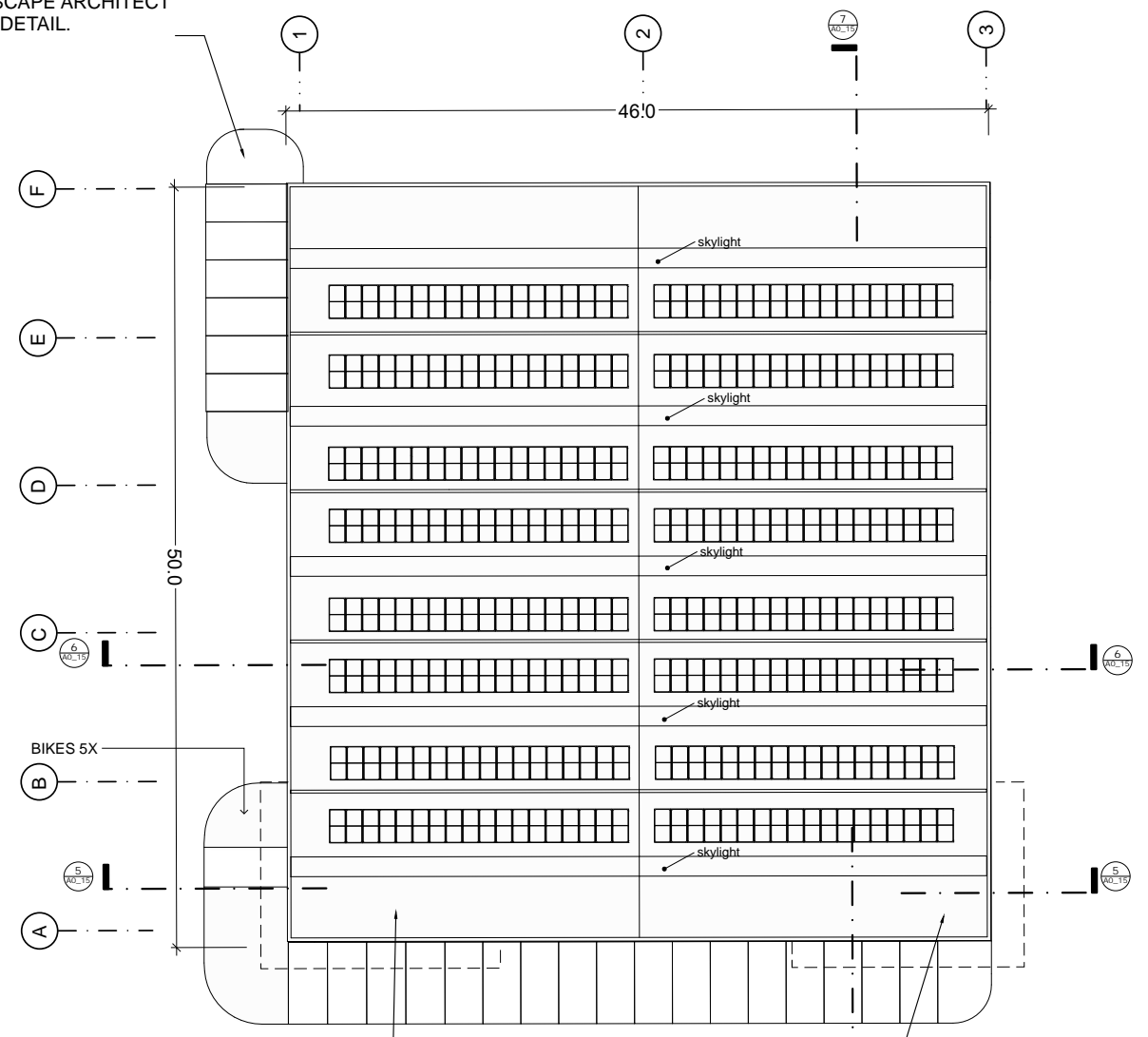


1 Factory 2_ Ground Level
Scale 1:200 @ A1 size



3 Factory 2_ Mezzanine Level
Scale 1:200 @ A1 size

REFER LANDSCAPE ARCHITECT
REPORT FOR DETAIL.



2 Factory 2_ Roof Level
Scale 1:200 @ A1 size

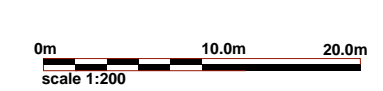
METAL DECK ROOF
NON REFLECTIVE LIGHT GREY COLOUR

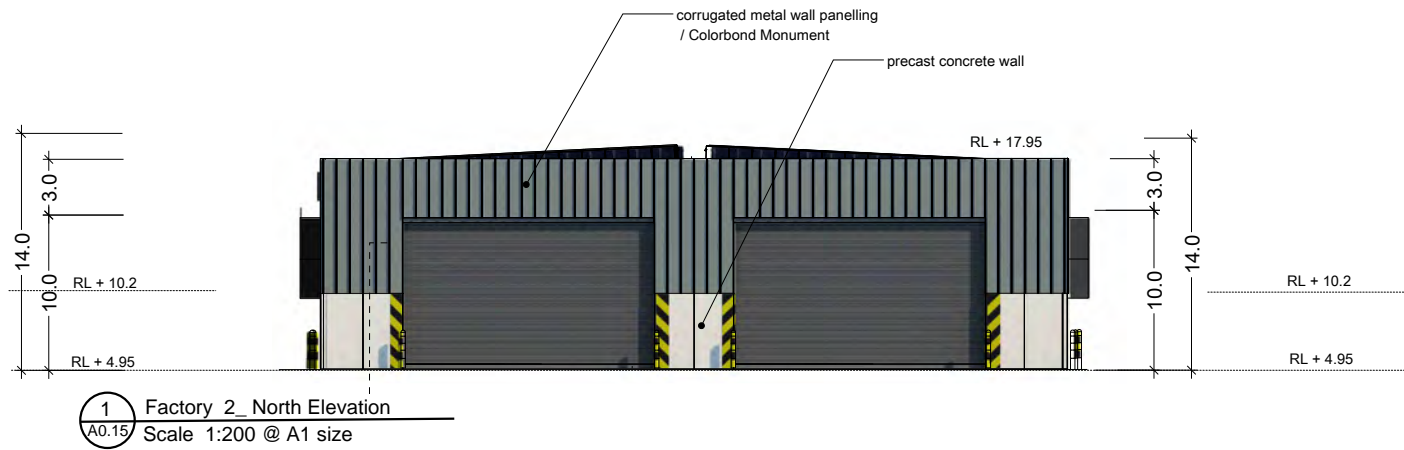


COLORBOND SURFMIST

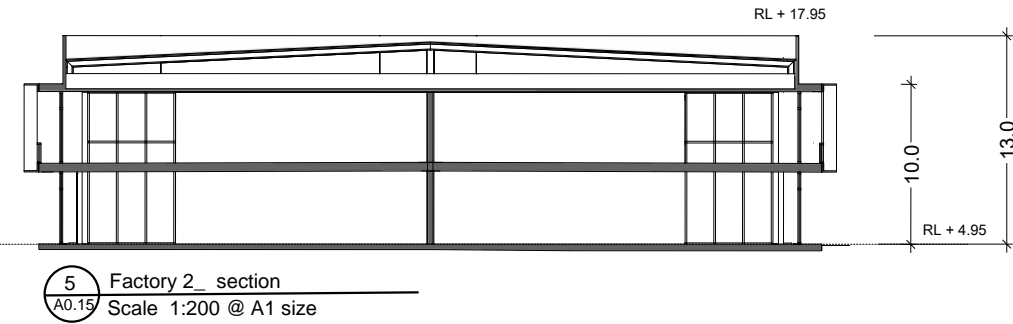
PVP INSTALATION REFER
ARCRESOURCES SUSTAINABILITY
REPORT

FACTORY_2
2790 m2 total floor area





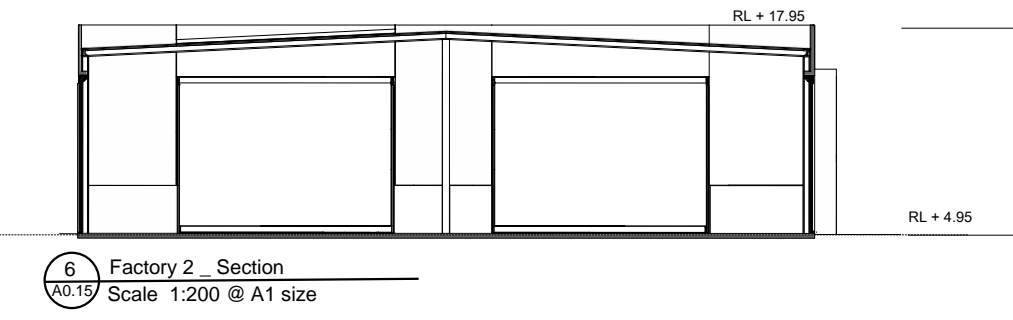
1 Factory 2_North Elevation
A0.15 Scale 1:200 @ A1 size



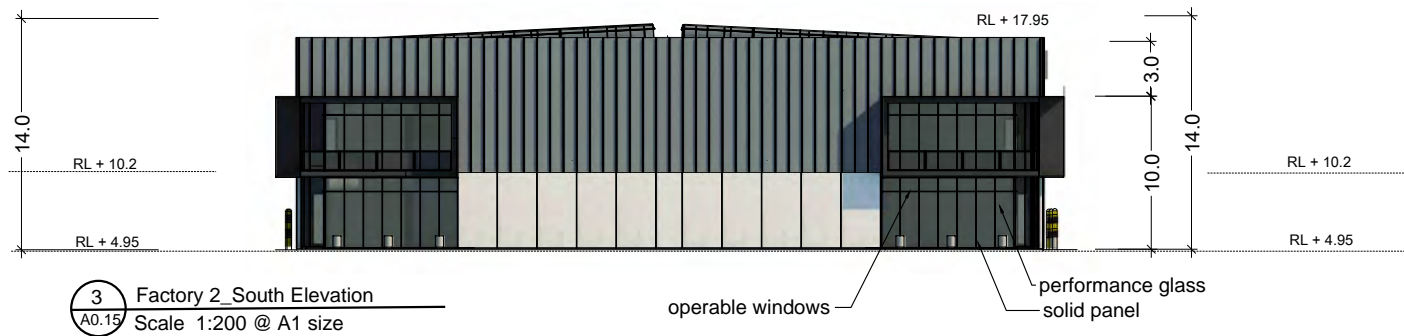
5 Factory 2_section
A0.15 Scale 1:200 @ A1 size



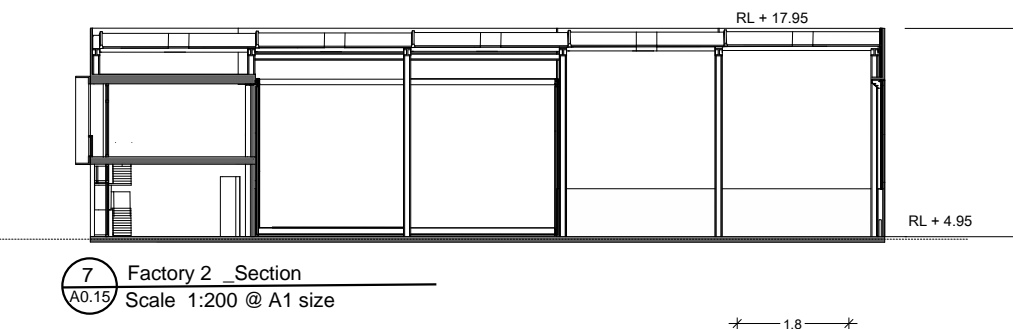
2 Factory 2_East Elevation
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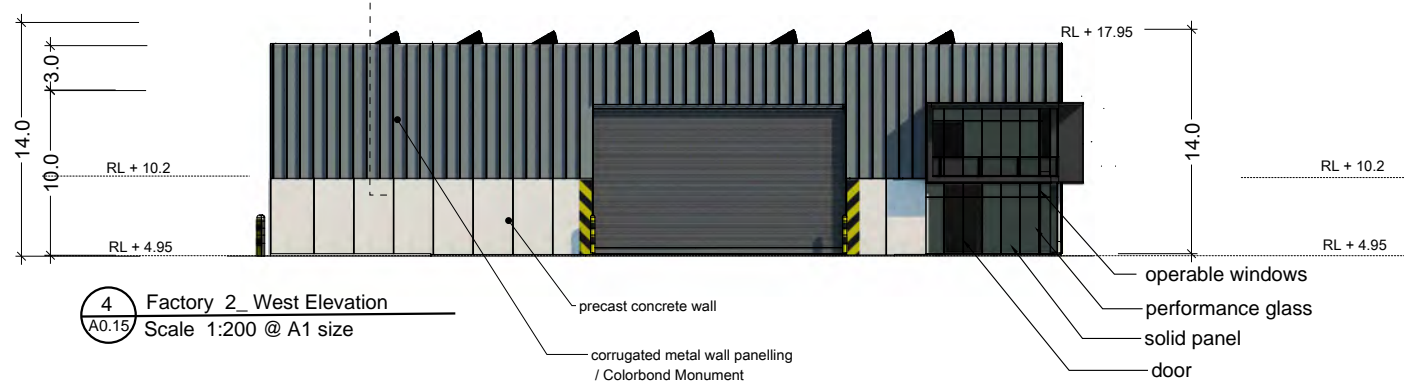
6 Factory 2_Section
A0.15 Scale 1:200 @ A1 size



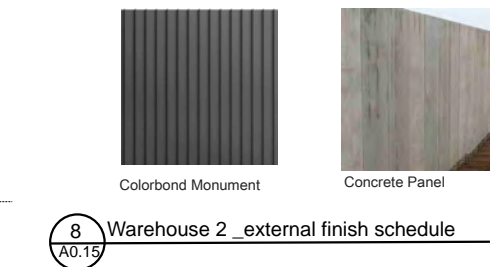
3 Factory 2_South Elevation
A0.15 Scale 1:200 @ A1 size



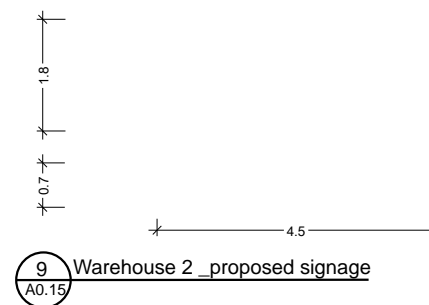
7 Factory 2_Section
A0.15 Scale 1:200 @ A1 size



4 Factory 2_West Elevation
A0.15 Scale 1:200 @ A1 size



8 Warehouse 2_external finish schedule
A0.15



9 Warehouse 2_proposed signage
A0.15



1
A0_16

Artist Impression

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mob: 03 869 63999

1A & 1-5 LUMEAH ROAD, 4 YARINGA ROAD, SOMERVILLE
SECTION 50 PLANNING APPLICATION

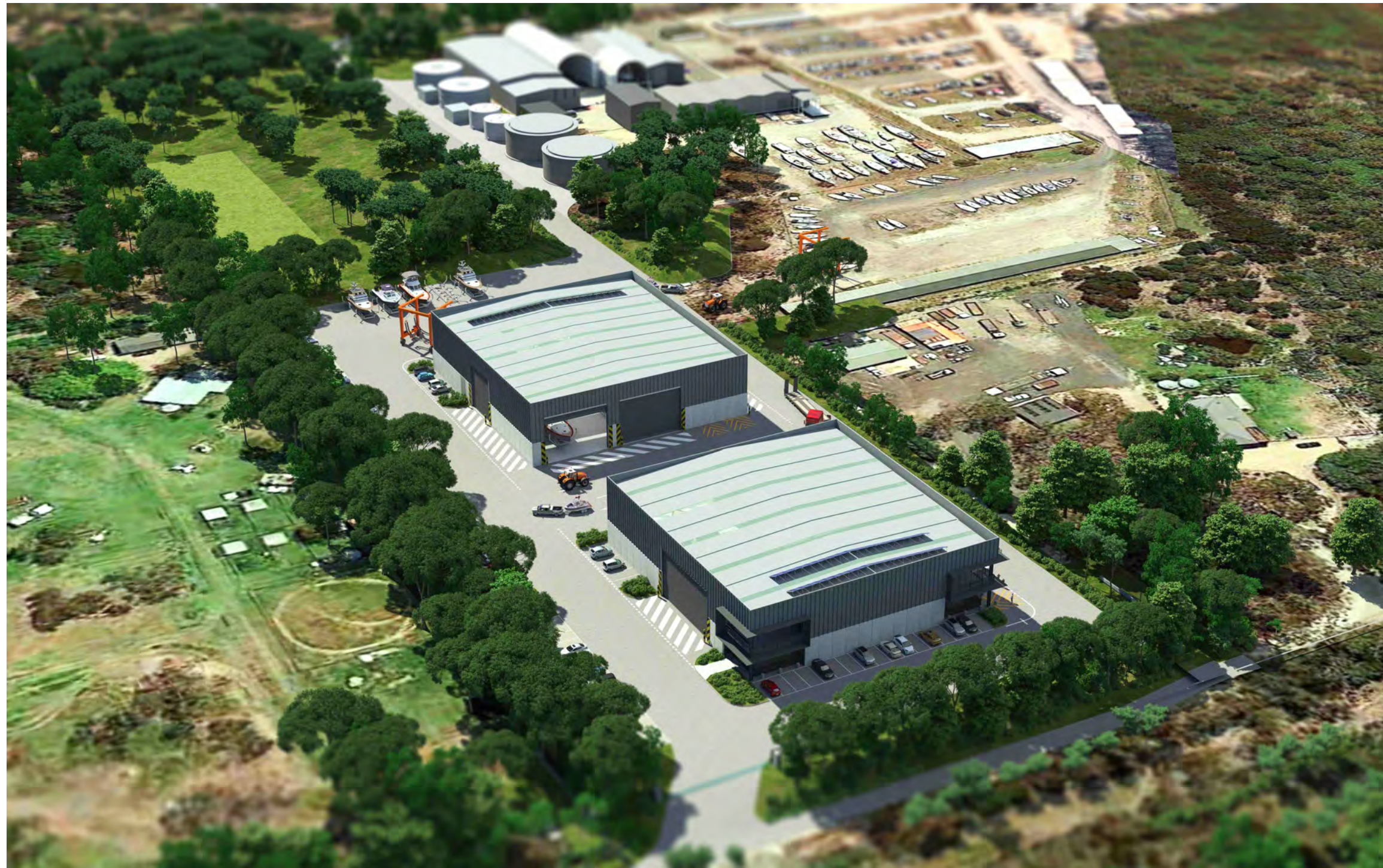
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HART MARINE 4 YARINGA ROAD LOOKING NORTH_ARTIST IMPRESSION

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1A & 1-5 LUMEAH ROAD & 4 YARINGA ROAD,
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A0.16



1 Aerial render
A0_17

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SECTION 50 PLANNING APPLICATION

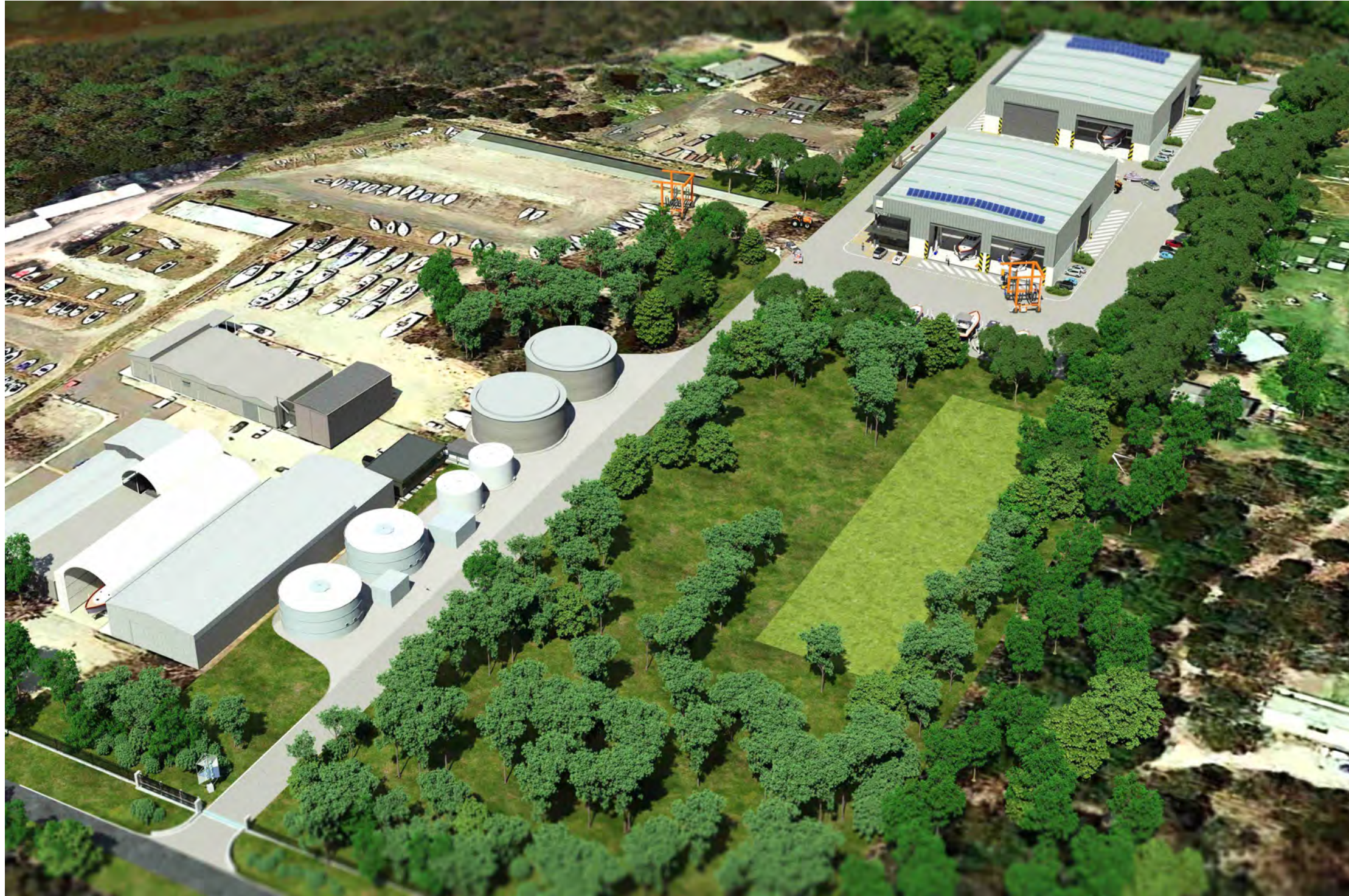
DRAWING TITLE:
HART MARINE 4 YARINGA RD. & 5 LUMEAH RD. LOOKING SOUTH.

HART MARINE
1A & 1-5 LUMEAH ROAD & 4 YARINGA ROAD,
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A0.17



1 Aerial render
A0_18

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1A & 1-5 LUMEAH ROAD, 4 YARINGA ROAD, SOMERVILLE
SECTION 50 PLANNING APPLICATION

DRAWING TITLE:
HART MARINE 4 YARINGA RD. & 5 LUMEAH RD LOOKING NORTH.

HART MARINE
1A & 1-5 LUMEAH ROAD & 4 YARINGA ROAD,
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A0.18



5 LUMEAH ROAD _ PROPOSED BUILDINGS & WORKS

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1A & 1-5 LUMEAH ROAD, 4 YARINGA ROAD, SOMERVILLE
SECTION 50 PLANNING APPLICATION

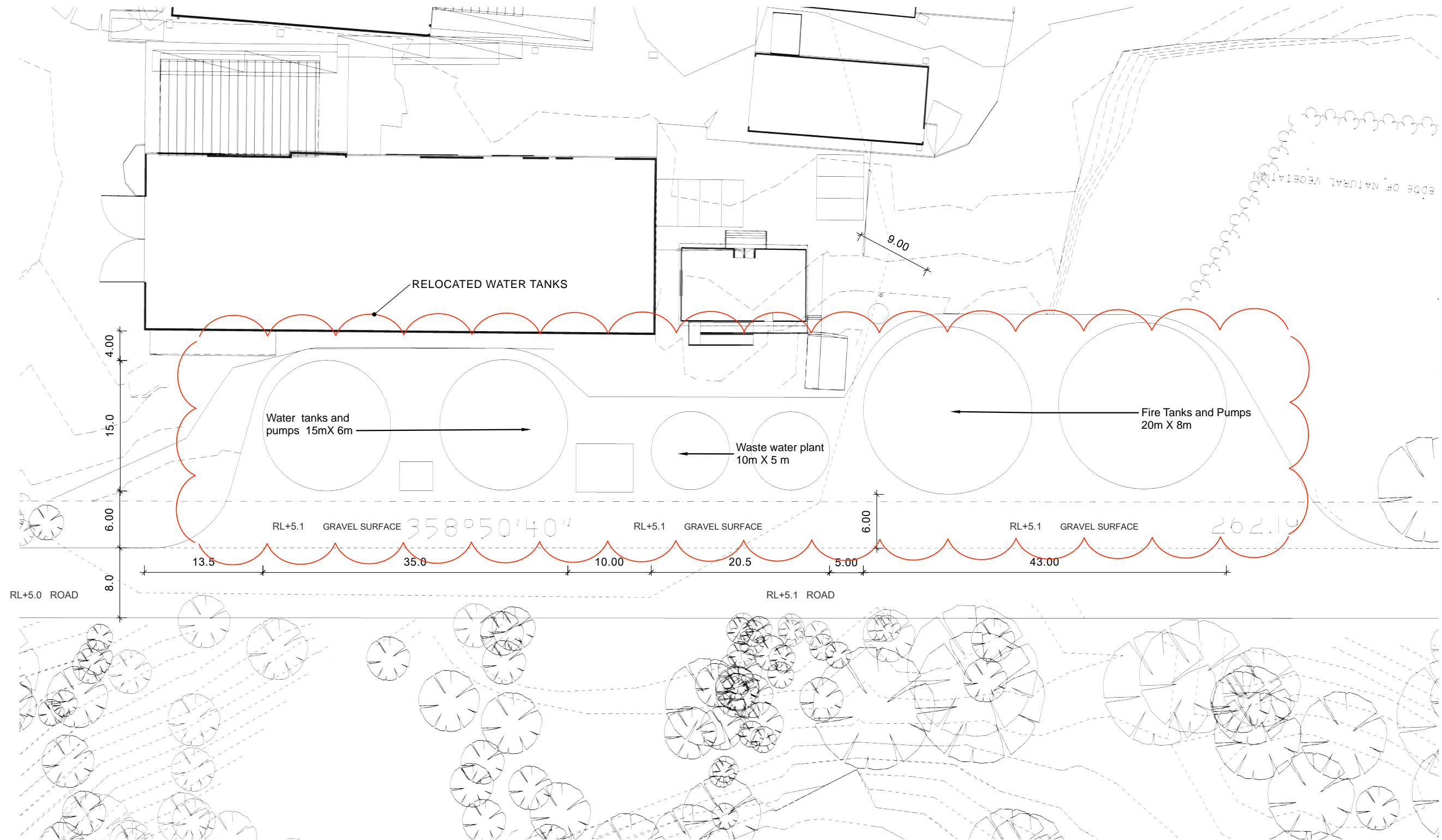
DRAWING TITLE:
5 LUMEAH RD. ENTRY LOOKING SOUTH

HART MARINE
1A & 1-5 LUMEAH ROAD & 4 YARINGA ROAD,
SOMERVILLE 3912, VICTORIA

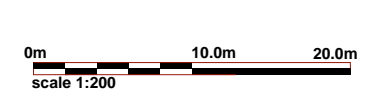
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A0.19



1 3 Lumeah Rd.. _Fire Service Zone
A0_20 SCALE 1:200



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mob: 03 869 63999

1A & 1-5 LUMEAH ROAD, 4 YARINGA ROAD, SOMERVILLE
SECTION 50 PLANNING APPLICATION

DRAWING TITLE:
3 LUMEAH RD. SITE_ PROPOSED FIRE SERVICE ZONE

HART MARINE
1A & 1-5 LUMEAH ROAD & 4 YARINGA ROAD,
SOMERVILLE 3912, VICTORIA

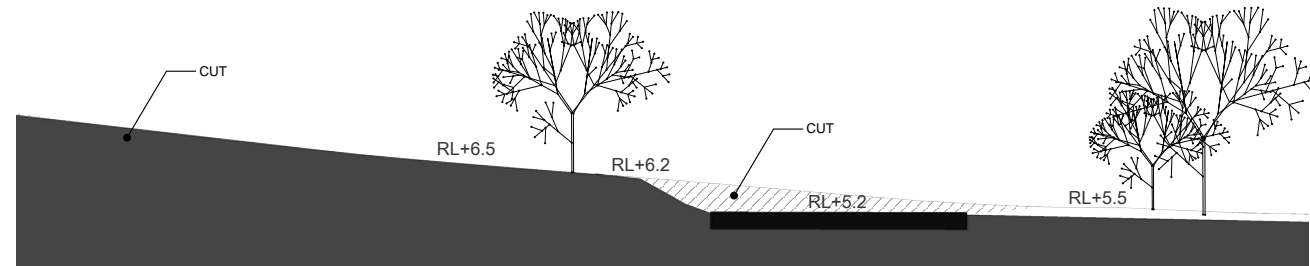
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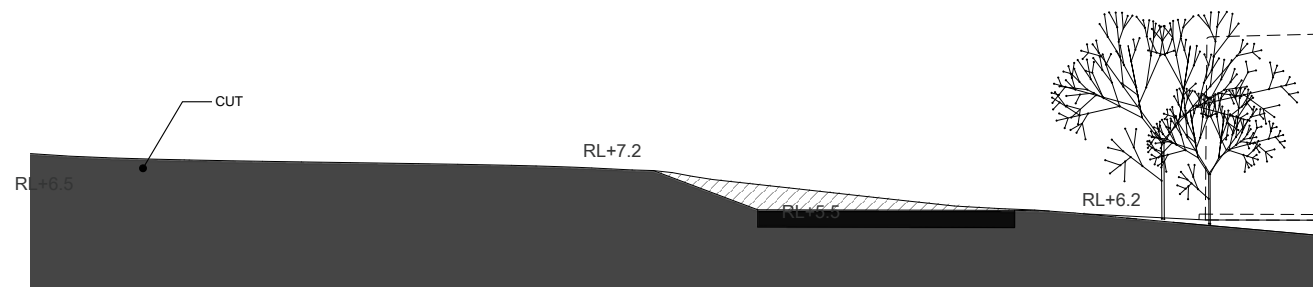
A0.20



A1 Site Section_5 Lumeah Rd.
A0.21 Scale 1:100 @ A1

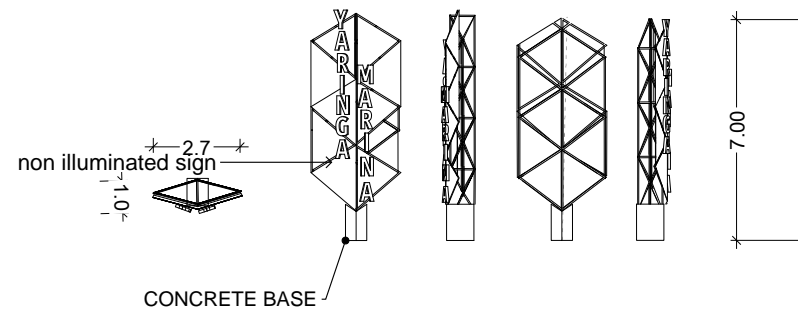


A2 Site Section_5 Lumeah Rd.
A0.21 Scale 1:100 @ A1

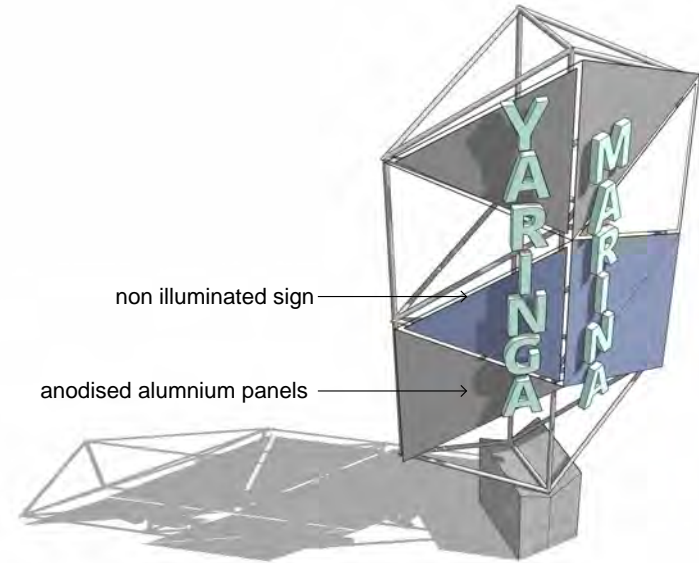


A3 Site Section_5 Lumeah Rd.
A0.21 Scale 1:100 @ A1

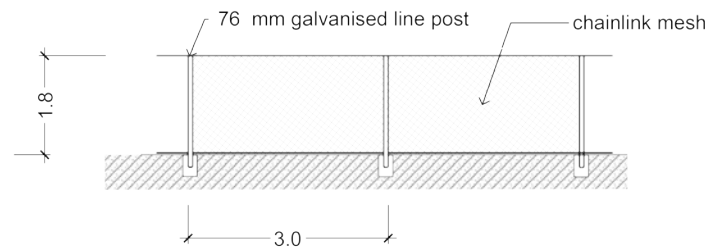




1 5 Lumeah Rd. _Entry Pylon_Plan & Elevations
SCALE 1:100



2 5 Lumeah Rd. _Entry Pylon_AXO



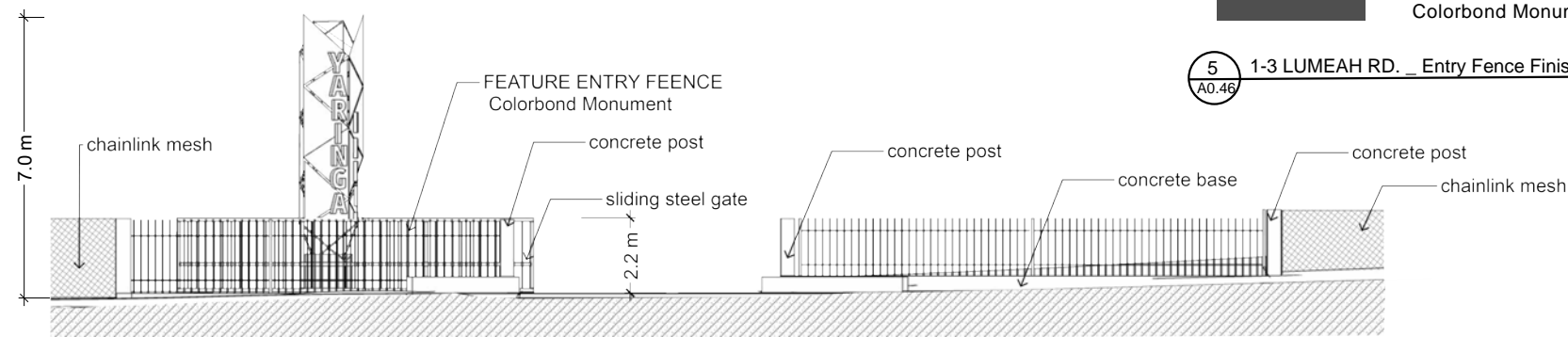
4 1-3 LUMEAH RD. Chainlink Fence Detail
Scale 1:50 @ A1



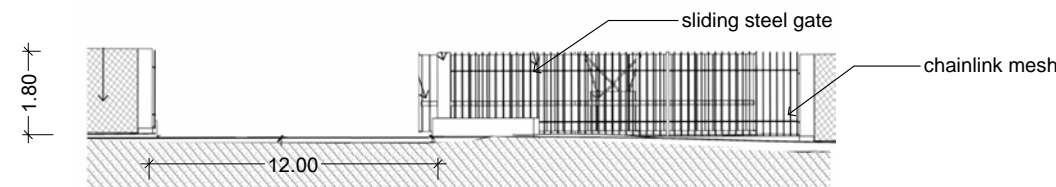
3 5 Lumeah Rd. _Entry Pylon_AXO



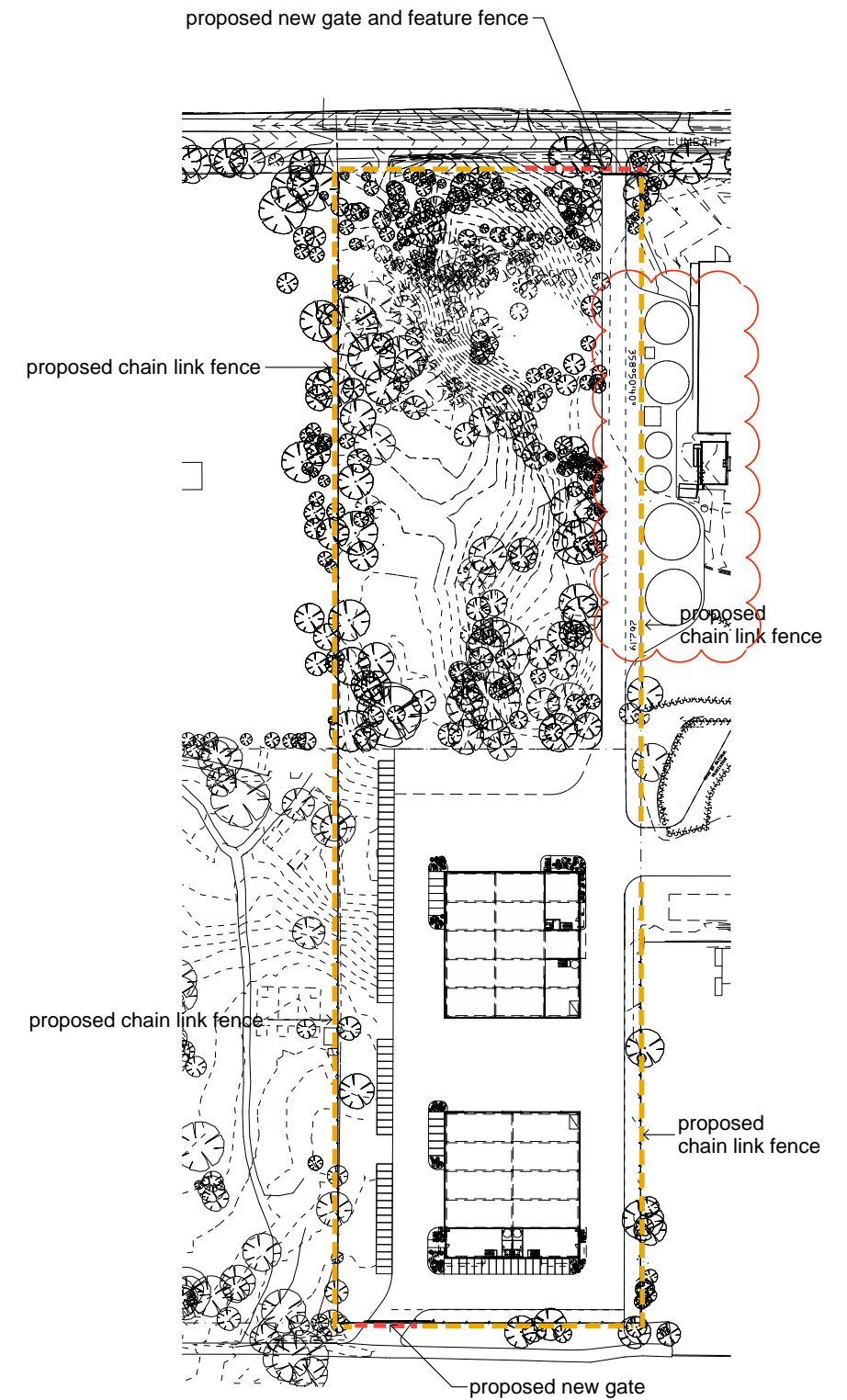
5 1-3 LUMEAH RD. _Entry Fence Finish



3 1-3 LUMEAH RD. Feature Entry Fence Detail
Scale 1:100 @ A1



6 4 Yaringa Rd. _Exit only gate
SCALE 1:100



5 5 Lumeah Rd. _Extent of Fencing
SCALE 1:1000



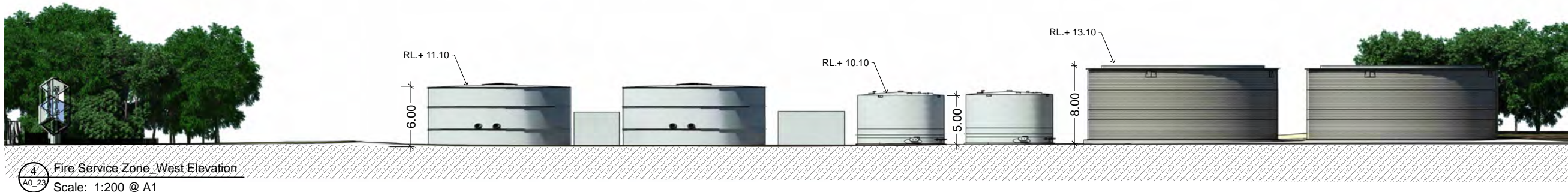
1 Fire Service Zone_North Elevation
A0_23 Scale: 1:200 @ A1



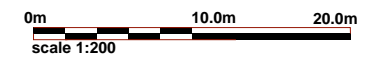
2 Fire Service Zone_East Elevation
A0_23 Scale: 1:200 @ A1



3 Fire Service Zone_South Elevation
A0_23 Scale: 1:200 @ A1



4 Fire Service Zone_West Elevation
A0_23 Scale: 1:200 @ A1





1 Aerial render
A0_24

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1A & 1-5 LUMEAH ROAD, 4 YARINGA ROAD, SOMERVILLE
SECTION 50 PLANNING APPLICATION

DRAWING TITLE:
3 LUMEAH RD. PROPOSED FIRE SERVICE ZONE ARTIST IMPRESSION
LOOKING SOUTH.

HART MARINE
1A & 1-5 LUMEAH ROAD & 4 YARINGA ROAD,
SOMERVILLE 3912, VICTORIA

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A0.24



1
A0_25

Artist Impression

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SECTION 50 PLANNING APPLICATION

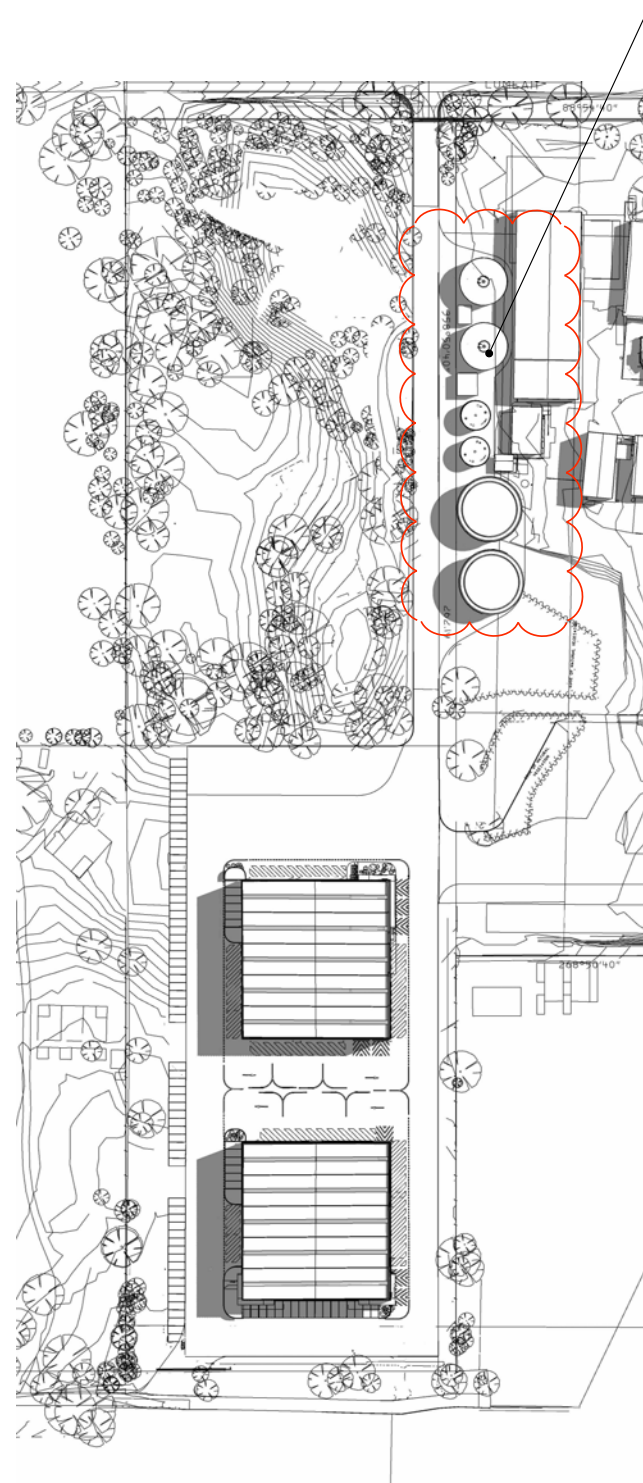
DRAWING TITLE:
5 LUMEAH RD. SITE_ MAIN ENTRY ARTIST IMPRESSION
LOOKING SOUTH.

HART MARINE
1A & 1-5 LUMEAH ROAD & 4 YARINGA ROAD,
SOMERVILLE 3912, VICTORIA

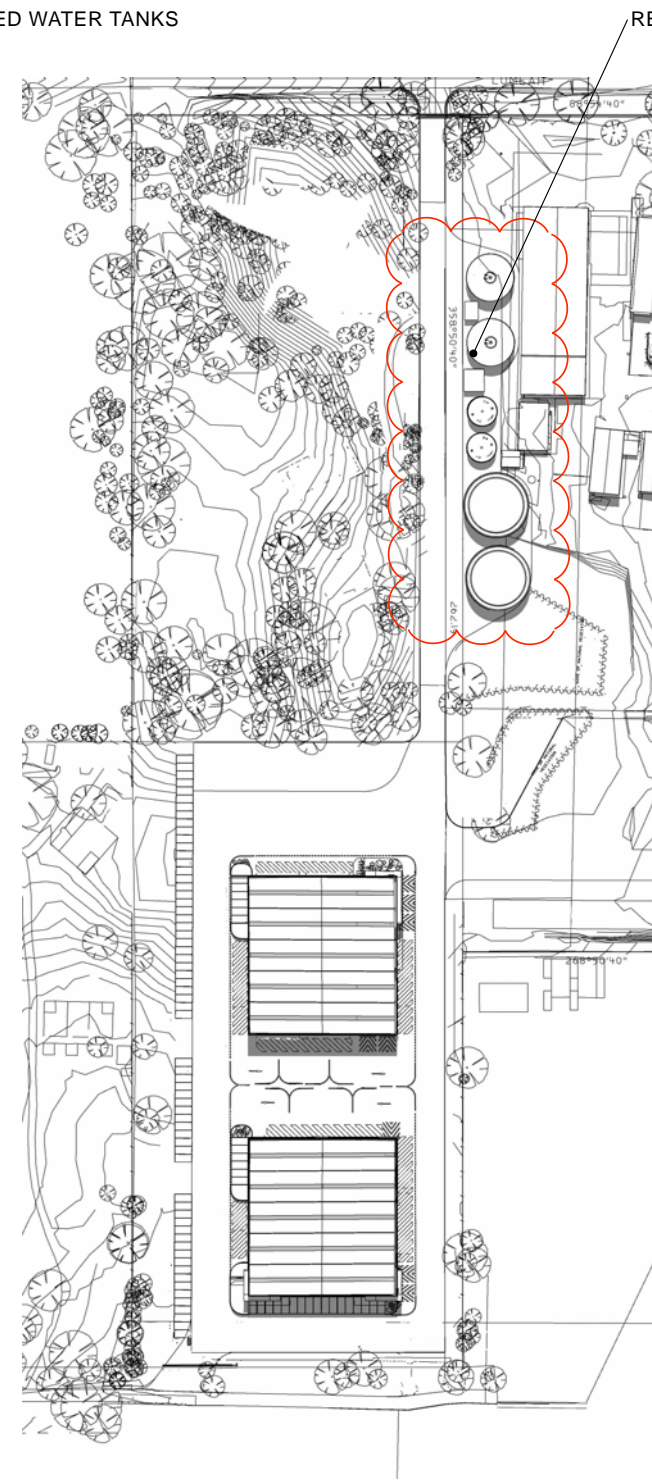
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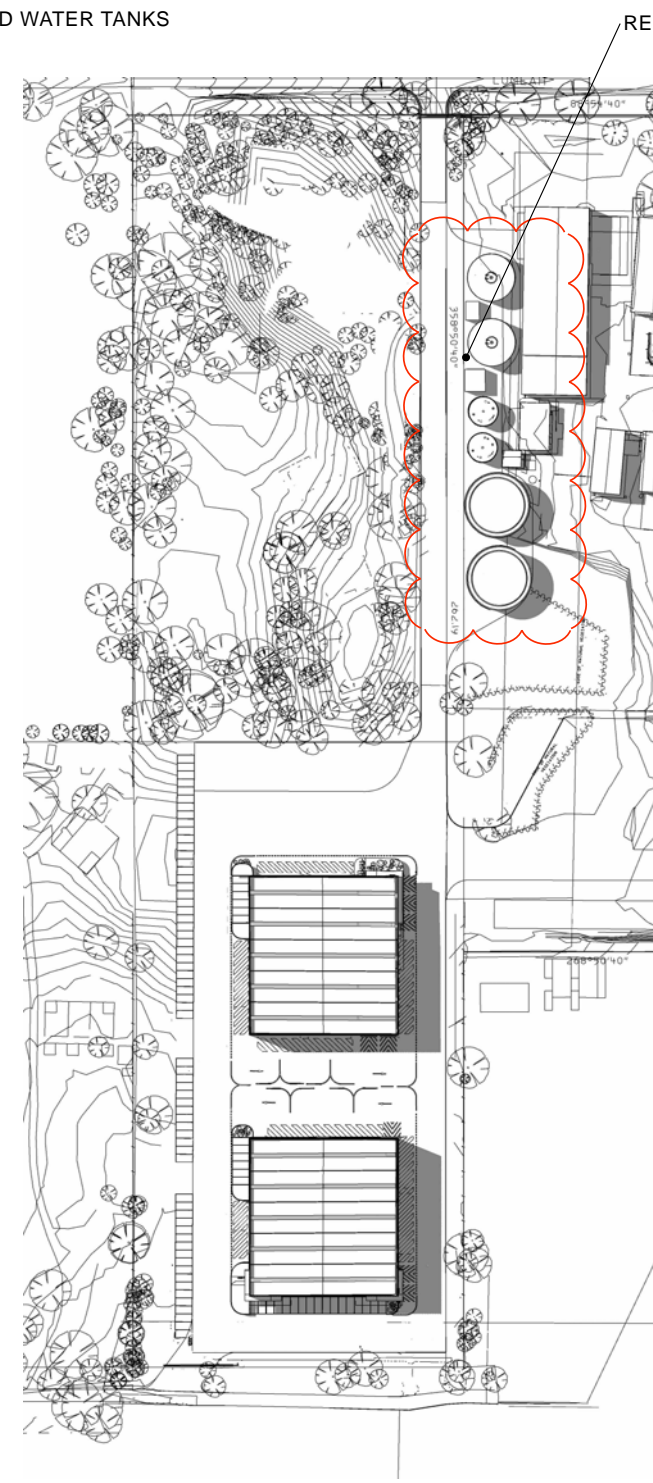
A0.25



4 22 SEPTEMBER 9:00 AM
A0_26 Scale: 1:1000



5 22 SEPTEMBER 12:00 PM
A0_26 Scale: 1:1000



6 22 SEPTEMBER 3:00 PM
A0_26 Scale: 1:1000

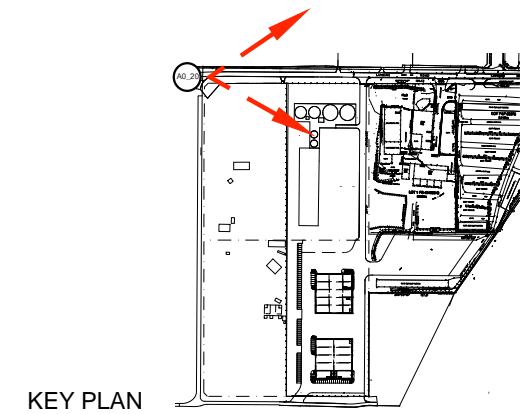




1 Site photo
A0_27 Before Proposed Development



2 Site photo
A0_27 After Proposed Development



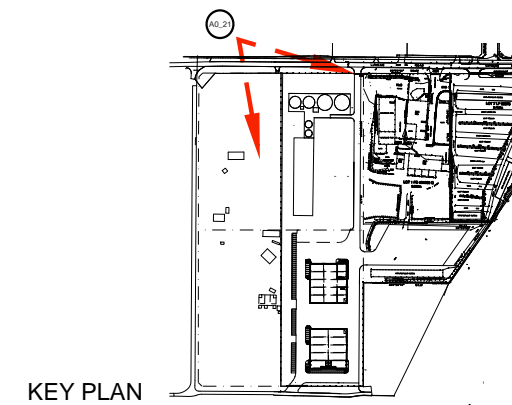
KEY PLAN



1 Site photo
A0_28 Before Proposed Development



2 Site photo
A0_28 After Proposed Development



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1A & 1-5 LUMEAH ROAD, 4 YARINGA ROAD, SOMERVILLE
SECTION 50 PLANNING APPLICATION

DRAWING TITLE:
2-7 LUMEAH RD._ VISUAL IMPACT STUDY

HART MARINE
1A & 1-5 LUMEAH ROAD & 4 YARINGA ROAD,
SOMERVILLE 3912, VICTORIA

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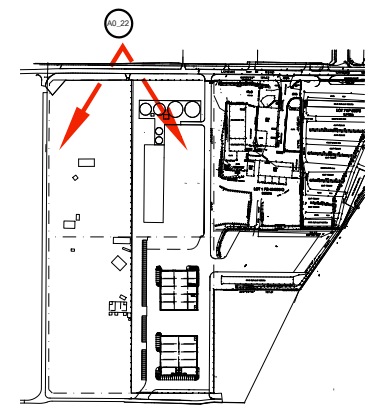
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1 Site photo
A0_29 Before Proposed Development



2 Site photo
A0_29 After Proposed Development



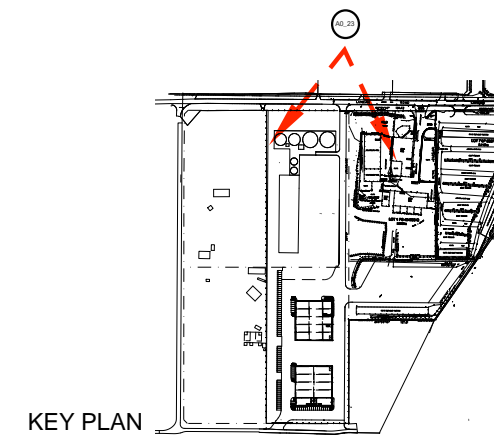
KEY PLAN



1 Site photo
A0_30 Before Proposed Development



2 Site photo
A0_30 After Proposed Development

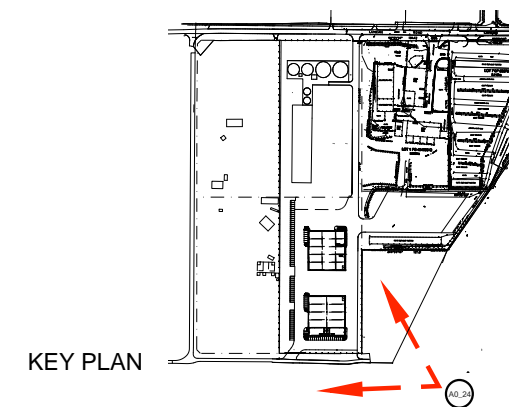




1 Site photo
A0_31 Before Proposed Development



2 Site photo
A0_31 After Proposed Development



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1A & 1-5 LUMEAH ROAD, 4 YARINGA ROAD, SOMERVILLE
SECTION 50 PLANNING APPLICATION

DRAWING TITLE:
6-2 YARINGA RD. _VISUAL IMPACT STUDY

HART MARINE
1A & 1-5 LUMEAH ROAD & 4 YARINGA ROAD,
SOMERVILLE 3912, VICTORIA

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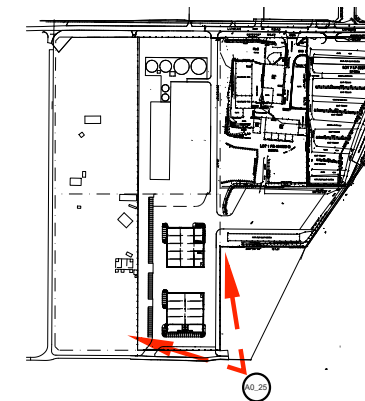
A0.31



1 Site photo
A0_32 Before Proposed Development



2 Site photo
A0_32 After Proposed Development



KEY PLAN

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1A & 1-5 LUMEAH ROAD, 4 YARINGA ROAD, SOMERVILLE
SECTION 50 PLANNING APPLICATION

DRAWING TITLE:
6-4 YARINGA RD. _VISUAL IMPACT STUDY

HART MARINE
1A & 1-5 LUMEAH ROAD & 4 YARINGA ROAD,
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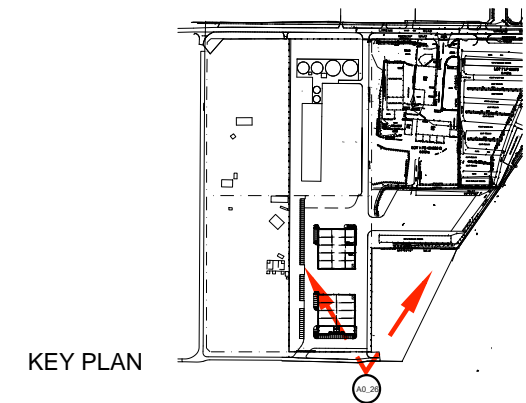
A0.32



1 Site photo
A0_33 Before Proposed Development



2 Site photo
A0_33 After Proposed Development



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1A & 1-5 LUMEAH ROAD, 4 YARINGA ROAD, SOMERVILLE
SECTION 50 PLANNING APPLICATION

DRAWING TITLE:
4 YARINGA RD. _VISUAL IMPACT STUDY, REAR EMERGENCY EXIT.

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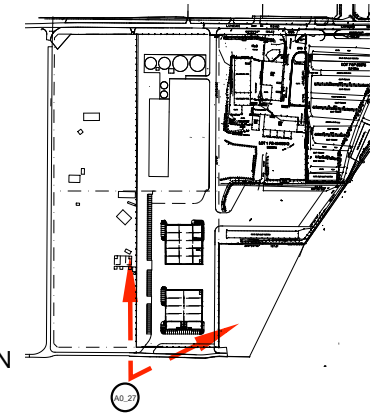
A0.33



1 Site photo
A0_34 Before Proposed Development



2 Site photo
A0_34 After Proposed Development



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1A & 1-5 LUMEAH ROAD, 4 YARINGA ROAD, SOMERVILLE
SECTION 50 PLANNING APPLICATION

DRAWING TITLE:
6 YARINGA RD. _VISUAL IMPACT STUDY

HART MARINE
1A & 1-5 LUMEAH ROAD & 4 YARINGA ROAD,
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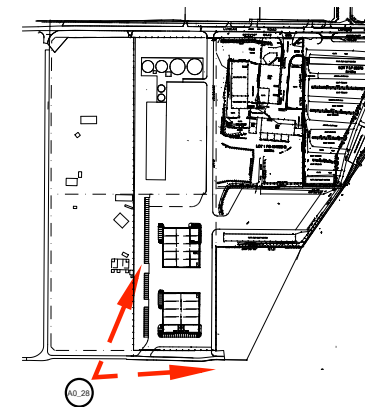
A0.34



1 Site photo
A0_35 Before Proposed Development



2 Site photo
A0_35 After Proposed Development



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1A & 1-5 LUMEAH ROAD, 4 YARINGA ROAD, SOMERVILLE
SECTION 50 PLANNING APPLICATION

DRAWING TITLE:
6 YARINGA RD. _VISUAL IMPACT STUDY

HART MARINE
1A & 1-5 LUMEAH ROAD & 4 YARINGA ROAD,
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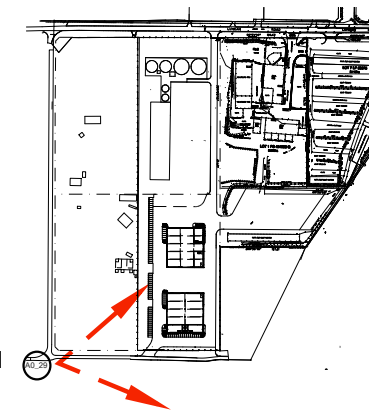
A0.35



1 Site photo
A0_36 Before Proposed Development



2 Site photo
A0_36 After Proposed Development



KEY PLAN

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1A & 1-5 LUMEAH ROAD, 4 YARINGA ROAD, SOMERVILLE
SECTION 50 PLANNING APPLICATION

DRAWING TITLE:
11-6 YARINGA RD. _VISUAL IMPACT STUDY

HART MARINE
1A & 1-5 LUMEAH ROAD & 4 YARINGA ROAD,
SOMERVILLE 3912, VICTORIA

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A0.36



TEMPORARY WORKS AT 3 LUMEAH ROAD

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1A & 1-5 LUMEAH ROAD, 4 YARINGA ROAD, SOMERVILLE
SECTION 50 PLANNING APPLICATION

TEMPORARY WORKS AT 3 LUMEAH ROAD

HART MARINE
1A & 1-5 LUMEAH ROAD & 4 YARINGA ROAD,
SOMERVILLE 3912, VICTORIA

ISSUE
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A0.37



Extent of Works.
Area added to rectification permit.

shed

No.5 LUMEAH ROAD

No.3 LUMEAH ROAD

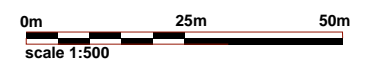
No.1 LUMEAH ROAD

LEGEND :

structures to be removed

fence to be relocated to title boundary

1 3 LUMEAH RD. _Demolition Plan
A0_38
Scale: 1:500 @ A1



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1A & 1-5 LUMEAH ROAD, 4 YARINGA ROAD, SOMERVILLE
SECTION 50 PLANNING APPLICATION

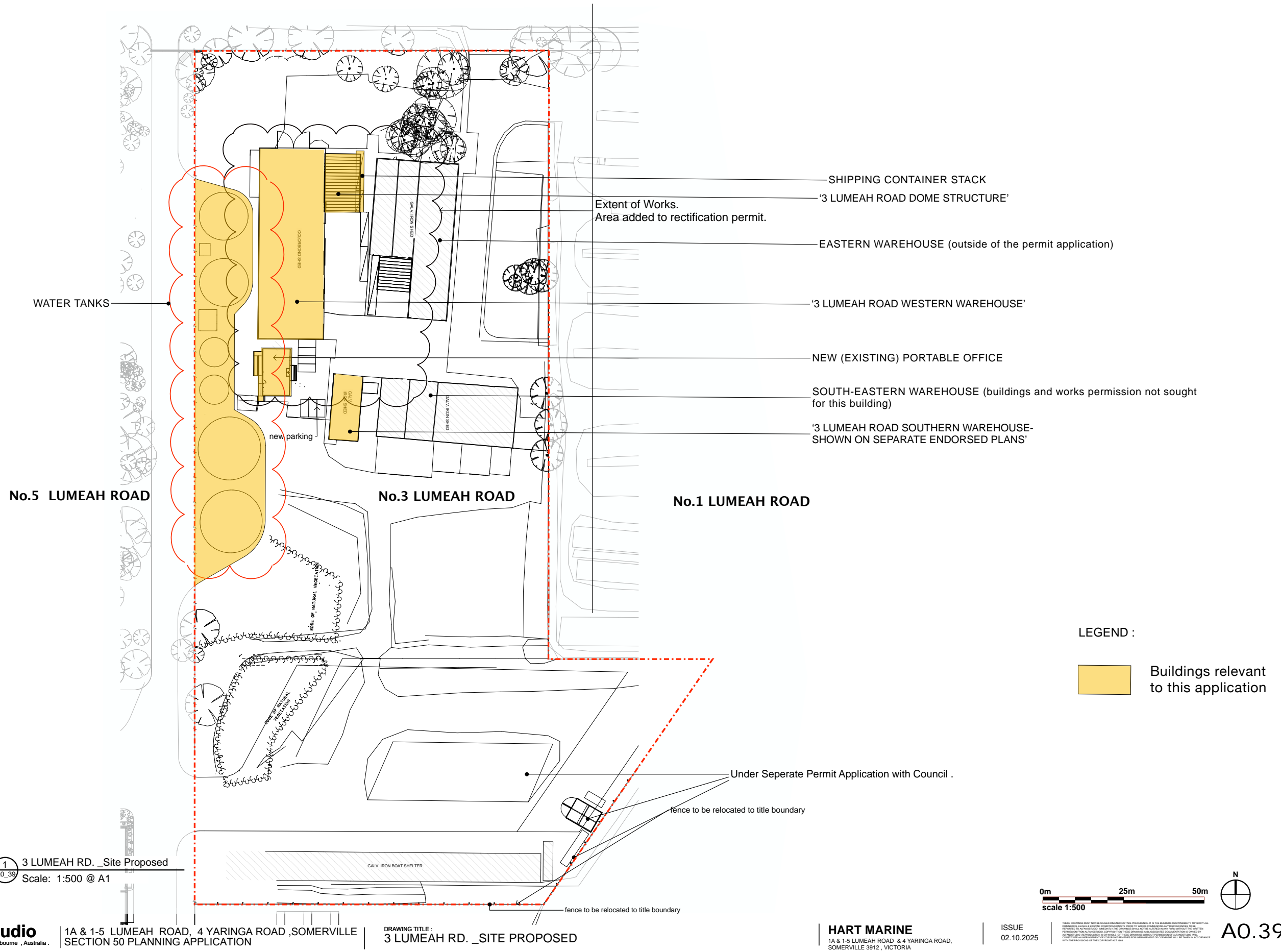
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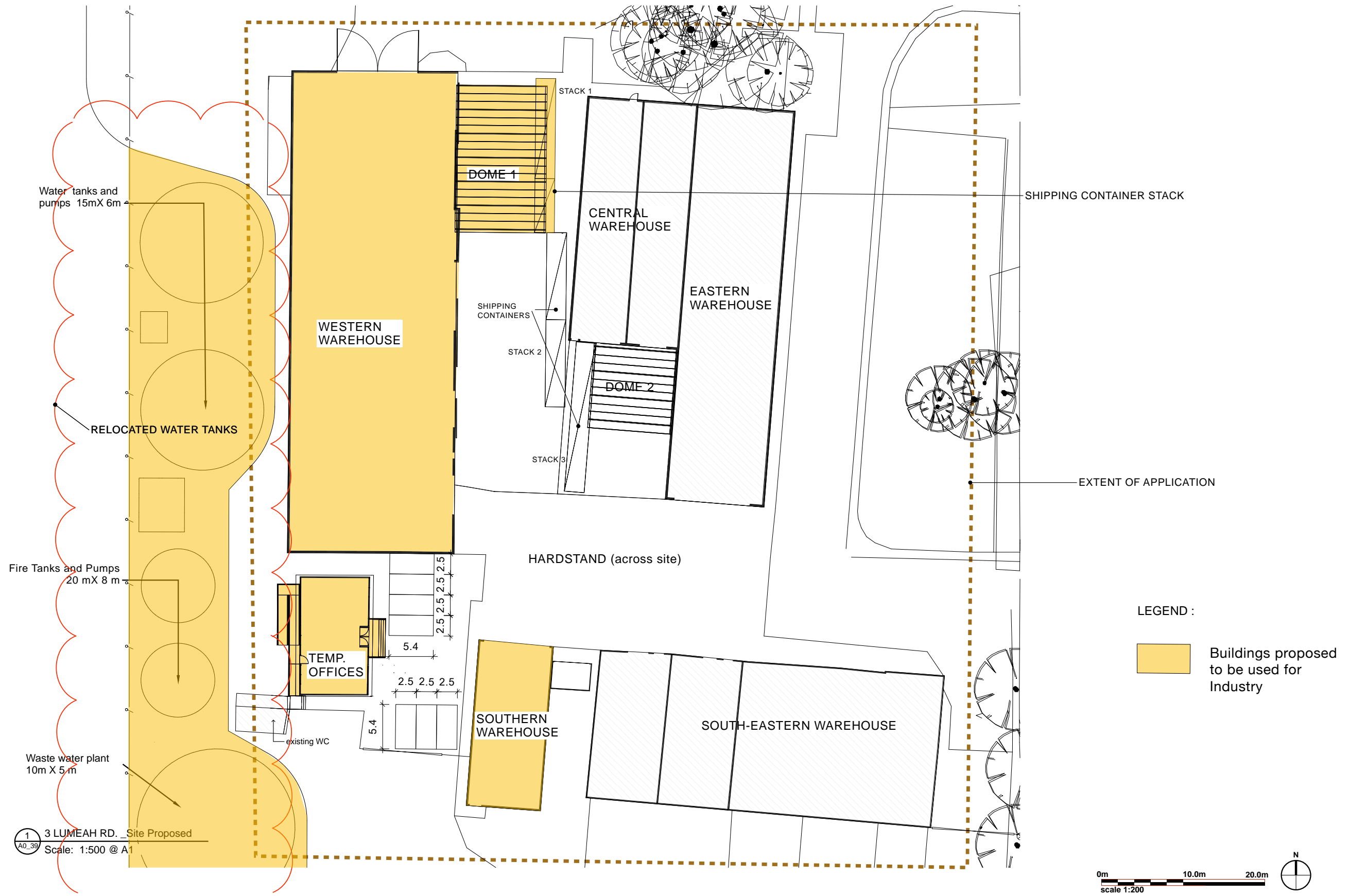
HART MARINE
1A & 1-5 LUMEAH ROAD & 4 YARINGA ROAD,
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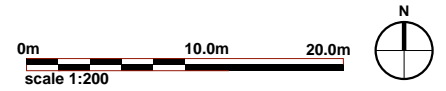
A0.38





1 3 LUMEAH RD. _Site Proposed
A0_39
Scale: 1:500 @ A1

LEGEND :
 Buildings proposed to be used for Industry



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1A & 1-5 LUMEAH ROAD, 4 YARINGA ROAD, SOMERVILLE
SECTION 50 PLANNING APPLICATION

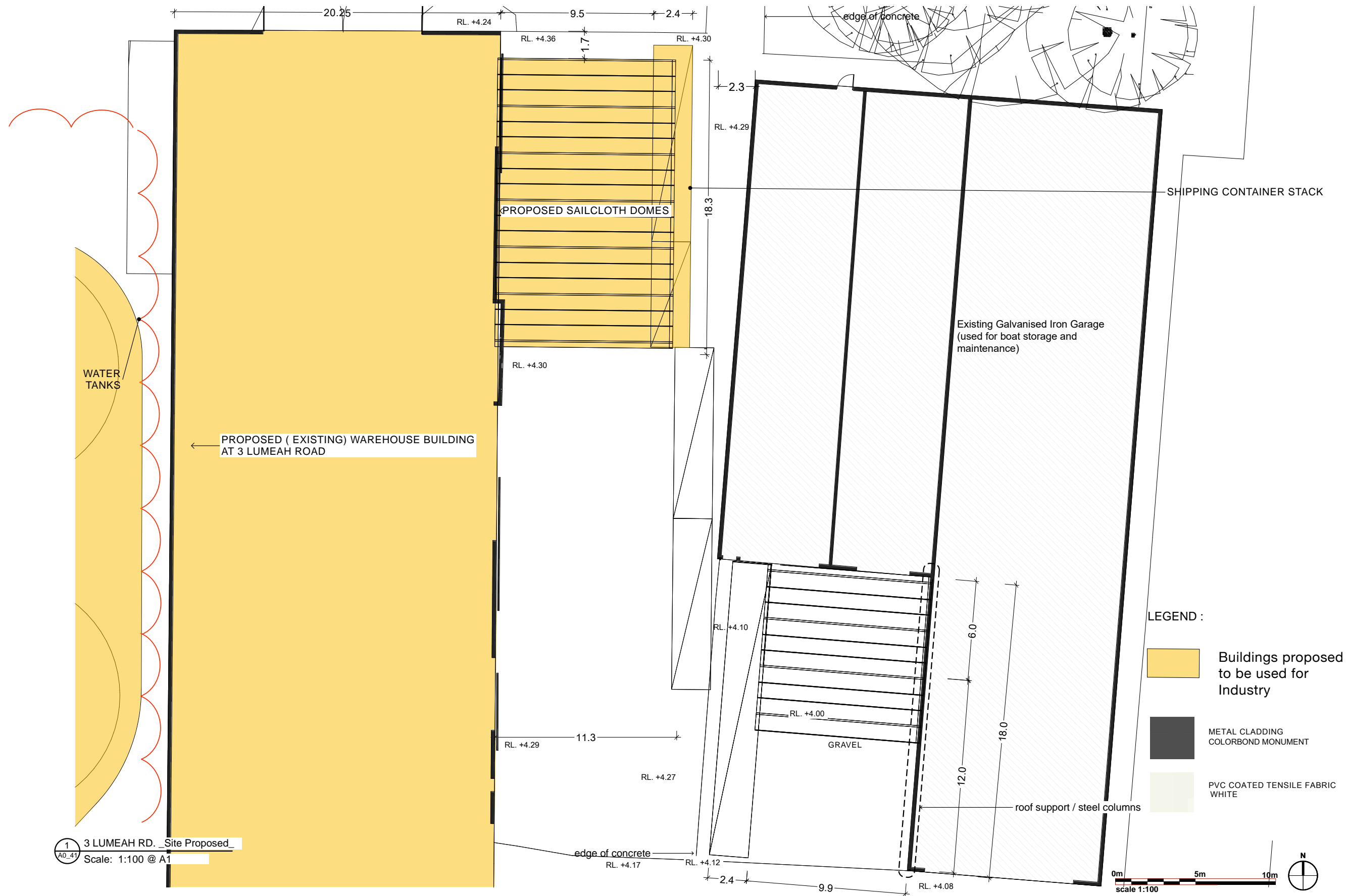
DRAWING TITLE :
3 LUMEAH RD. _SITE PROPOSED

HART MARINE
1A & 1-5 LUMEAH ROAD & 4 YARINGA ROAD,
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A0.40



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SECTION 50 PLANNING APPLICATION

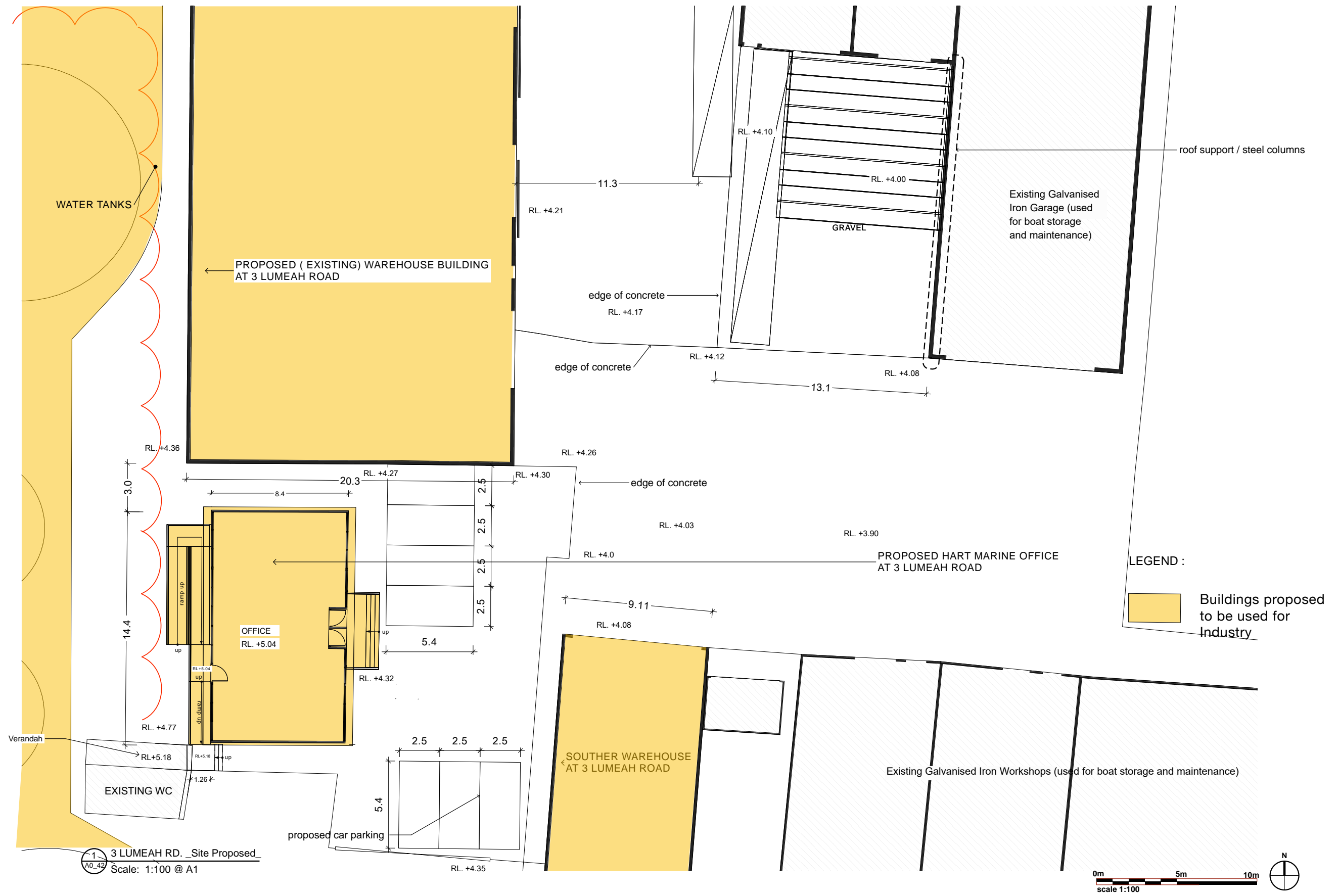
DRAWING TITLE :
3 LUMEAH RD. _SITE PROPOSED_ GROUND PLAN

HART MARINE
1A & 1-5 LUMEAH ROAD & 4 YARINGA ROAD,
SOMERVILLE 3912, VICTORIA

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A0.41



3 LUMEAH RD. _Site Proposed_
Scale: 1:100 @ A1

0m 5m 10m
scale 1:100



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1A & 1-5 LUMEAH ROAD, 4 YARINGA ROAD, SOMERVILLE
SECTION 50 PLANNING APPLICATION

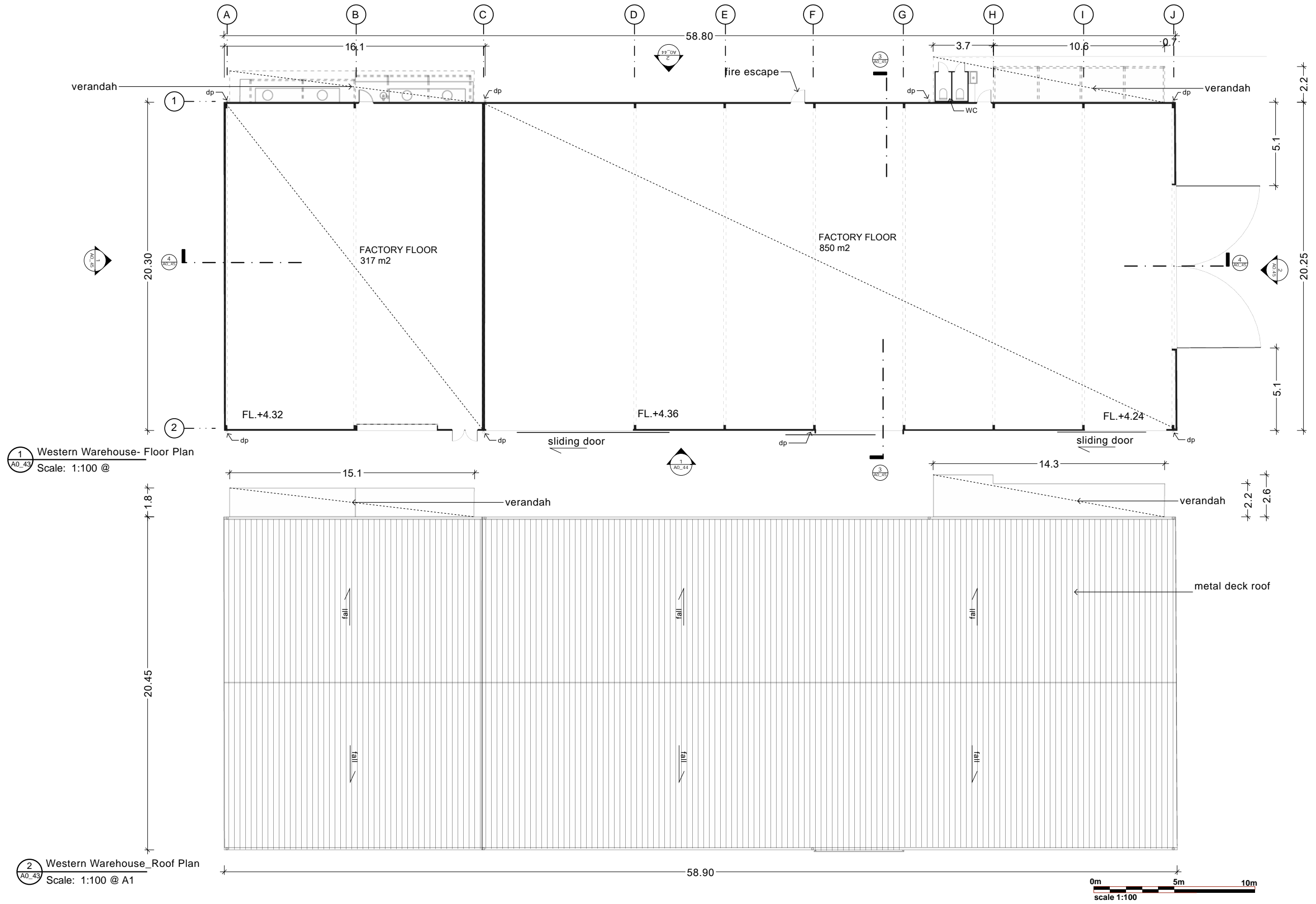
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3 LUMEAH RD. _SITE PROPOSED_ GROUND PLAN

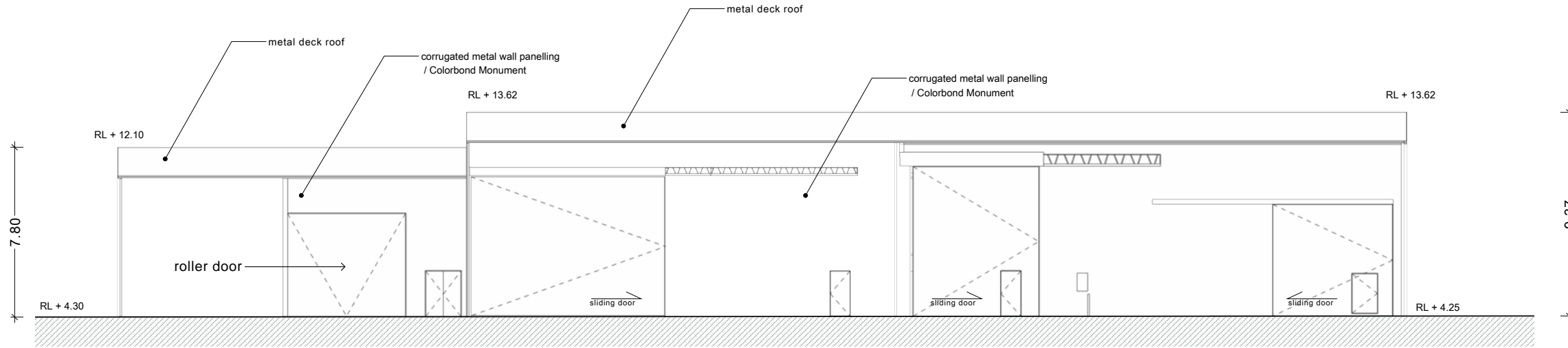
HART MARINE
1A & 1-5 LUMEAH ROAD & 4 YARINGA ROAD,
SOMERVILLE 3912, VICTORIA

ISSUE
02.10.2025

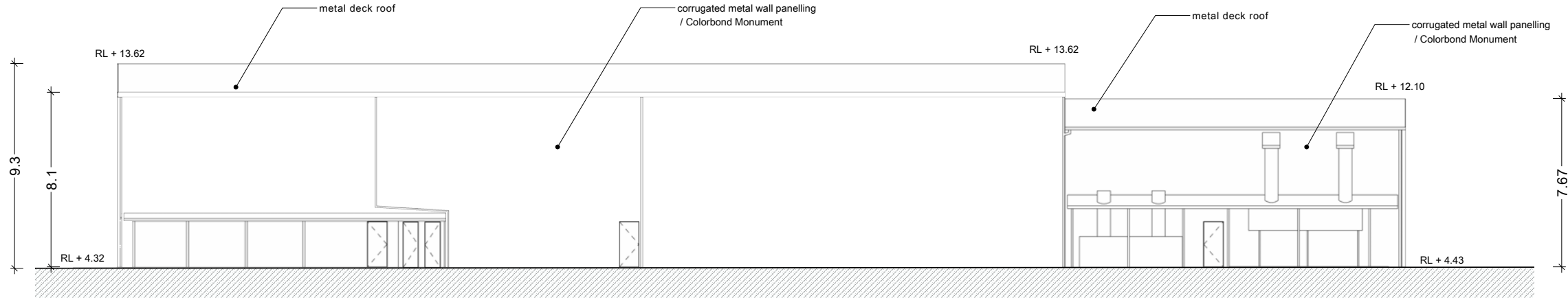
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A0.42





1 Western Warehouse_East Elevation
A0_44 Scale: 1:100 @ A1



2 Western Warehouse_South Elevation
A0_44 Scale: 1:100 @ A1

METAL CLADDING
COLORBOND MONUMENT



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1A & 1-5 LUMEAH ROAD, 4 YARINGA ROAD, SOMERVILLE
SECTION 50 PLANNING APPLICATION

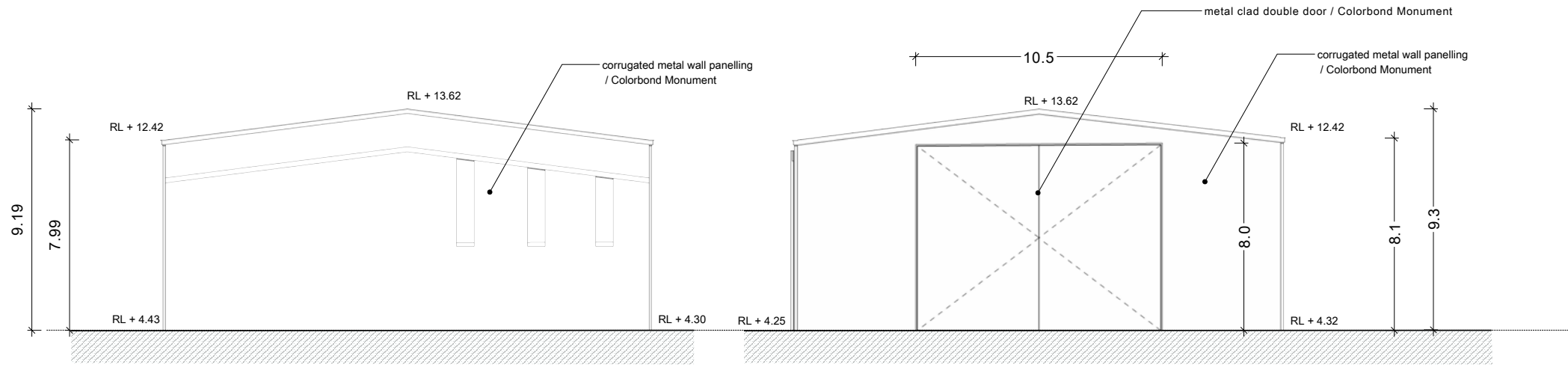
DRAWING TITLE:
3 LUMEAH RD. WESTERN WAREHOUSE_ELEVATIONS

HART MARINE
1A & 1-5 LUMEAH ROAD & 4 YARINGA ROAD,
SOMERVILLE 3912, VICTORIA

ISSUE
02.10.2025

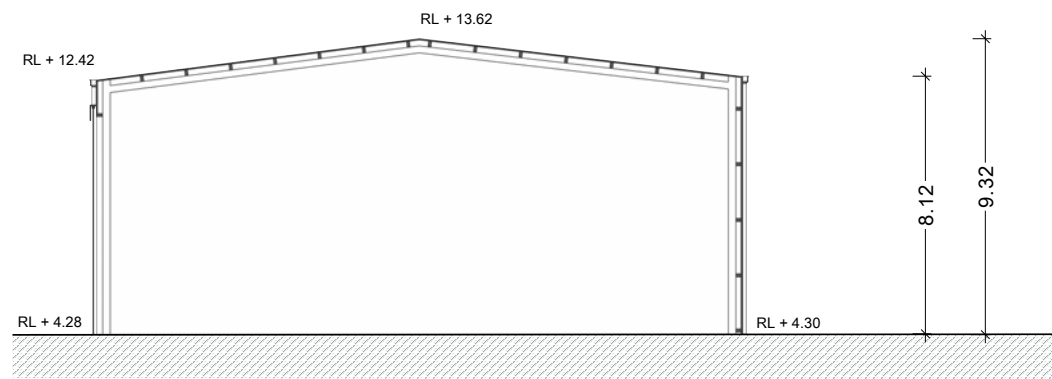
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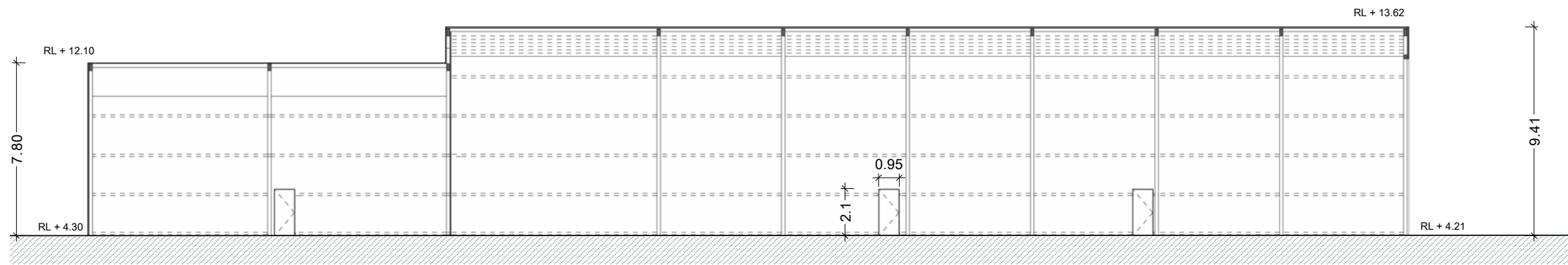


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2 Western Warehouse_North Elevation
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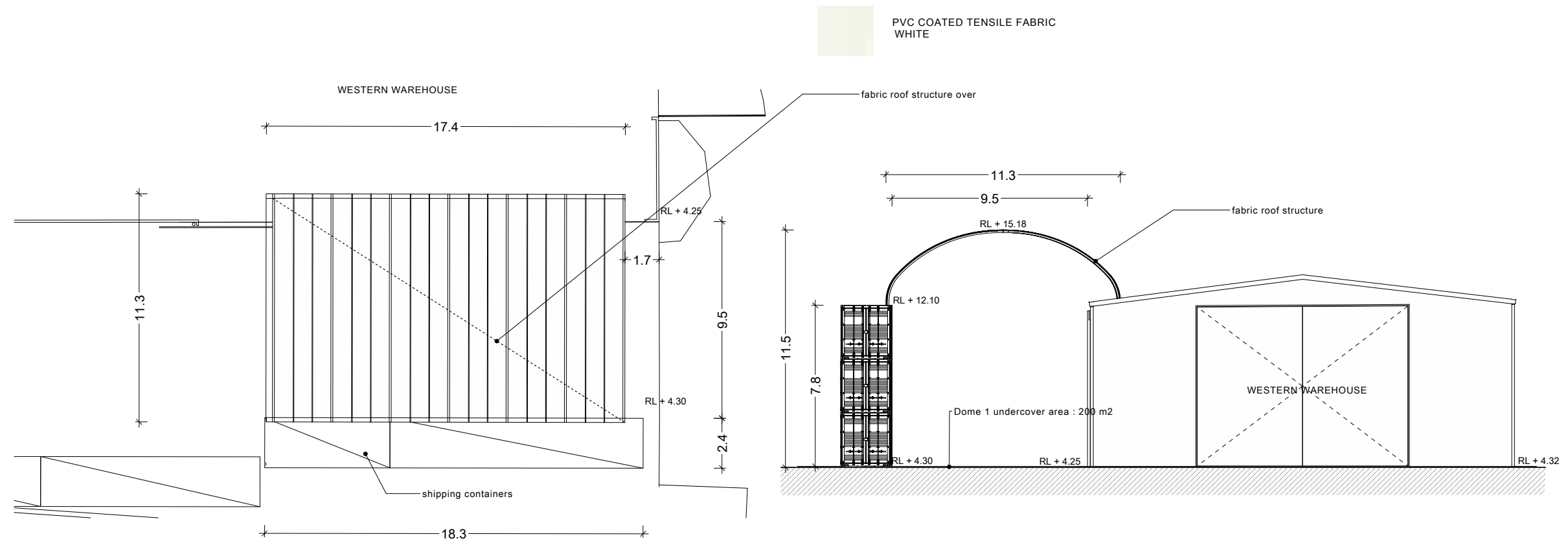


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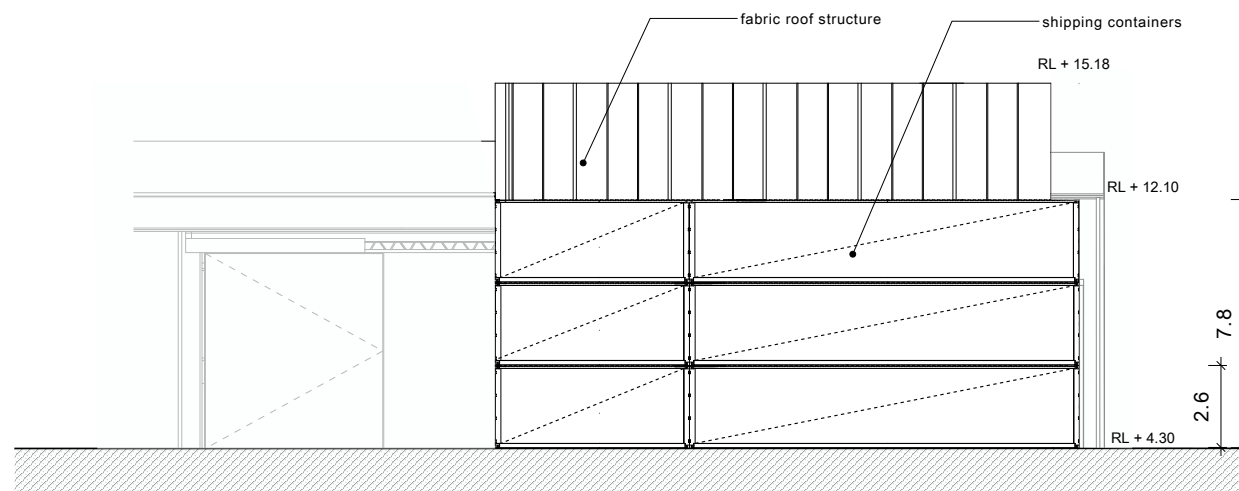
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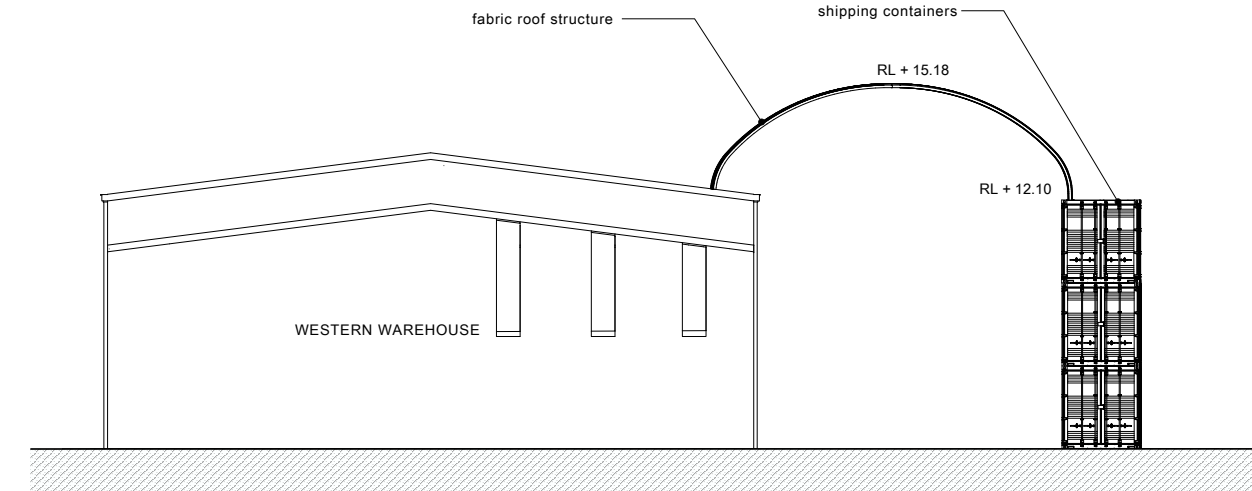


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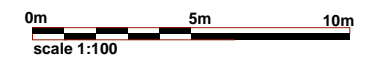
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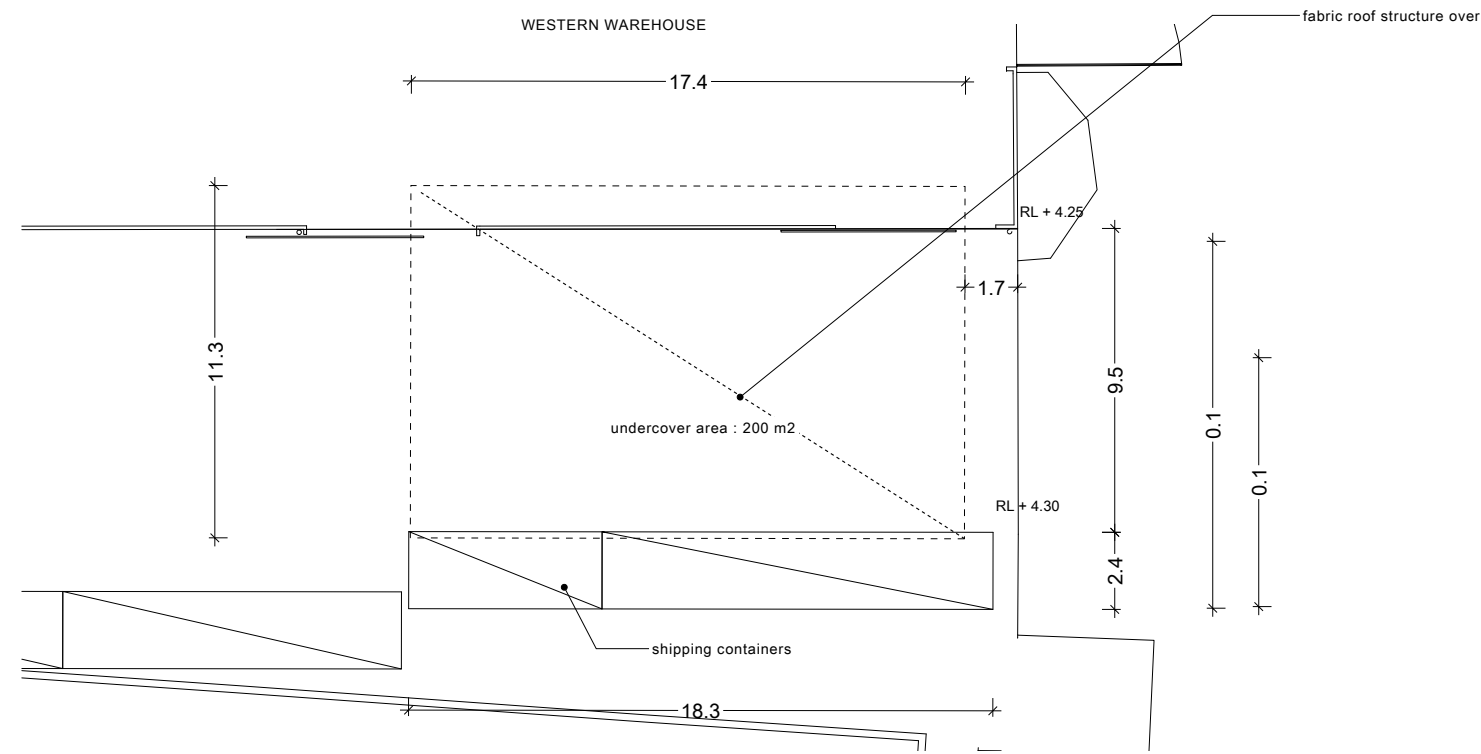


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4 Dome Structure_South Elevation
A0_46 Scale: 1:100 @ A1





1 Dome Structure_Site plan
A0_47 Scale: 1:100 @ A1



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1A & 1-5 LUMEAH ROAD, 4 YARINGA ROAD, SOMERVILLE
SECTION 50 PLANNING APPLICATION

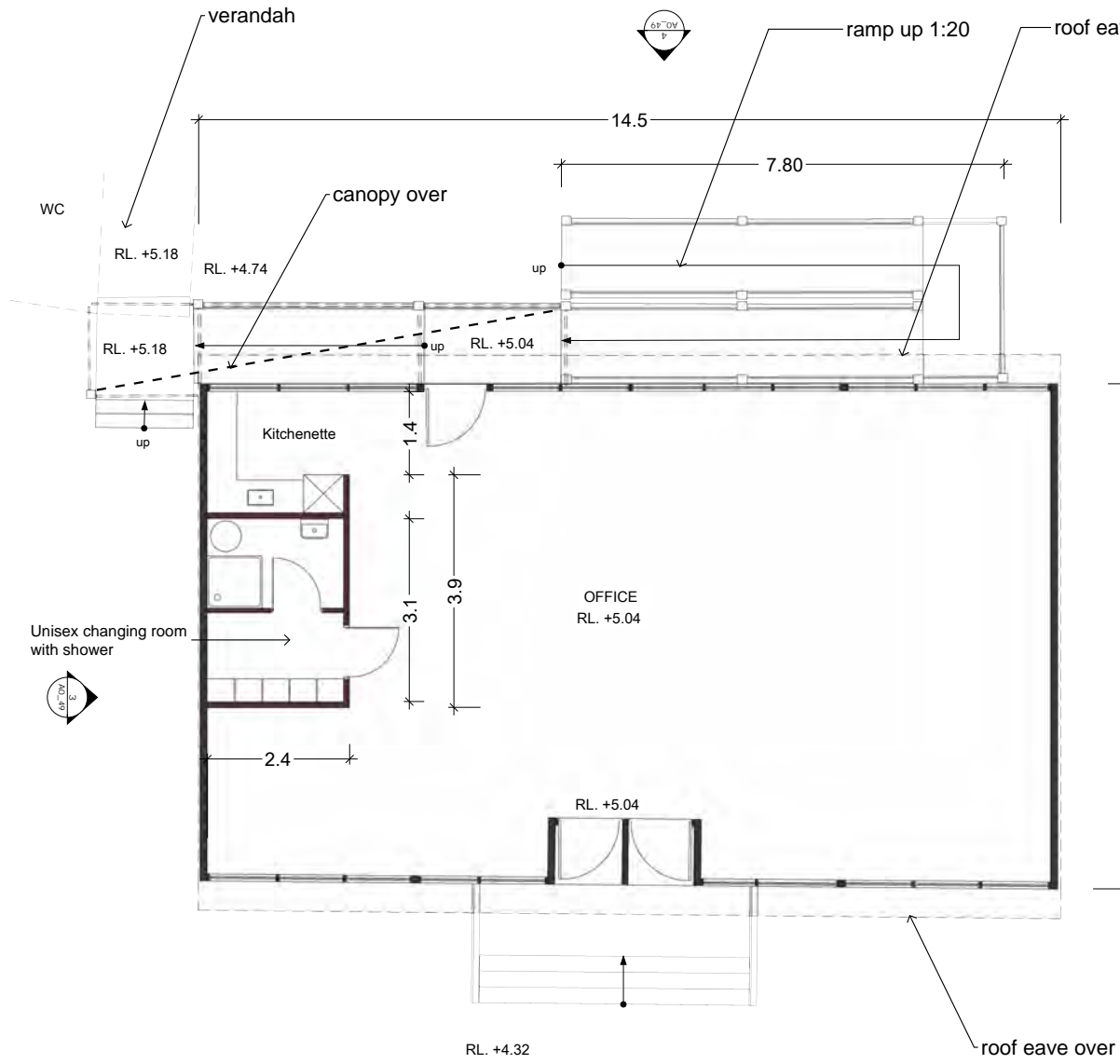
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HART MARINE
1A & 1-5 LUMEAH ROAD & 4 YARINGA ROAD,
SOMERVILLE 3912, VICTORIA

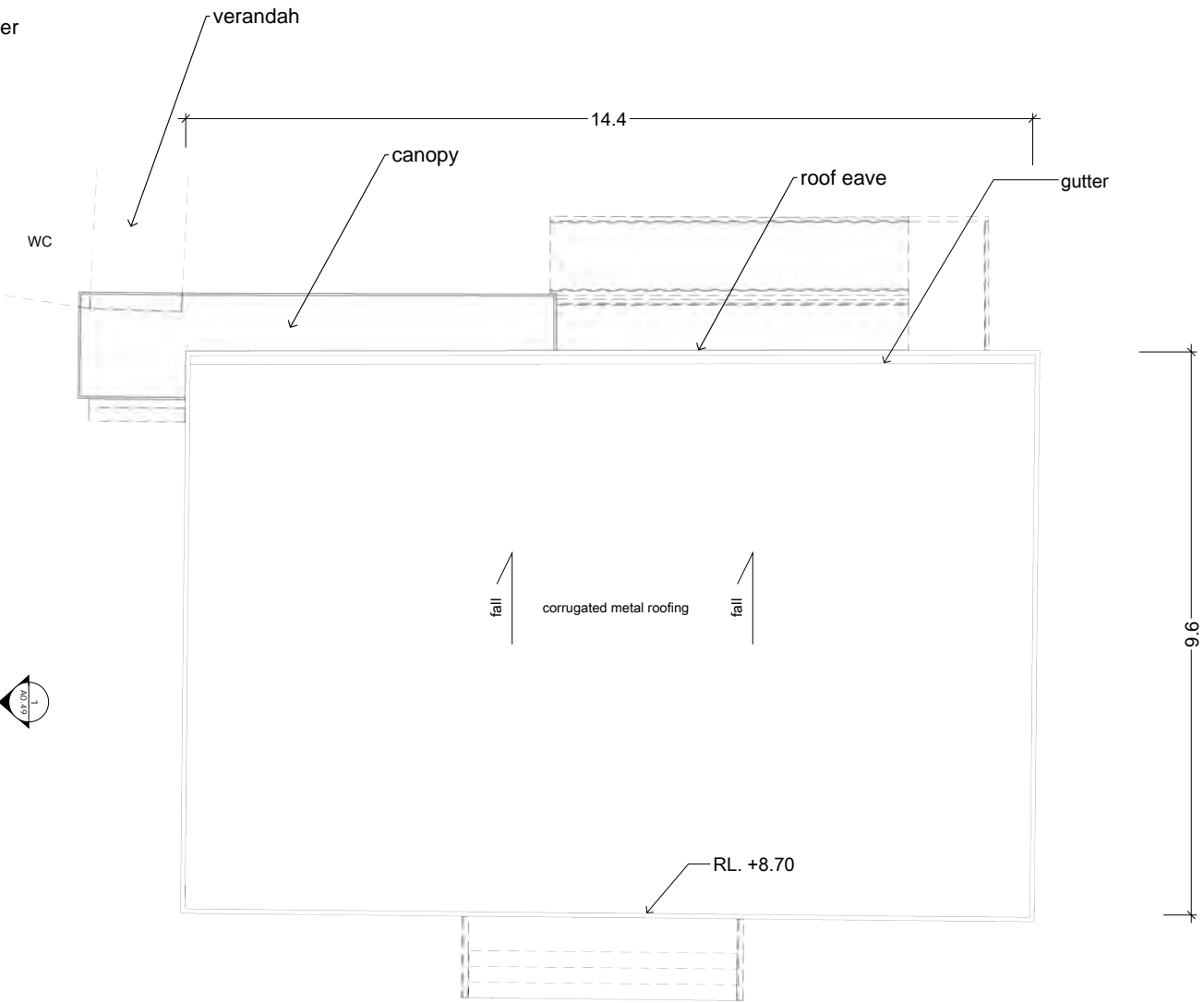
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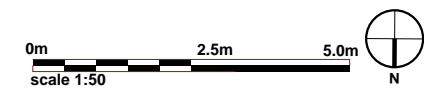
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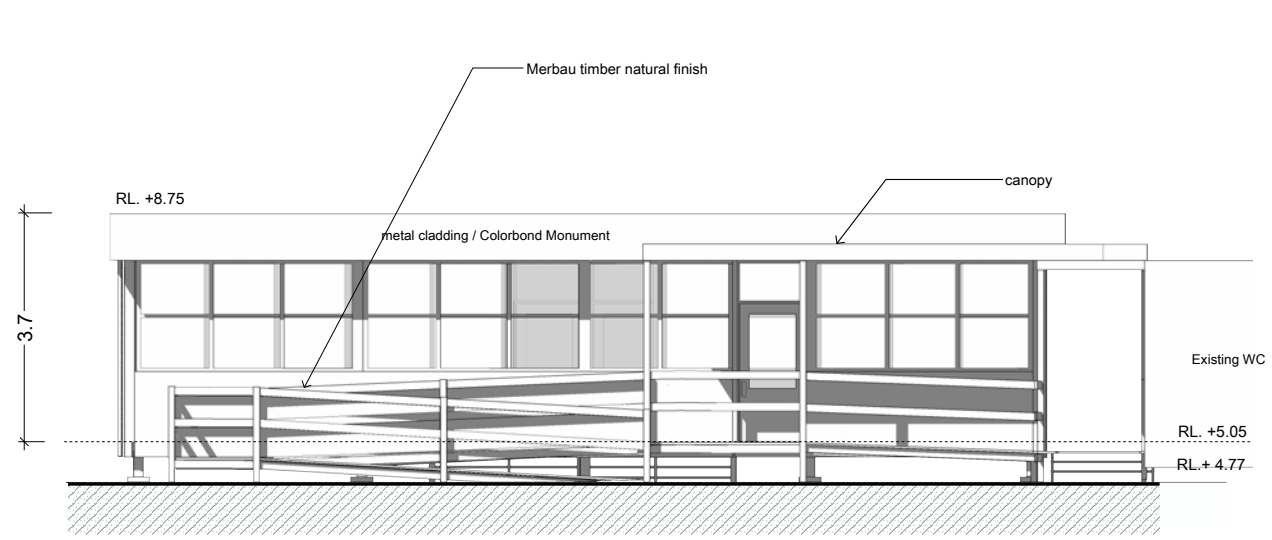


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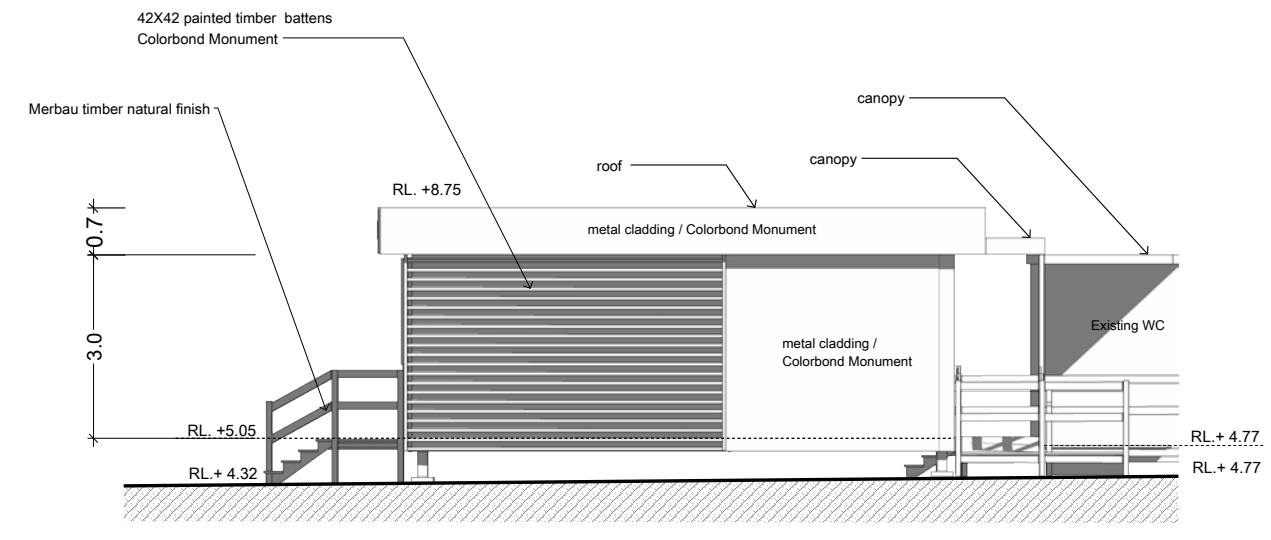


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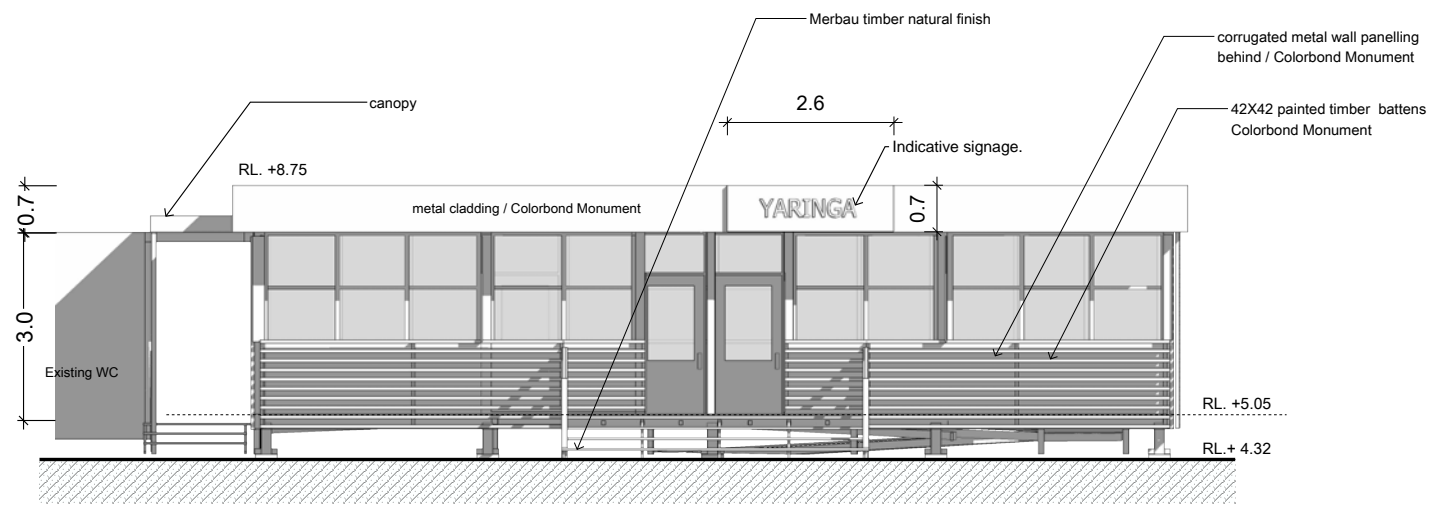




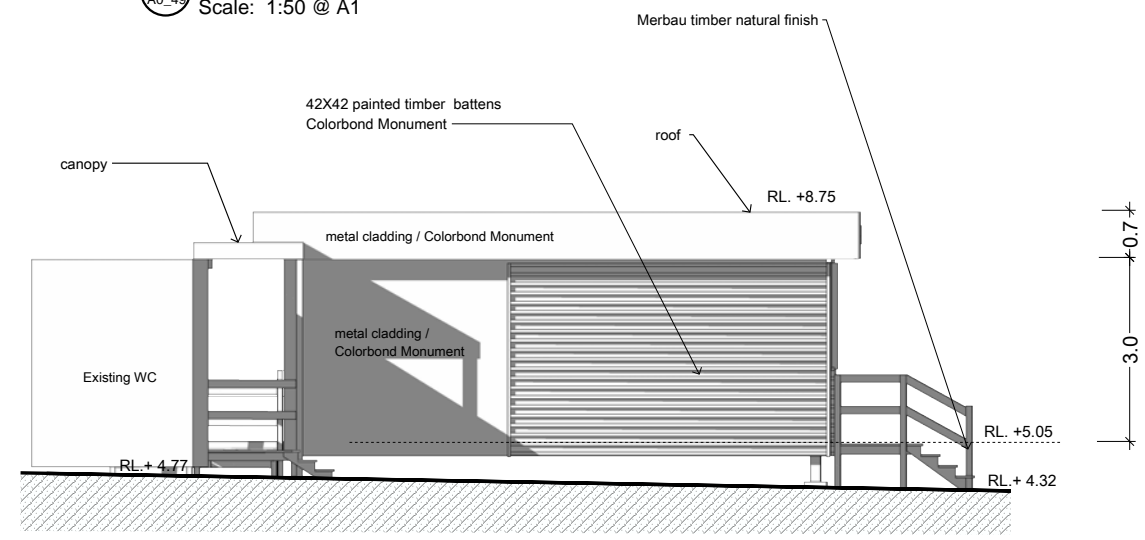
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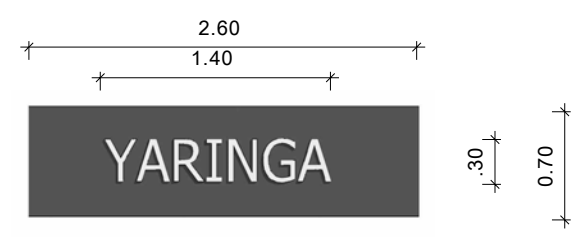
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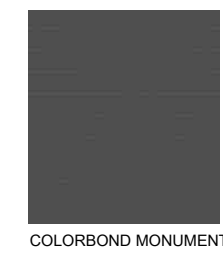
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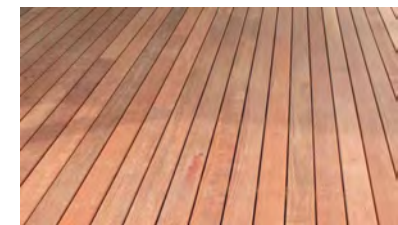
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4 Hart Marine Office_Signage detail
A0.49 Scale: 1:50 @ A1

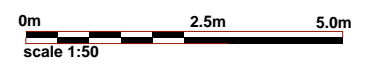


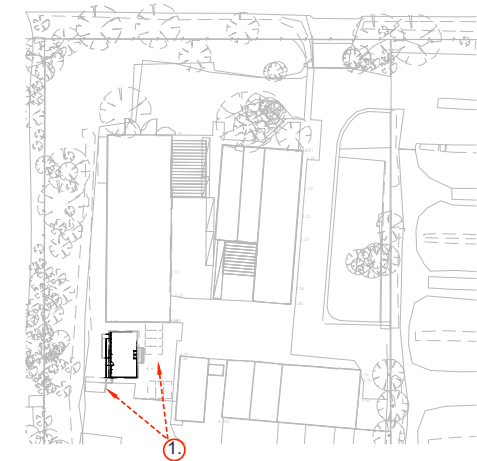
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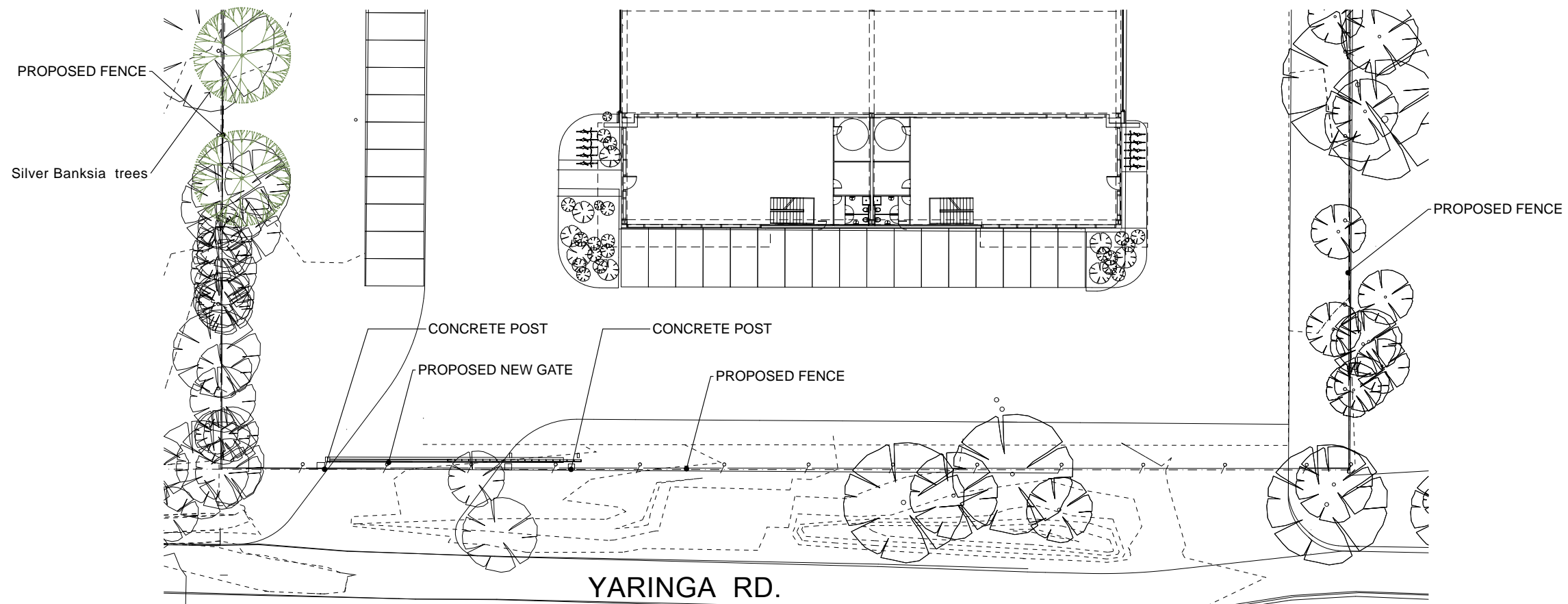
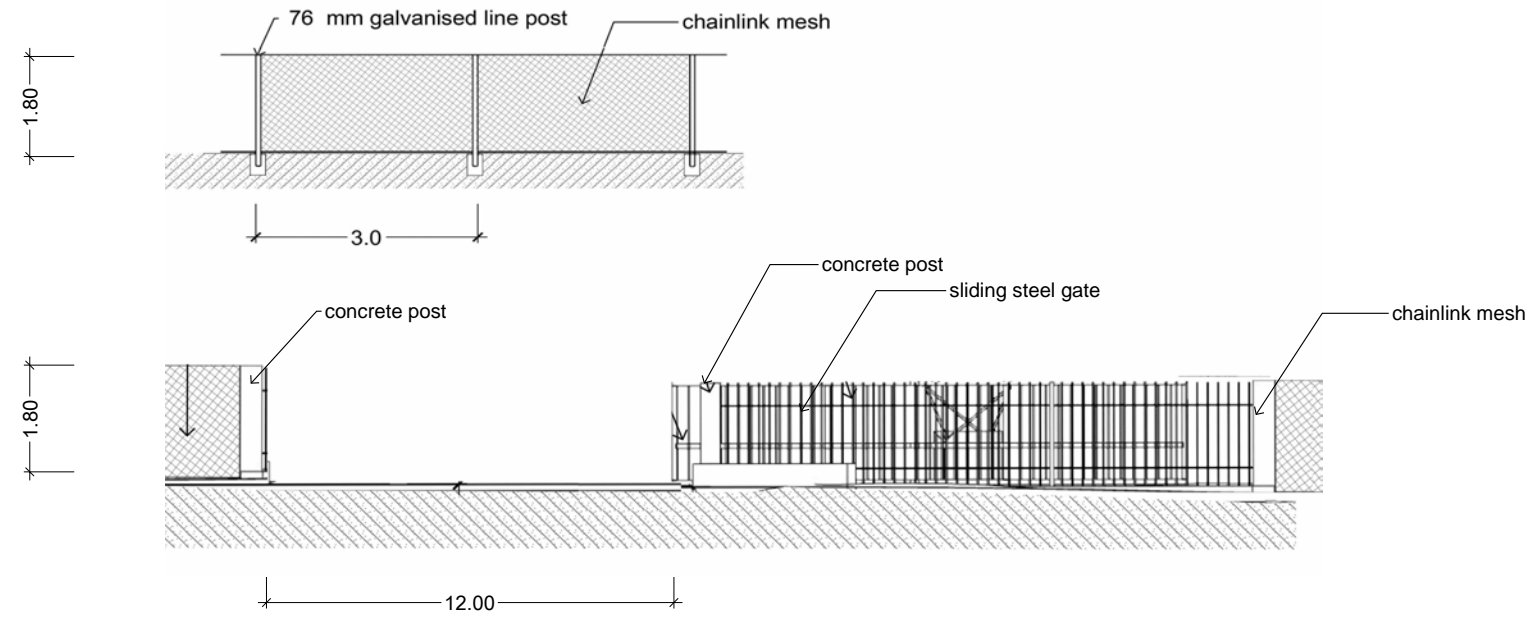
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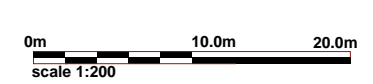


KEY PLAN

1 Hart Marine Office_proposed
A0_50



1 5 Lumeah Rd.. Fence Location
A0_51 SCALE 1:200



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1A & 1-5 LUMEAH ROAD, 4 YARINGA ROAD, SOMERVILLE
SECTION 50 PLANNING APPLICATION

DRAWING TITLE:
4 YARINGA RD. PROPOSED FENCE

HART MARINE
1A & 1-5 LUMEAH ROAD & 4 YARINGA ROAD,
SOMERVILLE 3912, VICTORIA

ISSUE
02.10.2025

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Site Context Plan

4 YARINGA ROAD & 5 LUMEAH ROAD LANDSCAPE REPORT

ISSUE 03: 7th March 2025

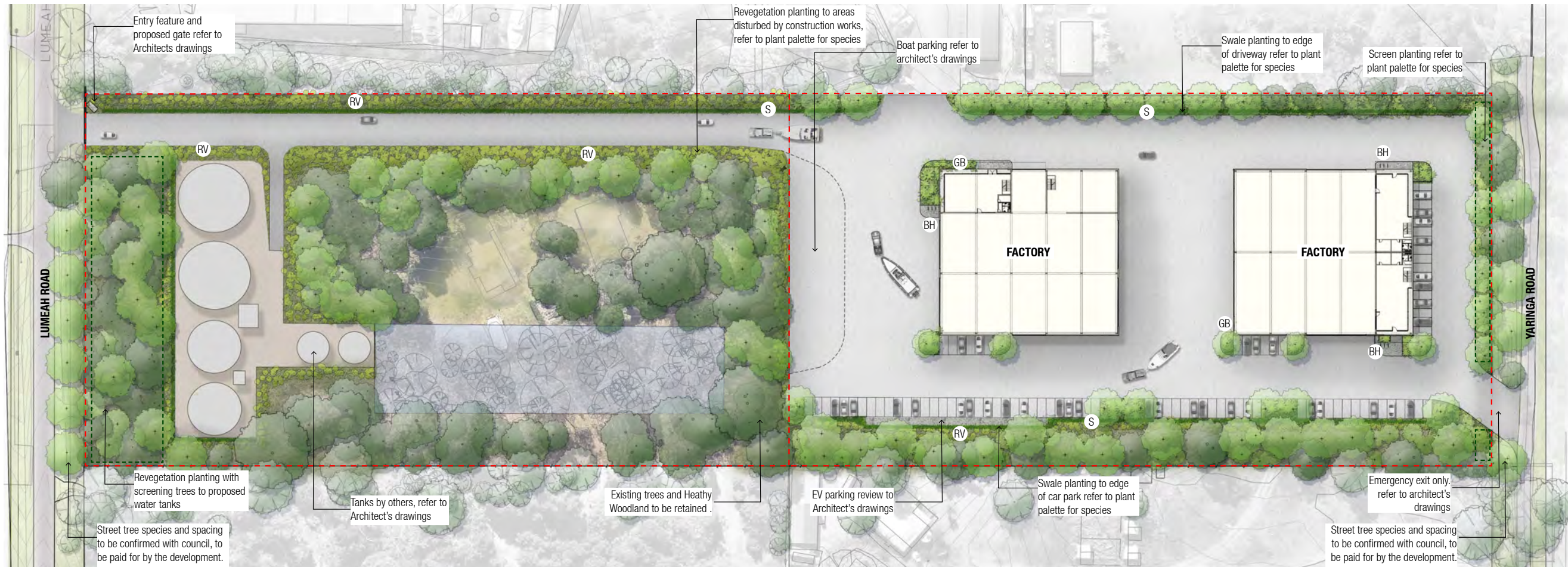
**4 YARINGA ROAD & 5 LUMEAH ROAD
LANDSCAPE REPORT**

TOWN PLANNING APPLICATION

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J:\Smiths Lane Town Centre\5. Design\Drawings\Design\Smiths Lane Town Centre Town Planning Application



Landscape Proposal

The proposed landscape treatments for the subject site, No. 4 Yaringa Road & No. 5 Lumeah Road, aim to sensitively integrate the proposed built form, associated structures and parking areas within the existing landscape context. Indigenous tree planting is proposed to screen views to the new built elements including the buildings and water tanks, with additional tree planting proposed within the adjacent Council road reserves. Tree planting around the car park and hardstand areas will provide shade.

Plant Palettes

Planting selection will be made from the following plant palettes, with the specific plants chosen to be appropriate to the context, aspect and micro-climate conditions. The palettes include species with differing size and form that will contribute to a natural layered planting effect. The species proposed are Australian natives with a high proportion being locally indigenous.

The Heathy Woodland revegetation plant palette uses species from the Ecological Vegetation Class (EVC) represented on this site, as identified in the Biodiversity Assessment prepared by Ecology and Heritage Partners.

For the swales proposed as part of the drainage strategy for the site predominately rushes and sedges are proposed, that are adapted to the specific hydrological conditions of dry with periodic inundation.

For the area immediately around the two buildings a separate palette is proposed that combines elements of the Heathy Woodland EVC and a limited number of native species that provide seasonal flowering and visual interest.

Note:
Landscape concept plans are subject to the endorsement of the Country Fire Authority under the Bushfire Management Overlay referral process.

GB – Factory Surrounds Plant Palette

Code	Botanical Name	Common Name	Pot Size	No. per m2	Height/Caliper	% of schedule type	Quantity
Tree							
	<i>Acacia mearnsii</i>	Black Wattle	45L	As shown	10m X 5m	20%	8
	<i>Banksia integrifolia</i>	Coast Banksia	45L	As shown	15m X 3m	35%	14
	<i>Eucalyptus radiata</i>	Narrow-leaf Peppermint	45L	As shown	15m X 8m	25%	10
	<i>Eucalyptus viminalis</i> ssp. <i>Pyroniana</i>	Rough-barked Manna Gum	45L	As shown	14m X 10m	20%	8
Total Percentage						100%	
Total Number of Trees							40
Shrub							
	<i>Bursaria spinosa</i>	Native Blackthorn	200mm	500ctrs	1.5m X 4m		
	<i>Correa reflexa</i>	Native Fuchsia	200mm	4m2	0.5m X 1.5m		
	<i>Correa alba</i>	White Correa	140mm	4m2	0.75m X 1.5m		
	<i>Correa glabra</i>	Rock Correa	140mm	4m2	1m X 1m		
	<i>Dillwynia cinerascens</i>	Grey Parrot-pea	140mm	4m2	0.6m X 1.5m		
	<i>Tetratea ciliata</i>	Pink Bells	140mm	4m2	1m X 1m		
	<i>Chrysosplenium apiculatum</i>	Common everlasting	140mm	5m2	0.2m X 0.5m		
	<i>Rhapodia spinosens 'Silver Border'</i>	Silver Boarder Saltbush	140mm	4m2	1m X 2m		
	<i>Westringia fruticosa 'Mundi'</i>	Prostrate Native Rosemary	140mm	4m2	0.5m X 1.5m		
Ground Cover							
	<i>Abutilon cinereus</i>	Grey Saltbush	140mm	4m2	1m X 1.5m		
	<i>Carpetrotia rossii</i>	Pig Face	140mm	4m2	0.1 X 2m		
	<i>Darwinia citriodora 'Seaspray'</i>	Seaspray	140mm	4m2	0.1m X 0.9m		
Turfing							
	<i>Dianella revoluta</i>	Blueberry Lily	140mm	5	0.6m X 1.5m		
	<i>Lomandra longifolia 'Tanika'</i>	Fine Leaf Spiny Headed Mat Rush	140mm	5	0.5 X 0.6m		
	<i>Poa labillardieri 'Eskdale'</i>	Eskdale Tussock Grass	140mm	5	0.4 X 0.6m		

S – Swale Plant Palette

Code	Botanical Name	Common Name	Pot Size	No. per m2	Size at maturity
Swale					
CXA	<i>Carex appressa</i>	Tall Sedge	TubeStock	5	0.8 x 0.7m
SDO	<i>Goodenia ovata</i>	Hop Goodenia	TubeStock	4	0.8 x 0.8m
SNJ	<i>Isoplepis nodosa</i>	Knotted Club-Rush	TubeStock	5	0.8 x 0.8m
JNF	<i>Juncus Revidus</i>	Rush	TubeStock	5	1 x 1m

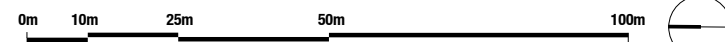
RV – Heathy Woodland Revegetation Plant Palette

Code	Botanical Name	Common Name	Pot Size	No. per m2	Size at maturity	% of schedule type	Quantity
Tree							
	<i>Acacia mearnsii</i>	Black Wattle	27L	As Shown	10m X 5m	18%	17
	<i>Banksia serrata</i>	Saw Banksia	27L	As Shown	15m X 4m	22%	21
	<i>Eucalyptus obliqua</i>	Messmate Stringbark	27L	As Shown	20m X 7m	15%	14
	<i>Eucalyptus ovata</i>	Swamp Gum	27L	As Shown	10m X 5m	15%	14
	<i>Eucalyptus radiata</i>	Narrow-leaf Peppermint	27L	As Shown	15m X 8m	12%	12
	<i>Eucalyptus viminalis</i> ssp. <i>Pyroniana</i>	Rough-barked Manna Gum	27L	As Shown	14m X 10m	13%	12
	<i>Eucalyptus willeri</i>	Jimmy's Shining Peppermint	27L	As Shown	10m X 8m	5%	5
Total Percentage						100%	
Total Number of Trees							96
Shrub							
	<i>Acacia longifolia</i> subsp. <i>Sphaerac</i>	Coast Wattle	tubestock	1m2	2m X 3m		
	<i>Dillwynia glaberrima</i>	Smooth Parrot-pea	tubestock	3m2	1m X 1m		
	<i>Epacris angustata</i>	Common heath	tubestock	3m2	0.5m X 1m		
	<i>Lepidosperum continentale</i>	Prickly Tea-tree	tubestock	3m2	1m X 2m		
	<i>Lepidosperum myrsinoides</i>	Heath Tea-tree	tubestock	3m2	2m X 1m		
	<i>Leucopogon virgatus</i>	Common Beard-heath	tubestock	4m2	0.6m X 0.4m		
	<i>Minuartia scoparia</i>	Prickly Broom-heath	tubestock	3m2	1.5m X 1m		
Turfing							
	<i>Amperea xiphocladia</i> var. <i>xiphocladia</i>	Broom Spurge	tubestock	3m2	0.3m X 1m		
	<i>Galinia sieberiana</i>	Red-fruit Saw-sedge	tubestock	3m2	1.5m X 1.5m		
	<i>Hypolaena fastigiata</i>	Tassel Rope-nush	tubestock	4m2	0.5m X 0.5m		
	<i>Xanthorrhoea minor</i> ssp. <i>lutea</i>	Small Grass-tree	tubestock	4m2	0.6m X 1m		



LEGEND

- Existing trees
- Proposed Trees
- Garden bed
- Heathy Woodland revegetation including biodegradable erosion control matting to grades exceeding 1:5
- Drainage swale
- Asphalt road & car park pavement by others
- Hardstand area by others
- Bike hoops refer to Architect's drawings
- Water dispersal field by others
- Screen planting refer to plant palettes for species
- Title Boundary



Checked SS
Project Number 2441A
Drawn FJ
Drawing Number TP-L001
Issue [03] 07.03.2025
Drawing Title LANDSCAPE CONCEPT

4 YARINGA ROAD & 5 LUMEAH ROAD
LANDSCAPE REPORT
TOWN PLANNING APPLICATION

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BUSHFIRE ASSESSMENT REPORT

Factory and temporary offices
4 Yaringa Road, 3 and 5 Lumeah
Road Somerville

FINAL
12 September 2024



TERRALOGIC

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2. Site description	5
3. Proposal	6
4. Relevant planning controls	7
5. Bushfire Hazard Landscape Assessment	9
6. Bushfire hazard site assessment	11
7. Bushfire Management Statement and policy assessment	16
8. Recommendations	21
9. Conclusion	24

Appendix 1 —Bushfire Management Plan



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Requirements detailed in this document do not guarantee survival of the buildings or the occupants. The client is strongly encouraged to develop and practice a bushfire survival plan. Information and assistance including a template for a Bushfire Survival Plan is provided as part of the 'Fire Ready Kit' available through the CFA website at www.cfa.vic.gov.au or through your local CFA Regional office.

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Version control and review

Version	Date	Author	Client Reviewer
1	29 June 2022	G McMillan	Clare Gillies
2	20 June 2024	G McMillan	Clare Gillies
3	15 August 2024	G McMillan	Clare Gillies / Ben Schneider
4	12 September 2024	G McMillan	Clare Gillies / Ben Schneider



1. Introduction

This report has been prepared to support a planning permit application for buildings and works associated with the development of two factories, a temporary office and associated works (**proposal**) on the land at 4 Yaringa Road, 3 and 5 Lumeah Road, Somerville (**site**).

A planning permit is required pursuant to Clause 44.06-2 Bushfire Management Overlay (**BMO**) of the Mornington Peninsula Planning Scheme (**Planning Scheme**) for buildings and works associated with the industrial use.

Clause 44.06-3 of the Planning Scheme requires an application for a planning permit under the BMO to be accompanied by the following:

- Bushfire hazard landscape assessment
- Bushfire hazard site assessment
- Bushfire management statement

This report addresses these matters and the relevant bushfire planning policy at clause 13.02-1S of the Planning Scheme.



2. Site description

The site is within a special use zone, the purpose of which is to facilitate port related uses. The site is comprised of three lots.

There is a boat storage, cleaning and maintenance area on 3 Lumeah Road. The dwelling on the northern lot (5 Lumeah Road) is currently used for residential purposes. The southern lot (4 Yaringa Road) contains a residential building which is unoccupied; the northern part of that site is used for boat storage, cleaning and maintenance.

Vegetation across the site varies, there are some areas where the vegetation is well managed and other parts where the scrub vegetation is unmanaged.

Photographs of the site and surrounds can be found in **section 5** of this report.

Figure 1 – Site context





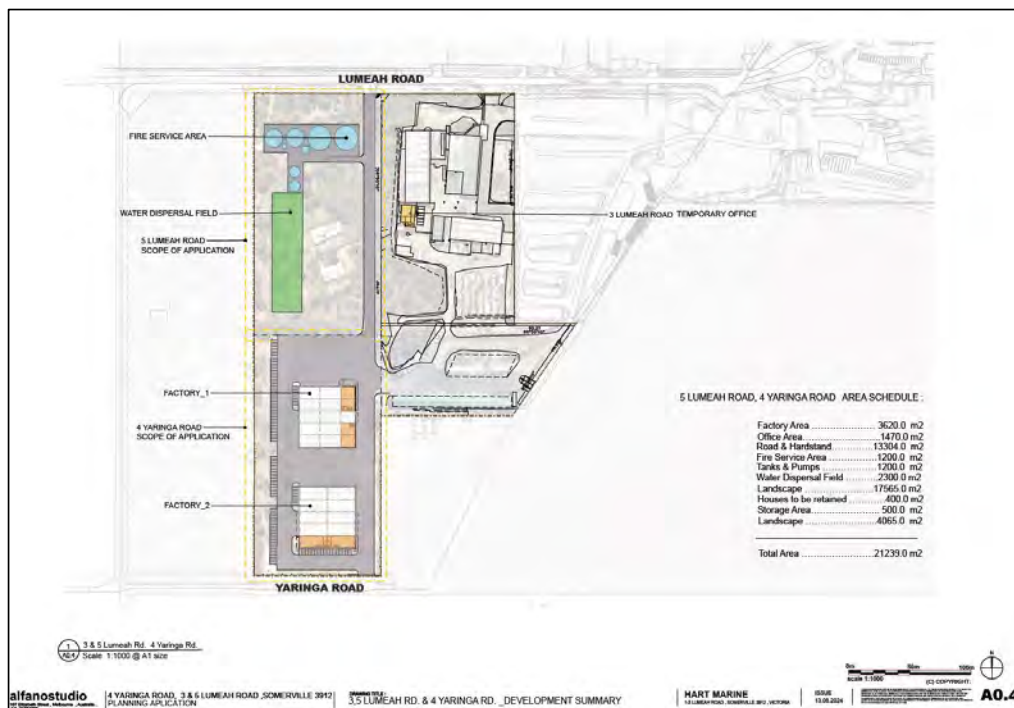
3. Proposal

It is proposed to construct two factories in the southern part of the site (4 Yaringa Road) and to undertake associated works and access in the northern part of the site (5 Lumeah Road). A temporary office is proposed on 3 Lumeah Road, to support existing operations.

A new concrete accessway is proposed along the eastern side of the factories and water tanks and pumps are proposed close to the northern boundary of the site. The existing dwelling on 5 Lumeah Road is proposed to be retained and used for site administration purposes during construction.

Details of the proposed works are shown in drawing prepared by Alfano Studio (Ref. A0.4 dated 17/5/24).

Figure 2 – Extract from planning drawings





4. Relevant planning controls

Zoning and Overlays

The land is zoned Special Use Zone (**SUZ1**) pursuant to the Mornington Peninsula Planning Scheme (**Planning Scheme**) and is affected by the Bushfire Management Overlay (**BMO**) and is partly within the Land Subject to Inundation Overlay (**LSIO1**). The site is also within the designated Bushfire Prone Area (**BPA**).

Permit trigger

Clause 44.06 (BMO) of the Planning Scheme requires a permit for buildings and works associated with the proposed factories (industry).

Application requirements and conditions

Clause 44.06-3 specifies that the application must be accompanied by the following:

- Bushfire hazard landscape assessment (**section 5** of this report)
- Bushfire hazard site assessment (**section 6** of this report)
- Bushfire management statement (**section 7** of this report)

Clause 44.06-4 specifies that an application must meet the requirements at clause 53.02 (Bushfire Planning). A response to the objectives and measures in clause 53.02 is provided in **section 6** of this report.

Clause 44.06-5 requires any planning permit granted for buildings and works under the BMO to include a mandatory condition. The condition essentially requires all bushfire protection measures specified on the endorsed plans to be implemented on an ongoing basis.

Bushfire policy

State planning policy at clause 13.02 of the Planning Scheme is relevant for the proposal, as it applies to projects within the BMO. The objective of clause 13.02 is to:

To strengthen the resilience of settlements and communities to bushfire through risk-based planning that prioritises the protection of human life.

In terms of settlement planning the policy seeks to:

- *Directing population growth and development to low risk locations, being those locations assessed as having a radiant heat flux of less than 12.5 kilowatts/square metre under AS 3959-2009 Construction of Buildings in Bushfire-prone Areas (Standards Australia, 2009).*



- *Ensuring the availability of, and safe access to, areas assessed as a BAL-LOW rating under AS 3959-2009 Construction of Buildings in Bushfire-prone Areas (Standards Australia, 2009) where human life can be better protected from the effects of bushfire.*
- *Ensuring the bushfire risk to existing and future residents, property and community infrastructure will not increase as a result of future land use and development.*
- *Achieving no net increase in risk to existing and future residents, property and community infrastructure, through the implementation of bushfire protection measures and where possible reducing bushfire risk overall.*



5. Bushfire Hazard Landscape Assessment

The site is within a special use zone that is designed to facilitate port related activities. 3 Lumeah Road is used for boat storage in association with the Yaringa Boat Harbour. The surrounding area is highly and contains several dwellings. Vegetation within the area has been modified, with the exception of the coastal reserves adjacent to Western Port Bay.

The site has good road access to established settlements and safer areas in the event of a bushfire.

A Bushfire Hazard Landscape Assessment plan is provided at **page 10** of this report.

This area would be conservatively classified as broader landscape type three according to the *Technical Guide Planning Permit Applications Bushfire Management Overlay* (DELWP, 2017). These are landscapes where:

- *The type and extent of vegetation located more than 150 metres from the site may result in neighbourhood-scale destruction as it interacts with the bushfire hazard on and close to a site.*
- *Bushfire can approach from more than one aspect.*
- *The site is located in an area that is not managed in a minimum fuel condition.*
- *Access to an appropriate place that provides shelter from bushfire is not certain.*

It is noted that while bushfire could approach from more than one direction, it is likely to be a coastal scrub fire on flatter land.

The most likely forms of fire behaviour at the landscape scale impacting the site include:

- Localised flame contact and possible radiant heat exposure from a fire developing in the coastal scrub vegetation.
- Some risk of ember attack forested areas in the wider landscape.



Plan prepared on 29/06/2022

Bushfire Hazard Landscape Assessment

3 Lumeah Road Somerville

- Subject site
- ➔ Main fire runs
- ➔ Secondary fire runs





6. Bushfire hazard site assessment

Methodology

A site inspection was conducted on 23 June 2022. We have also reviewed more recent photographs included with planning drawings prepared in May 2024.

Bushfire hazard within 150m of the Site has been assessed in accordance with sections 2.2.3 to 2.2.5 of *AS3959:2018 Construction of buildings in bushfire prone areas (AS3959)* and the requirements at clause 53.02 of the Planning Scheme.

Vegetation can be categorised as either:

- 'Classified vegetation' under AS3959 (e.g. forest, grassland or woodland). This vegetation is classified according to assumptions about how different vegetation is likely to affect fire behaviour.
- 'Low threat' as defined under AS3959 (e.g. grassland managed in a minimal fuel condition, maintained lawns, golf courses, maintained public reserves and parklands, vineyards, orchards, cultivated gardens, commercial nurseries, nature strips and windbreaks). Low threat vegetation is excluded from the site assessment.
- 'Modified vegetation' as defined in the tables at clause 53.02. This is vegetation which has been modified and as different fuel loads compared to what is assumed under AS3959.

Assessment

A Bushfire Hazard Site Assessment plan is at **page 13** of this report.

Photographs of the vegetation are at **pages 14 - 15** of this report.



Table 1 –Site assessment

	North	East	South	West
Vegetation classification	Scrub, Modified and Low Threat	Low Threat and Scrub	Scrub	Grassland, Modified and Scrub
Effective slope under classified vegetation	Flat	Flat	Flat	Flat
Existing distance between proposed works & classified vegetation*	45m to Scrub	27m to Scrub	40m to Scrub	35m to Grassland
Required defensible space distance (to achieve BAL-12.5)	27m	27m	27m	19m
Proposed defensible space	27m	27m or PB	27m or PB	27m or PB
BAL determination (based on proposed defensible space and risk assessment) (BAL-12.5 is minimum in BPA)	BAL-12.5	BAL-12.5	BAL-12.5	BAL-12.5



Prepared on 01/07/24 (Site inspection conducted on 23/06/2022)

Bushfire Hazard Site Assessment
4 Yaringa Road, 3 and 5 Lumeah Rd Somerville

- Subject site
- 150m assessment area

Classified vegetation

- Forest
- Woodland
- Shrubland
- Scrub
- Grassland
- Modified vegetation

Note – unshaded vegetation on the plan has been classified as low threat according to AS3959





Photo 1 – Entry to 3 Lumeah Road (to west of site)



Photo 2 – Entry to 5 Lumeah Road (northern part of site)



Photo 3 – Entry to 4 Yaringa Road (southern part of the site)



Photo 4 – Caravan Park to the north of the site on Lumeah Road



Photo 5 – Scrub vegetation on 3 Lumeah Road (to the east of the site)



Photo 6 – Scrub on coastal reserve (further east from the site)





Photo 7 – Dwelling on 5 Lumeah Road



Photo 8 – Southern part of assessment area



Photo 9 – View looking west along Lumeah Road



Photo 10 – Vegetation on southern side of Lumeah Road



Photo 11 – View from corner of Katandra and Yaringa Roads





7. Bushfire Management Statement and policy assessment

The following is an assessment against State policy at clause 13.02, the BMO and the relevant requirements of clause 53.02 (Bushfire Planning) in the Planning Scheme.

Clause 13.02 – State policy

The purpose of State policy at clause 13.02-1S is to strengthen the resilience of communities to bushfire. As outlined in **section 4** of this report, one of the relevant strategies at clause 13.02 is:

- *Achieving no net increase in risk to existing and future residents, property and community infrastructure, through the implementation of bushfire protection measures and where possible reducing bushfire risk overall.*

The risk from bushfire can be mitigated with the implementation of appropriate bushfire protection measures. It is considered that the proposal is consistent with the objectives at clause 13.02 of the Planning Scheme.

Clause 44.06 – Bushfire Management Overlay

The purposes of the BMO are:

- *To implement the Municipal Planning Strategy and the Planning Policy Framework.*
- *To ensure that the development of land prioritises the protection of human life and strengthens community resilience to bushfire.*
- *To identify areas where the bushfire hazard warrants bushfire protection measures to be implemented.*
- *To ensure development is only permitted where the risk to life and property from bushfire can be reduced to an acceptable level.*

Subject to the implementation of the recommended bushfire protection measures, the proposal will ensure that the risk to life and property can be reduced to an acceptable level.



Clause 53.02 – Bushfire Planning

The following is a response to the relevant bushfire protection objectives and measures set out in clause 53.02 of the Planning Scheme.

Clause 53.02-4.1 Landscape, siting and design

Objective	Response
<ul style="list-style-type: none"> • <i>Development is appropriate having regard to the nature of the bushfire risk arising from the surrounding landscape.</i> • <i>Development is sited to minimise the risk from bushfire.</i> • <i>Development is sited to provide safe access for vehicles, including emergency vehicles.</i> • <i>Building design minimises vulnerability to bushfire attack.</i> 	<p>The main types of bushfire attack expected include:</p> <ul style="list-style-type: none"> • Localised flame contact and possible radiant heat exposure from a fire developing in the coastal scrub vegetation. • Some risk of ember attack forested areas in the wider landscape. <p>The factories and office are not used for accommodation, therefore it is not a particularly vulnerable proposal. In addition the office is only a temporary structure.</p> <p>There will be structural fire safety requirements that need to be complied with for the factories; these will reduce the risk of the factory being an ignition source / risk to other sites in the vicinity. The client will seek appropriate advice in the future on these matters.</p>

Approved measures	Response
<p>AM 2.1 <i>The bushfire risk to the development from the landscape beyond the site can be mitigated to an acceptable level.</i></p>	<p>The works are separate from but still associated with the main marina to the east. It is considered that the risk at the landscape scale can be mitigated to an acceptable level.</p>
<p>AM 2.2 <i>A building is sited to ensure the site best achieves the following:</i></p> <ul style="list-style-type: none"> • <i>The maximum separation distance between the building and the bushfire hazard.</i> • <i>The building is in close proximity to a public road.</i> 	<p>The factories are located within the middle of the southern part of the site, this provides sufficient area to manage 27m of defensible space around the shed.</p> <p>The temporary office is in a central part of the site, away from classified vegetation. There is</p>



<ul style="list-style-type: none"> • Access can be provided to the building for emergency service vehicles. 	<p>some vegetation at the outer extent of the defensible space area, given the temporary nature of the office use it is acceptable to exclude this vegetation from the standard management prescriptions.</p> <p>New concrete access is proposed, via Lumeah Road and Yaringa Road. The access will run along the eastern side of the factories, providing easy access to the factories. There are concrete pads proposed around the factories which will provide access and defensible space around the proposed buildings.</p> <p>The temporary offices will utilize existing access.</p>
<p>AM 2.3 A building is designed to be responsive to the landscape risk and reduce the impact of bushfire on the building.</p>	<p>The factories are enclosed structures with a fairly simple design. The temporary office is of simple construction. This will reduce the risk of embers lodging in the building.</p> <p>The concrete area around the factories will provide a break between the buildings and the vegetation (hazard).</p>

Clause 53.02-4.2 Defendable space and construction objective

Objective	Response
<p><i>Defendable space and building construction mitigate the effect of flame contact, radiant heat and embers on buildings.</i></p>	<p>Defendable space and construction standards will be implemented to mitigate the effects of bushfire attack, taking into consideration the landscape scale risk.</p>

Approved measures	Response
<p>AM 3.1 A building used for a dwelling (including an extension or alteration to a dwelling), a dependent person's unit, industry, office or retail premises is provided with defendable space in accordance with:</p>	<p>See Table 1 for defendable space calculations.</p> <p>A BAL-12.5 construction standard is proposed with 27m of defendable space (or to the property boundary). This is considered to provide a sufficient separation distance having</p>



TERRA LOGIC

<ul style="list-style-type: none"> • <i>Table 2 Columns A, B or C and Table 6 to Clause 53.02-5 wholly within the title boundaries of the land; or</i> • <i>If there are significant siting constraints, Table 2 Column D and Table 6 to Clause 53.02-5.</i> <p><i>The building is constructed to the bushfire attack level that corresponds to the defendable space provided in accordance with Table 2 to Clause 53.02-5.</i></p>	<p>regard to the nature of the proposed use and risk.</p> <p>There is some vegetation at the outer extent of the defendable space area. This vegetation is located between an access road and the temporary access. Given the temporary nature of the office use it is acceptable to exclude this vegetation from the standard management prescriptions.</p>
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Clause 53.02-4.3 Water supply and access objectives

Objective	Response
<p><i>A static water supply is provided to assist in protecting property. Vehicle access is designed and constructed to enhance safety in the event of a bushfire.</i></p>	<p>Static water will be provided to enhance safety.</p> <p>The water tanks are proposed at the northern part of the site; easily accessible from the proposed accessway.</p>

Approved measure	Response
<p>AM 4.1 <i>A building used for a dwelling (including an extension or alteration to a dwelling), a dependent person's unit, industry, office or retail premises is provided with:</i></p> <ul style="list-style-type: none"> • <i>A static water supply for fire fighting and property protection purposes specified in Table 4 to Clause 53.02-5.</i> • <i>Vehicle access that is designed and constructed as specified in Table 5 to Clause 53.02-5.</i> <p><i>The water supply may be in the same tank as other water supplies provided that a separate outlet is reserved for fire fighting water supplies</i></p>	<p>The lot is more than 1,000sqm and there is no reticulated water available.</p> <p>According to Table 4 at clause 53.02-5, a 10,000 litre dedicated water supply is required for fire fighting purposes.</p> <p>The access will need to meet the requirements in Table 5 given the possible need for fire trucks to access the factories.</p> <p>The tanks are currently proposed more than 60m from the edge of the buildings –it is recommended that remote outlet should be installed that generally meets CFA's fact sheet:</p>



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	<p><i>Use of remote outlets on water tanks in the bushfire management overlay (June 2024) or suitable alternative arrangement that meets relevant fire safety requirements.</i></p>
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8. Recommendations

Following the completion of the site assessment and policy assessment the following bushfire protection measures are recommended:

- Construction standard of **BAL-12.5** for the proposed factories and temporary office building.
- Defendable space should be managed for a distance of **27 metres** around the factories and temporary office (or to the property boundary whichever is the lesser) according to the following prescriptions:
 - Grass must be short cropped and maintained during the declared fire danger period.
 - All leaves and vegetation debris must be removed at regular intervals during the declared fire danger period.
 - Within 10 metres of a building, flammable objects must not be located close to the vulnerable parts of the building.
 - Plants greater than 10 centimetres in height must not be placed within 3 metres of a window or glass feature of the building.
 - Shrubs must not be located under the canopy of trees.
 - Individual and clumps of shrubs must not exceed 5 square metres in area and must be separated by at least 5 metres except for those identified for retention near the temporary office.
 - Trees must not overhang or touch any elements of the building.
 - The canopy of trees must be separated by at least 5 metres except for those identified for retention near the temporary office.
 - There must be a clearance of at least 2 metres between the lowest tree branches and ground level.
Unless otherwise agreed in writing to the satisfaction of the relevant fire authority

Unless otherwise agreed by the responsible authority in consultation with the relevant fire authority.

- **10,000 litres of static water supply** must be provided and meet the following requirements:
 - Be stored in an above ground water tank constructed of concrete or metal.
 - Have all fixed above ground water pipes and fittings required for firefighting purposes made of corrosive resistant metal.



- Include a separate outlet for occupant use.
- Be readily identifiable from the building or appropriate identification signs to the satisfaction of the relevant fire authority.
- Be located within 60 metres of the outer edge of the approved building or provided with a remote outlet that meets CFA's fact sheet: *Use of remote outlets on water tanks in the bushfire management overlay* (June 2024) or suitable alternative arrangement that meets relevant fire safety requirements.
- The water tank must be within 4 metres of the existing accessway and unobstructed.
- Incorporate a separate ball or gate valve (British Standard Pipe (BSP 65 millimetre) and coupling (64 millimetre CFA 3 thread per inch male fitting).
- Any pipework and fittings must be a minimum of 65 millimetres (excluding the CFA coupling).

Unless otherwise agreed by the responsible authority in consultation with the relevant fire authority.

- **The access to the water tank (or remote outlet)** must meet the following standards:
 - All-weather construction.
 - A load limit of at least 15 tonnes.
 - Provide a minimum trafficable width of 3.5 metres.
 - Be clear of encroachments for at least 0.5 metres on each side and at least 4 metres vertically.
 - Curves must have a minimum inner radius of 10 metres.
 - The average grade must be no more than 1 in 7 (14.4%) (8.1°) with a maximum grade of no more than 1 in 5 (20%) (11.3°) for no more than 50 metres.
 - Dips must have no more than a 1 in 8 (12.5 per cent) (7.1 degrees) entry and exit angle.

Unless otherwise agreed by the responsible authority in consultation with the relevant fire authority.

These requirements are reflected on the Bushfire Management Plan at **Appendix 1** of this report.

Any planning permit granted must also include the mandatory condition at clause 44.06-5 of the Planning Scheme:



The bushfire protection measures forming part of this permit or shown on the endorsed plans, including those relating to construction standards, defensible space, water supply and access, must be maintained to the satisfaction of the responsible authority on a continuing basis. This condition continues to have force and effect after the development authorised by this permit has been completed.



9. Conclusion

The factories and temporary office are proposed in a part of the site that will be cleared of vegetation and is adjacent to mainly low threat areas and grassland vegetation. There are concrete areas proposed around the edges of the factories which will ensure the defensible space areas can easily be maintained.

Subject to the implementation of the bushfire protection measures recommended in **section 8** of this report and reflected on the Bushfire Management Plan at **Appendix 1** it is considered the risk can be reduced to an acceptable level.

It is considered that the proposal is consistent with the State policy objectives at clause 13.02-1S, the purpose of the BMO and the objectives at clause 53.02 of the Planning Scheme.

Appendix 1

Bushfire Management Plan – 4 Yaringa Road and 5 Lumeah Rd Somerville

Bushfire Protection Measures

Construction standard - BAL-12.5 for the proposed factories and the temporary office.

Defendable space 27m around the proposed factories and temporary office

The areas nominated as defendable space on this plan must be managed as follows:

- Grass must be short cropped and maintained during the declared fire danger period.
- Grass must be short cropped and maintained during the declared fire danger period.
- All leaves and vegetation debris must be removed at regular intervals during the declared fire danger period.
- Within 10 metres of a building, flammable objects must not be located close to the vulnerable parts of the building.
- Plants greater than 10 centimetres in height must not be placed within 3 metres of a window or glass feature of the building.
- Shrubs must not be located under the canopy of trees.
- Individual and clumps of shrubs must not exceed 5 square metres in area and must be separated by at least 5 metres (except for those identified for retention near the temporary office).
- Trees must not overhang or touch any elements of the building.
- The canopy of trees must be separated by at least 5 metres (except for those identified for retention near the temporary office).
- There must be a clearance of at least 2 metres between the lowest tree branches and ground level.
- Unless otherwise agreed in writing to the satisfaction of the relevant fire authority

Unless otherwise agreed by the responsible authority in consultation with the relevant fire authority.

10,000 litres of water supply must be provided that meets the following requirements:

- Be stored in an above ground water tank constructed of concrete or metal.
- Have all fixed above ground water pipes and fittings required for firefighting purposes made of corrosive resistant metal.
- Include a separate outlet for occupant use (if applicable).
- Be readily identifiable from the building or appropriate identification signs to the satisfaction of the relevant fire authority.
- Be located within 60 metres of the outer edge of the approved building.
- The water tank must be within 4 metres of the accessway and unobstructed.
- Incorporate a separate ball or gate valve (British Standard Pipe (BSP 65 millimetre) and coupling (64 millimetre CFA 3 thread per inch male fitting).
- Any pipework and fittings must be a minimum of 65 millimetres (excluding the CFA coupling).

Unless otherwise agreed by the responsible authority in consultation with the relevant fire authority.

Vehicle access must be designed to the following standards:

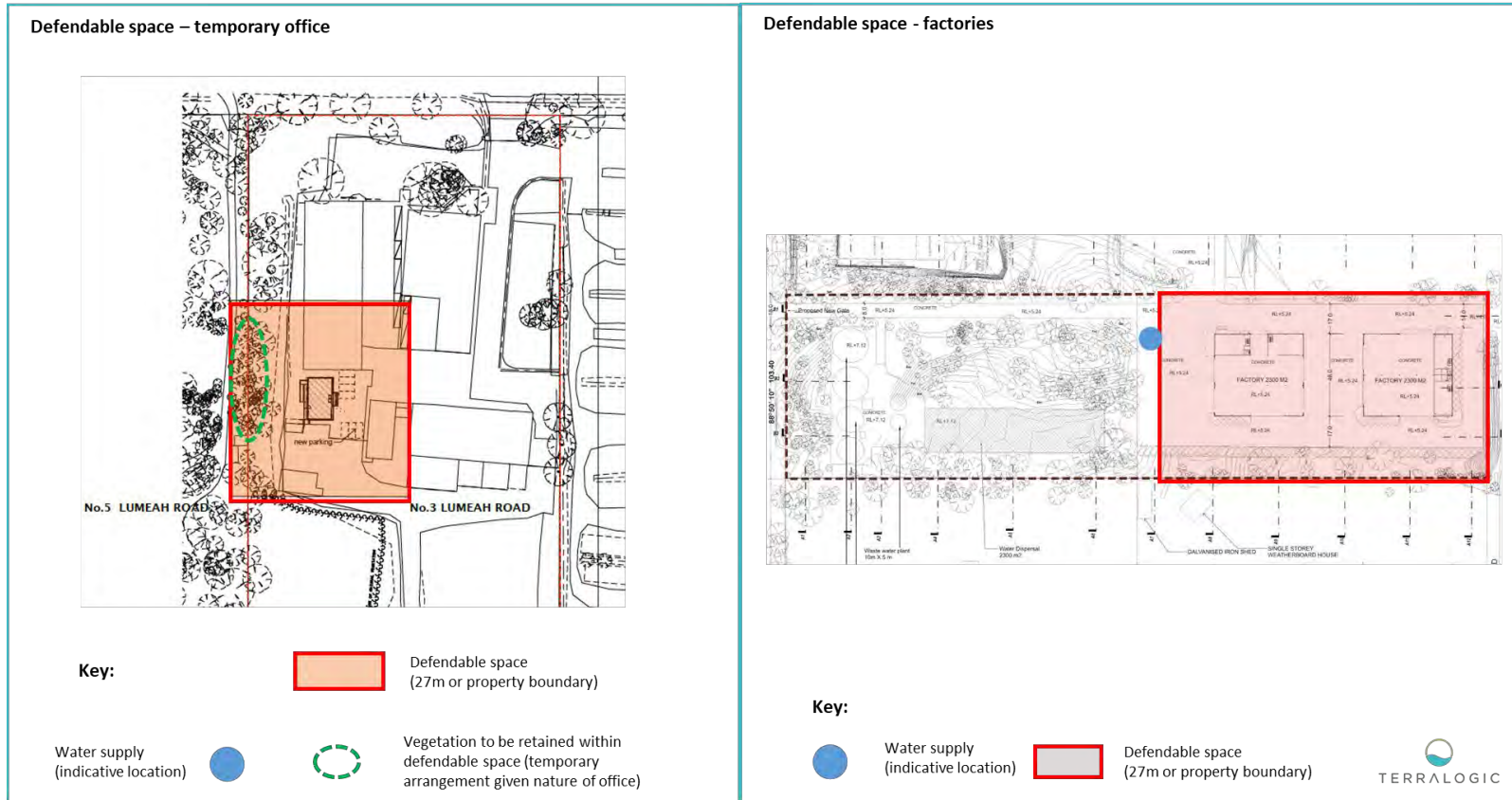
- All-weather construction with a load limit of at least 15 tonnes.
- Provide a minimum trafficable width of 3.5 metres.
- Curves must have a minimum inner radius of 10 metres.
- Be clear of encroachments for at least 0.5 metres on each side and at least 4 metres vertically.
- The average grade must be no more than 1 in 7 (14.4%) (8.1°) with a maximum grade of no more than 1 in 5 (20%) (11.3°) for no more than 50 metres.
- Dips must have no more than a 1 in 8 (12.5 per cent) (7.1 degrees) entry and exit angle.

Unless otherwise agreed by the responsible authority in consultation with the relevant fire authority.



Appendix 1

Bushfire Management Plan – 4 Yaringa Road and 5 Lumeah Rd Somerville



Native Vegetation Removal Report

NVRR ID: 352_20251013_J5D

This report provides information to support an application to remove, destroy or lop native vegetation in accordance with the [Guidelines for the removal, destruction or lopping of native vegetation](#) (the Guidelines). This report is **not an assessment by DEECA** of the proposed native vegetation removal. Native vegetation information and offset requirements have been determined using spatial data provided by the applicant or their consultant.

Report details

Date created: 13/10/2025

Local Government Area: MORNINGTON PENINSULA SHIRE

Shapefile name:

EHP14437_Somerville_Patches_VG20_13102025.shp
EHP14437_Somerville_Trees_VG20_13102025.shp

Site assessor name:

Charles Geddes
Claire Ranyard

Registered Aboriginal Party: Bunurong

Coordinates: 145.24328, -38.24900

Address:

3 LUMEAH ROAD SOMERVILLE 3912
5 LUMEAH ROAD SOMERVILLE 3912
4 YARINGA ROAD SOMERVILLE 3912

Regulator Notes

Removal polygons are located:

- Within a DEECA Mapped Wetland area

Summary of native vegetation to be removed

Assessment pathway	Detailed Assessment Pathway		
Location category	Location 1 The native vegetation extent map indicates that this area is not typically characterised as supporting native vegetation. It does not meet the criteria to be classified as Location Category 2 or 3. The removal of less than 0.5 hectares of native vegetation in this area will not require a Species Offset.		
Total extent including past and proposed removal (ha) <i>Includes endangered EVCs (ha): 0</i>	2.031	<i>Extent of past removal (ha)</i>	0.747
		<i>Extent of proposed removal - Patches (ha)</i>	1.028
		<i>Extent of proposed removal - Scattered Trees (ha)</i>	0.256
No. Large Trees proposed to be removed	17	<i>No. Large Patch Trees</i>	13
		<i>No. Large Scattered Trees</i>	4
No. Small Scattered Trees	5		

Offset requirements if approval is granted

Any approval granted will include a condition to obtain an offset, before the removal of native vegetation, that meets the following requirements:

General Offset amount ¹	0.8720 General Habitat Units
Vicinity	Melbourne Water CMA or MORNINGTON PENINSULA SHIRE LGA
Minimum strategic biodiversity value score ²	0.5797
Large Trees*	17
*The total number of Large Trees that the offset must protect	17 Large Trees to be protected in either the General, Species or combination across all habitat units protected

NB: values within tables in this document may not add to the totals shown above due to rounding
Appendix 1 includes information about the native vegetation to be removed
Appendix 2 includes information about the rare or threatened species with mapped habitat at the site
Appendix 3 includes the following figures

- Location map
- Strategic Biodiversity Value map
- Condition map
- Endangered EVCs map
- Aerial photograph showing mapped native vegetation
- Property in context
- Habitat Importance maps

1. The General Offset amount required is the sum of all General Habitat Units in Appendix 1.
2. Minimum strategic biodiversity value score is 80 per cent of the weighted average score across habitat zones where a General Offset is required.
3. The Species Offset amount(s) required is the sum of all Species Habitat Units in Appendix 1.



Next steps

Any proposal to remove native vegetation must meet the application requirements of the Detailed Assessment Pathway and it will be assessed under the Detailed Assessment Pathway.

If you wish to remove the mapped native vegetation you are required to apply for approval from the responsible authority. The responsible authority will refer your application to DEECA for assessment, as required. **This report is not a referral assessment by DEECA.**

This *Native vegetation removal report* must be submitted with your application for approval to remove, destroy or lop native vegetation.

Refer to the Guidelines for a full list of application requirements This report provides information that meets the following application requirements:

- The assessment pathway and reason for the assessment pathway.
- A description of the native vegetation to be removed (partly met).
- Maps showing the native vegetation and property (partly met).
- Information about the impacts on rare or threatened species.
- The offset requirements determined in accordance with Section 5 of the Guidelines that apply if approval is granted to remove native vegetation.

Additional application requirements must be met including:

- Topographical and land information
- Recent dated photographs.
- Details of past native vegetation removal.
- An avoid and minimise statement.
- A copy of any Property Vegetation Plan as applicable.
- A defensible space statement as applicable.
- A statement about the Native Vegetation Precinct Plan (NVPP) as applicable.
- A site assessment report including a habitat hectare assessment of any patches of native vegetation and details of trees.
- An offset statement that explains that an offset has been identified and how it will be secured.



Appendix 1: Description of native vegetation to be removed

The Species-General Offset Test was applied to your proposal. This test determines if the proposed removal of native vegetation has a proportional impact on any rare or threatened species habitats above the Species Offset threshold. The threshold is set at 0.005 per cent of the mapped habitat value for a species. When the proportional impact meets or exceeds the Species Offset threshold, a Species Offset is required. This test is completed for all species with mapped habitat at the site. Multiple Species Offsets will be required if the Species Offset threshold is exceeded for multiple species.

Where a zone requires Species Offset(s), the Species Habitat Units for each species in that zone are calculated by the following equation in accordance with the Guidelines: ***Species Habitat Units = extent without overlap x condition score x species landscape factor x 2, where the species landscape factor = 0.5 + (habitat importance score/2)***

The Species Offset amount(s) required is the sum of all Species Habitat Units per zone.

Where a zone does not require a Species Offset, the General Habitat Units in that zone are calculated by the following equation in accordance with the Guidelines: ***General Habitat Units = extent without overlap x condition score x general landscape factor x 1.5, where the general landscape factor = 0.5 + (strategic biodiversity value score/2)***

The General Offset amount required is the sum of all General Habitat Units per zone.

Native vegetation to be removed

Information provided by or on behalf of the applicant							Information calculated by NVR Map						
Zone	Type	DBH (cm)	EVC code	Bioregional conservation status	Partial Removal	Condition score	Large Tree(s)	Polygon extent (ha)	Extent without overlap (ha)	SBV score	HI Score	Habitat Units	Offset Type
1-j	Patch	-	GipP0048	Least Concern	no	0.390	-	0.022	0.022	0.770	-	0.012	General
10-c	Patch	-	GipP0048	Least Concern	no	0.380	-	0.025	0.025		-		General
11-e	Patch	-	GipP0048	Least Concern	no	0.420	-	0.101	0.101		-		General
12-k	Patch	-	GipP0048	Least Concern	no	0.720	-	0.019	0.019		-		General

Information provided by or on behalf of the applicant							Information calculated by NVR Map						
Zone	Type	DBH (cm)	EVC code	Bioregional conservation status	Partial Removal	Condition score	Large Tree(s)	Polygon extent (ha)	Extent without overlap (ha)	SBV score	HI Score	Habitat Units	Offset Type
13-h	Patch	-	GipP0048	Least Concern	no	0.380	-	0.039	0.039		-		General
14-j	Patch	-	GipP0048	Least Concern	no	0.390	1	0.034	0.034		-		General
15-j	Patch	-	GipP0048	Least Concern	no	0.390	-	0.001	0.001		-		General
16-k	Patch	-	GipP0048	Least Concern	no	0.720	1	0.023	0.023		-		General
17-b	Patch	-	GipP0048	Least Concern	no	0.390	4	0.174	0.174		-		General
18-b	Patch	-	GipP0048	Least Concern	no	0.390	-	0.005	0.005		-		General
19-d	Patch	-	GipP0048	Least Concern	no	0.340	1	0.036	0.036		-		General
2-d	Patch	-	GipP0048	Least Concern	no	0.340	2	0.015	0.014	0.770	-	0.006	General
20-i	Patch	-	GipP0048	Least Concern	no	0.420	-	0.001	0.001		-		General
21-i	Patch	-	GipP0048	Least Concern	no	0.420	-	0.007	0.007		-		General
22-g	Patch	-	GipP0048	Least Concern	no	0.500	-	0.008	0.008		-		General
23-g	Patch	-	GipP0048	Least Concern	no	0.500	-	0.001	0.001		-		General
24-d	Patch	-	GipP0048	Least Concern	no	0.340	-	0.001	0.001		-		General
25-k	Patch	-	GipP0048	Least Concern	no	0.720	1	0.045	0.045	0.730	-	0.042	General
26-k	Patch	-	GipP0048	Least Concern	no	0.720	4	0.221	0.221	0.715	-	0.205	General
27-a	Patch	-	GipP0048	Least Concern	no	0.720	1	0.380	0.380	0.707	-	0.350	General

Information provided by or on behalf of the applicant							Information calculated by NVR Map						
Zone	Type	DBH (cm)	EVC code	Bioregional conservation status	Partial Removal	Condition score	Large Tree(s)	Polygon extent (ha)	Extent without overlap (ha)	SBV score	HI Score	Habitat Units	Offset Type
28-a	Patch	-	GipP0048	Least Concern	no	0.720	-	0.007	0.007	0.713	-	0.006	General
3-i	Patch	-	GipP0048	Least Concern	no	0.420	-	0.026	0.026	0.770	-	0.014	General
4-h	Patch	-	GipP0048	Least Concern	no	0.380	-	0.029	0.029	0.770	-	0.015	General
5-b	Patch	-	GipP0048	Least Concern	no	0.390	2	0.020	0.020	0.730	-	0.010	General
6-b	Patch	-	GipP0048	Least Concern	no	0.390	1	0.196	0.196	0.730	-	0.099	General
7-f	Patch	-	GipP0048	Least Concern	no	0.500	1	0.060	0.060	0.770	-	0.040	General
8-k	Patch	-	GipP0048	Least Concern	no	0.720	1	0.008	0.008	0.620	-	0.007	General
9-a	Patch	-	GipP0048	Least Concern	no	0.380	1	0.040	0.040		-		General
1-t	Scattered Tree	42	GipP0048	Least Concern	no	0.200	-	0.031	0.005	0.754	-	0.001	General
10-t	Scattered Tree	60	GipP0048	Least Concern	no	0.200	1	0.070	0.055		-		General
11-t	Scattered Tree	73	GipP0048	Least Concern	no	0.200	1	0.070	0.059		-		General
12-t	Scattered Tree	57	GipP0048	Least Concern	no	0.200	1	0.070	0.055		-		General
13-t	Scattered Tree	63	GipP0048	Least Concern	no	0.200	1	0.070	0.064		-		General

Information provided by or on behalf of the applicant							Information calculated by NVR Map						
Zone	Type	DBH (cm)	EVC code	Bioregional conservation status	Partial Removal	Condition score	Large Tree(s)	Polygon extent (ha)	Extent without overlap (ha)	SBV score	HI Score	Habitat Units	Offset Type
2-t	Scattered Tree	49	GipP0048	Least Concern	no	0.200	-	0.031	0.000	0.000	-	0.000	General
3-t	Scattered Tree	62	GipP0048	Least Concern	no	0.200	1	0.070	0.045	0.750	-	0.012	General
4-t	Scattered Tree	42	GipP0048	Least Concern	no	0.200	-	0.031	0.002	0.630	-	0.000	General
5-t	Scattered Tree	72	GipP0048	Least Concern	no	0.200	1	0.070	0.053	0.712	-	0.014	General
6-t	Scattered Tree	52	GipP0048	Least Concern	no	0.200	1	0.070	0.060	0.770	-	0.016	General
7-t	Scattered Tree	40	GipP0048	Least Concern	no	0.200	-	0.031	0.019	0.770	-	0.005	General
8-t	Scattered Tree	41	GipP0048	Least Concern	no	0.200	-	0.031	0.019	0.770	-	0.005	General
9-t	Scattered Tree	84	GipP0048	Least Concern	no	0.200	1	0.070	0.053	0.662	-	0.013	General


Appendix 2: Information about impacts to rare or threatened species' habitats on site

This table identifies all rare or threatened species with mapped habitat at the site and the proportional impact associated with the proposed native vegetation removal.

Species common name	Species scientific name	Taxon ID	Conservation status	Group	Habitat impacted	Proportional impact (%)
Coast Twin-leaf	<i>Zygophyllum billardierei</i>	503615	Rare	Dispersed	Habitat importance map	0.0030
Coast Wirilda	<i>Acacia uncifolia</i>	504210	Rare	Dispersed	Habitat importance map	0.0025
Coast Bitter-bush	<i>Adriana quadripartita</i>	504755	Vulnerable	Dispersed	Habitat importance map	0.0024
Coast Helmet-orchid	<i>Corybas despectans</i>	500836	Vulnerable	Dispersed	Habitat importance map	0.0019
Creeping Rush	<i>Juncus revolutus</i>	501839	Rare	Dispersed	Habitat importance map	0.0013
Dune Wood-sorrel	<i>Oxalis rubens</i>	502390	Rare	Dispersed	Habitat importance map	0.0008
Dense Leek-orchid	<i>Prasophyllum spicatum</i>	504506	Endangered	Dispersed	Habitat importance map	0.0005
Veined Spear-grass	<i>Austrostipa rudis</i> subsp. <i>australis</i>	504940	Rare	Dispersed	Habitat importance map	0.0005
Glossy Grass Skink	<i>Pseudemoia rawlinsoni</i>	12683	Vulnerable	Dispersed	Habitat importance map	0.0004
Marsh Saltbush	<i>Atriplex paludosa</i> subsp. <i>paludosa</i>	500326	Rare	Dispersed	Habitat importance map	0.0004

Species common name	Species scientific name	Taxon ID	Conservation status	Group	Habitat impacted	Proportional impact (%)
Salt Lawrenca	Lawrenca spicata	501888	Rare	Dispersed	Habitat importance map	0.0003
Mauve-tuft Sun-orchid	Thelymitra malvina	503374	Vulnerable	Dispersed	Habitat importance map	0.0003
Lewin's Rail	Lewinia pectoralis pectoralis	10045	Vulnerable	Dispersed	Habitat importance map	0.0002
Swamp Skink	Lissolepis coventryi	12407	Vulnerable	Dispersed	Habitat importance map	0.0002
Sticky Wattle	Acacia howittii	500044	Rare	Dispersed	Habitat importance map	0.0002
Leafy Twig-sedge	Cladium procerum	500786	Rare	Dispersed	Habitat importance map	0.0002
Green Leek-orchid	Prasophyllum lindleyanum	502702	Vulnerable	Dispersed	Habitat importance map	0.0002
Purple Blown-grass	Lachnagrostis punicea subsp. punicea	504206	Rare	Dispersed	Habitat importance map	0.0002
Parsley Xanthosia	Xanthosia leiophylla	504562	Rare	Dispersed	Habitat importance map	0.0002
Pacific Golden Plover	Pluvialis fulva	10137	Vulnerable	Dispersed	Habitat importance map	0.0001
Grey Goshawk	Accipiter novaehollandiae novaehollandiae	10220	Vulnerable	Dispersed	Habitat importance map	0.0001

Species common name	Species scientific name	Taxon ID	Conservation status	Group	Habitat impacted	Proportional impact (%)
Elegant Parrot	<i>Neophema elegans</i>	10307	Vulnerable	Dispersed	Habitat importance map	0.0001
Growling Grass Frog	<i>Litoria raniformis</i>	13207	Endangered	Dispersed	Habitat importance map	0.0001
Rough Blown-grass	<i>Lachnagrostis rudis</i> subsp. <i>rudis</i>	500159	Endangered	Dispersed	Habitat importance map	0.0001
Purple Diuris	<i>Diuris punctata</i>	501084	Vulnerable	Dispersed	Habitat importance map	0.0001
Coast Fescue	<i>Poa billardierei</i>	501361	Rare	Dispersed	Habitat importance map	0.0001
Clover Glycine	<i>Glycine latrobeana</i>	501456	Vulnerable	Dispersed	Habitat importance map	0.0001
Common Bent-wing Bat (eastern ssp.)	<i>Miniopterus schreibersii oceanensis</i>	61342	Vulnerable	Dispersed	Habitat importance map	0.0001
Lesser Sand Plover	<i>Charadrius mongolus</i>	10139	Critically endangered	Dispersed	Habitat importance map	0.0000
Black Falcon	<i>Falco subniger</i>	10238	Vulnerable	Dispersed	Habitat importance map	0.0000
White-throated Needletail	<i>Hirundapus caudacutus</i>	10334	Vulnerable	Dispersed	Habitat importance map	0.0000
Chestnut-rumped Heathwren	<i>Calamanthus pyrrhopygius</i>	10498	vulnerable	Dispersed	Habitat importance map	0.0000



Species common name	Species scientific name	Taxon ID	Conservation status	Group	Habitat impacted	Proportional impact (%)
Lace Monitor	Varanus varius	12283	Endangered	Dispersed	Habitat importance map	0.0000
Southern Toadlet	Pseudophryne semimarmorata	13125	Vulnerable	Dispersed	Habitat importance map	0.0000
Grey Mangrove	Avicennia marina subsp. australasica	500345	Rare	Dispersed	Habitat importance map	0.0000
Golden Cowslips	Diuris behrii	501061	Vulnerable	Dispersed	Habitat importance map	0.0000
Dune Poa	Poa poiformis var. ramifer	504826	Rare	Dispersed	Habitat importance map	0.0000

Habitat Group

- Highly localised habitat means there is 2,000 hectares or less mapped habitat for the species.
- Dispersed habitat means there is more than 2,000 hectares of mapped habitat for the species.

Habitat Impacted

The Species General Offset test, as described in Section 5.3.1 of the Guidelines, is used to determine if proposed native vegetation removal will result in a proportionally significant impact on the habitat value of rare or threatened species. The test is applied where the native vegetation proposed for removal:

- Intersects the Habitat Importance Map for a rare or threatened species; or
- Intersects the 'top ranking' modelled habitat for a rare or threatened species with dispersed habitat, as identified in its Top Ranking Habitat Importance Map.

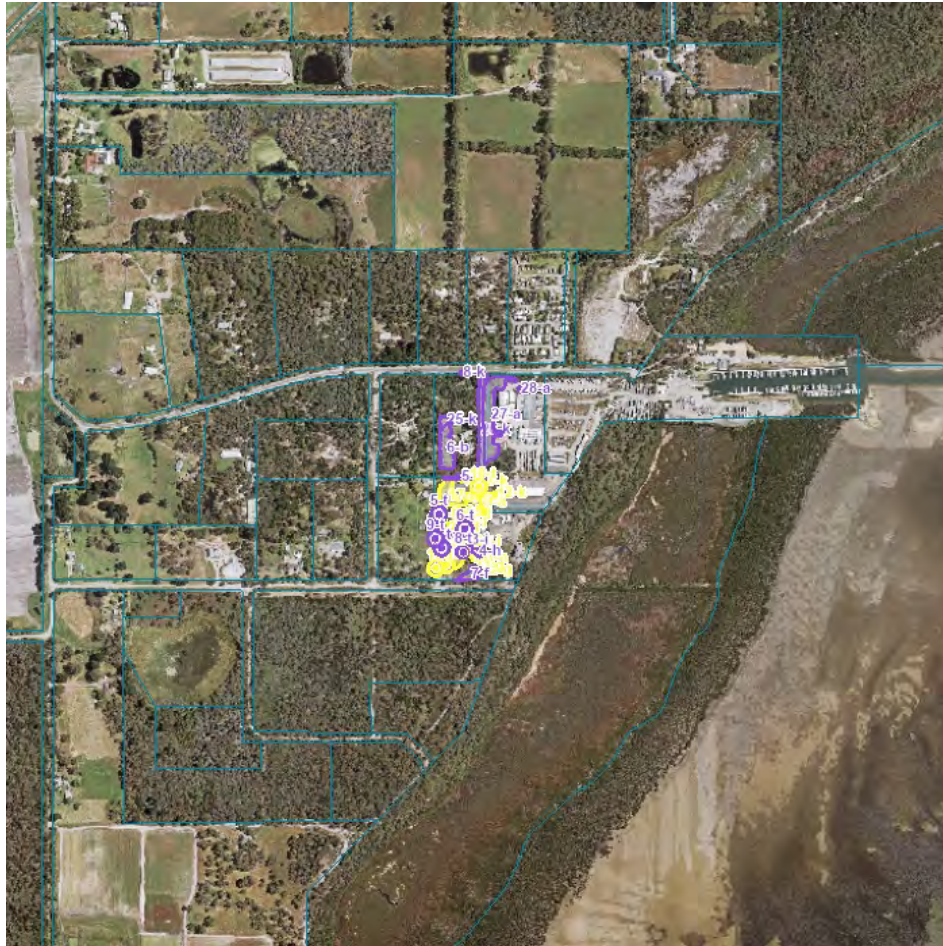
Top Ranking Maps consist of the 2,000 hectares of habitat with the highest Habitat Importance Scores for each dispersed species.





The 'Habitat impacted' column identifies whether the Habitat Importance Map or its Top Ranking Map was used to determine the proportional impact for a species with dispersed habitat.

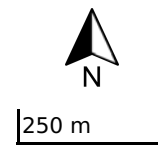


Appendix 3: Images of mapped native vegetation

1. Property in context






-  Proposed Removal
-  Past Removal
-  Partial Removal
-  Property Boundaries

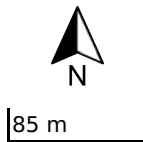




2. Aerial photograph showing mapped native vegetation

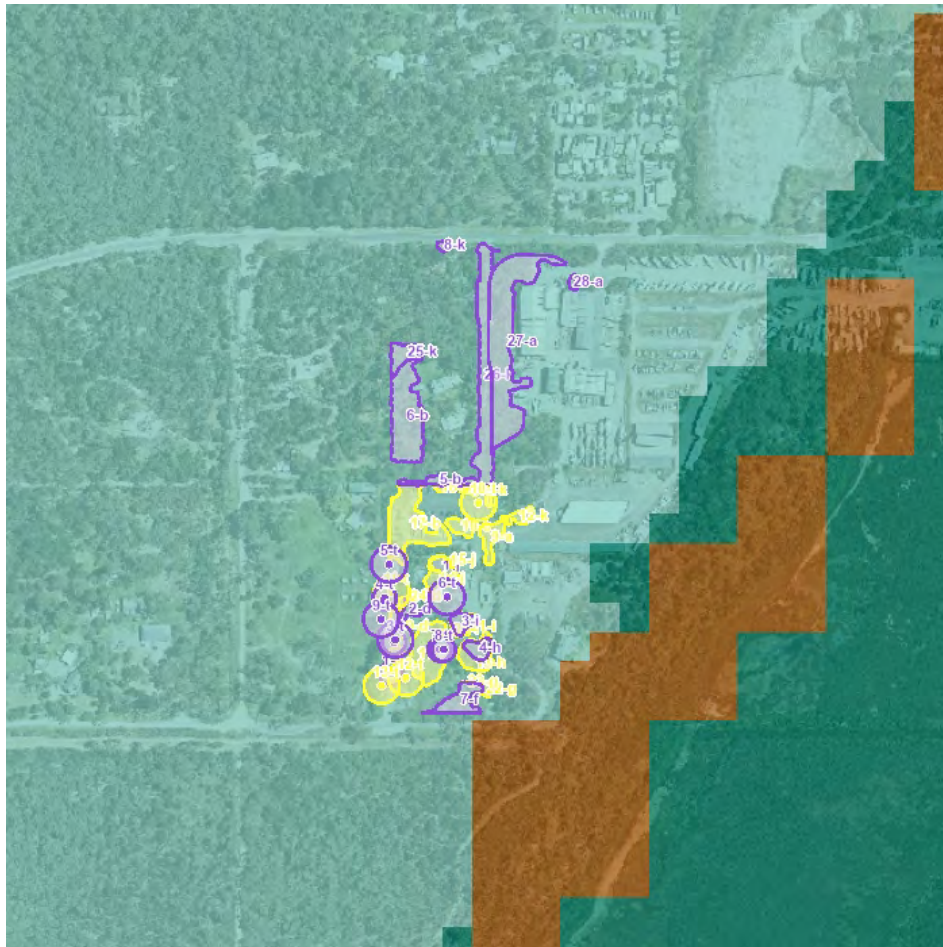


-  Proposed Removal
-  Past Removal
-  Partial Removal

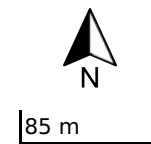




3. Location Risk Map

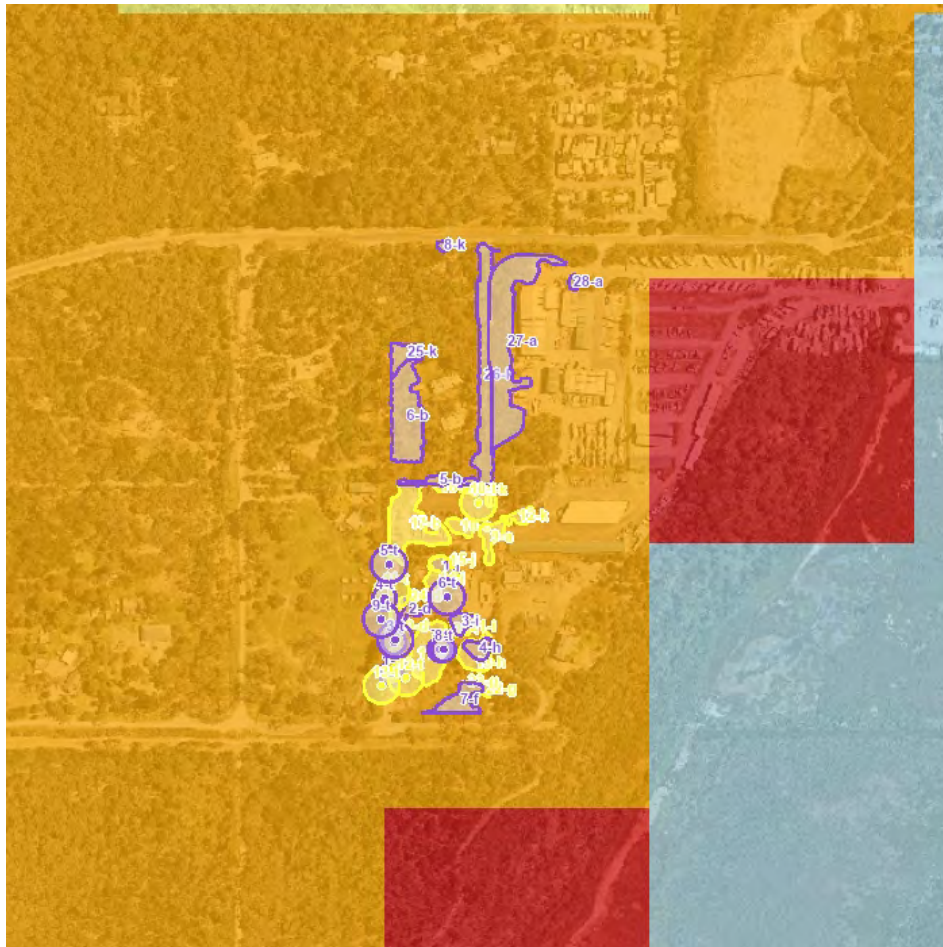


- | | |
|------------------|------------|
| Proposed Removal | Location 1 |
| Past Removal | Location 2 |
| Partial Removal | Location 3 |

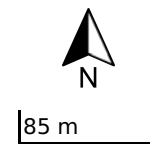




4. Strategic Biodiversity Value Score Map

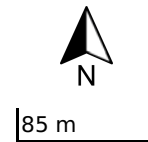
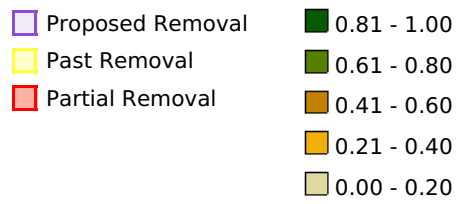
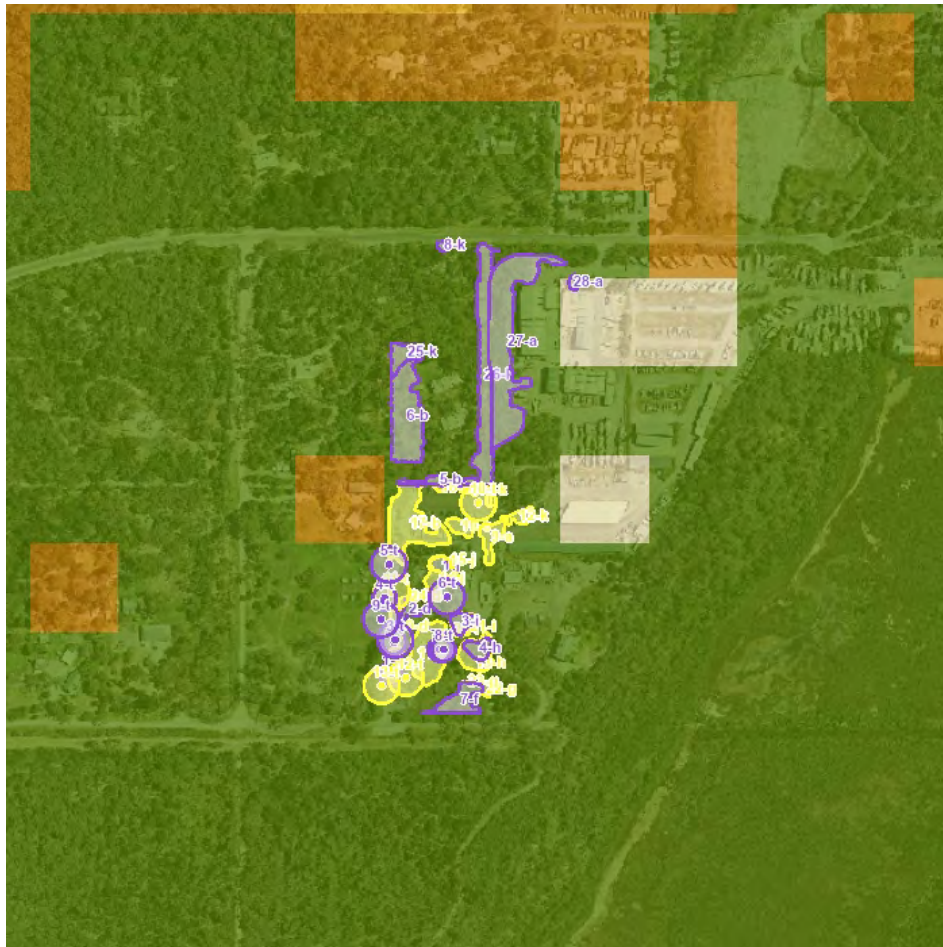


- | | |
|------------------|-------------|
| Proposed Removal | 0.81 - 1.00 |
| Past Removal | 0.61 - 0.80 |
| Partial Removal | 0.41 - 0.60 |
| | 0.21 - 0.40 |
| | 0.00 - 0.20 |





5. Modelled Condition Score Map





6. Modelled Endangered EVCs

Not Applicable



7. Habitat Importance maps

Not Applicable

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Traffix Group

Traffic Engineering Assessment

Proposed Marine Industry – Stage 1

1-5 Lumeah Road and 4 Yaringa Road, Somerville

Prepared for
Westernport Boat Harbour Pty Ltd

July 2025

G30020R-01J

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Traffic Engineering Assessment

1-5 Lumeah Road and 4 Yaringa Road, Somerville

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Traffic Engineering Assessment

1-5 Lumeah Road and 4 Yaringa Road, Somerville

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Appendix A Proposed Development Plan

Appendix B Swept Path Diagrams

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1. Introduction

Traffix Group has been engaged by Westernport Boat Harbour Pty Ltd to undertake a Traffic Engineering Assessment of the Marine Industry Proposal – Stage 1 at 1-5 Lumeah Road and 4 Yaringa Road, Somerville.

In particular, this report provides a detailed traffic engineering assessment of the parking requirements and the likely impacts on the surrounding road network of the proposed development.

2. Existing Conditions

2.1. Subject Site

The subject site is located on the south side of Lumeah Road in Somerville, as shown in the locality plan at Figure 1.

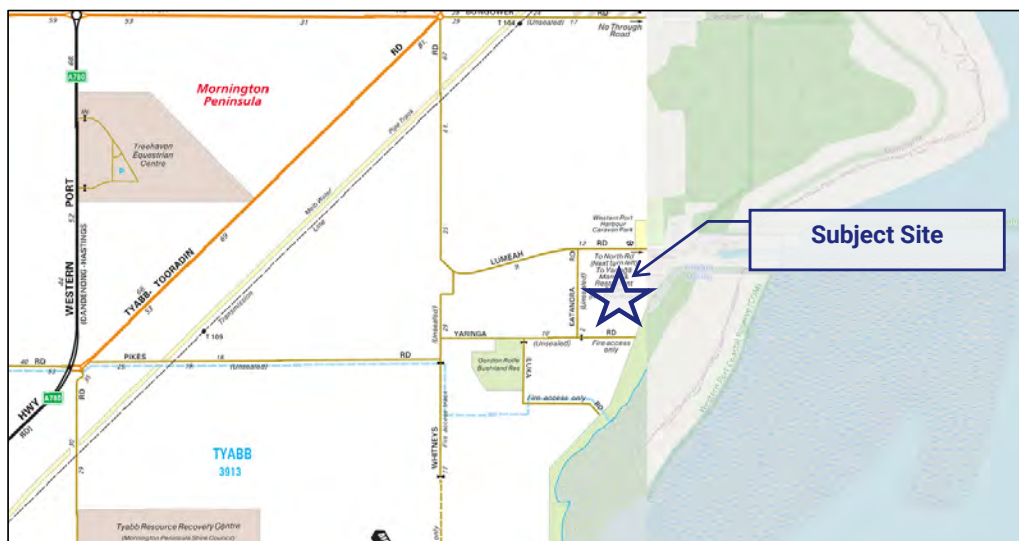


Figure 1: Locality Plan

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The subject site comprises various parcels of land that largely abut Lumeah Road to the north and Yaringa Road to the south. The main land parcels are 3 & 5 Lumeah Road and 4 Yaringa Road, with part of an internal access road that provides a connection between the site and the harbour extending across 1 & 1A Lumeah Road.

Multiple existing vehicle access connections are currently provided with both Lumeah Road and Yaringa Road.

An aerial photograph of the subject site and its surroundings is presented at Figure 2.

Traffic Engineering Assessment

1-5 Lumeah Road and 4 Yaringa Road, Somerville



Figure 2: Aerial Photograph

Source: Nearmap (February 2024)

The subject site is zoned 'Special Use Zone (SUZ1)' under the Mornington Peninsula Planning Scheme, as indicated at Figure 3. The part of the internal access road that is nearest to the harbour is zoned 'Special Use Zone (SUZ9)'. A caravan park is located on the north side of Lumeah Road opposite the site.



Figure 3: Land Use Zoning Map

Source: VicPlan, <https://mapshare.vic.gov.au/vicplan/>

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2.2. Road Network

Lumeah Road is defined as a rural access road under the Mornington Peninsula Shire Register of Public Roads and is aligned in an east-west direction along the northern boundary of the site.

In the vicinity of the site, Lumeah Road provides an approximately 6.0m wide sealed carriageway with unsealed shoulders.

A posted speed limit of 80km/h applies to Lumeah Road past the site.

Traffix Group commissioned 24-hour seven-day tube counts of traffic volumes on Lumeah Road to the east of the subject site (immediately west of the vehicle access point to the caravan park) in November 2021, which identified a two-way weekday average traffic volume of 476 vehicles per day.

We understand that traffic counts were completed of Lumeah Road in 2023 which identified a two-way weekday average traffic volume of 634 vehicles per day¹. It is noted that these traffic counts would have likely captured traffic generated by the existing marine operations within temporary sheds that will be relocated as part of this proposal.

Lumeah Road, adjacent to the subject site, is presented at Figure 4 and Figure 5.



Figure 4: Lumeah Road - view east

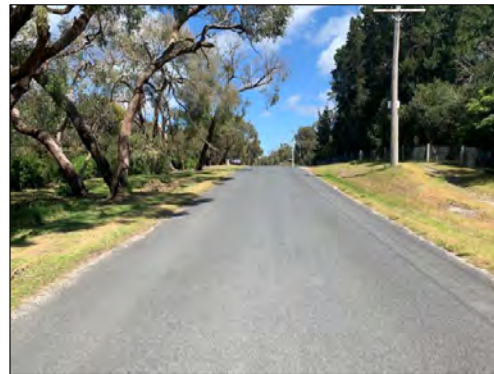


Figure 5: Lumeah Road - view west

Yaringa Road is defined as a rural access road under the Mornington Peninsula Shire Register of Public Roads and is aligned in an east-west direction along the southern boundary of the site.

In the vicinity of the site, Yaringa Road provides an unsealed carriageway that is approximately 4.2m wide. Access to Yaringa Road is restricted by a gate to the east of Katandra Road.

The default rural speed limit of 100km/h applies to Yaringa Road past the site.

Yaringa Road, adjacent to the site, is presented at Figure 6 and Figure 7.

¹ The results of these traffic counts are generally consistent with what was captured during the Panel evidence in 2013 which identified a two-way weekday average of 613 vehicles.

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Figure 6: Yaringa Road - view east



Figure 7: Yaringa Road - view west

3. Proposal

The proposal is for the development of the site to provide multiple factories and ancillary offices with an approximate total floor area of 6,954.64m² which is broken down as follows:

- Two (2) factories within the southern parcel of land (4 Yaringa Road) with each to be approximately 2,790m², and
- Two (2) existing warehouses that are to be converted to factories with a total area of 1,374.64m², with one being 1,194.64m² and one being 180m² (3 Lumeah Road).

It is also noted that one (1) temporary office building associated with the industry use with a total area of 121.8m² is to be provided at 3 Lumeah Road until such time that the ultimate buildings on the remainder of the site constructed and the temporary office is removed.

The factories are to be used for the purposes of 'marine industry'.

We understand that the future operator of the site currently operates 'Hart Marine' in Mornington, which functions in a similar fashion to what is proposed on the site. The location of Hart Marine currently experiences challenges in transporting boats to the water from the facility, thus the proposal will be a relocation of that business to improve access to the nearby water.

The proposed facility is to operate between 7am and 5pm, with a maximum of approximately 83 employees on-site at any one time.

5 Lumeah Road will be used for services including water tanks and pumps, and a waste water plant near the northern side of the site.

A 9m wide private roadway is to provide access with Lumeah Road through 5 Lumeah Road. which will require minor upgrades and widening to an existing access, including vegetation removal. This will provide the main connection for vehicle movements to and from the external road network.

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A gated emergency access with Yaringa Road is proposed at 4 Yaringa Road (which will also require minor works to an existing access), whilst existing access is to be retained for 3 Lumeah Road.

All three (3) of the above sites will be connected via internal roadways and driveways, whilst a private connection will be provided through 1 & 1A Lumeah Road in order to access the existing Marine Precinct to the east. In particular, this will be used to transport constructed boats to and from the Yaringa Boat Harbour.

A total of 93 and seven (7) formal car parking spaces are to be provided within 4 Yaringa Road and 3 Lumeah Road respectively, in addition to 16 bicycle parking spaces being provided within 4 Yaringa Road.

The factories will accommodate vehicles up to and including a 20m semi-trailer.

A copy of the proposed development plan, prepared by Alfano Studio, is attached at Appendix A.

4. Car Parking Considerations

4.1. Statutory Car Parking Requirement

For the purposes of the statutory car parking assessment, the proposal falls under the land-use category 'industry' under Clause 73.03 of the Planning Scheme. It is noted that the associated office area is considered ancillary to the operation of the industry use given it will be tenanted by the same user(s) of the factory.

The car parking requirements for the proposed use is set out in Table 1 of Clause 52.06-5 of the Planning Scheme. An assessment of the statutory parking requirements for the proposed development is outlined in Table 1.

Table 1: Statutory Car Parking Requirement (Clause 52.06)

Use	Area	Parking Rate (Column A)	Parking Requirement
Industry	6,954.64m ²	2.9 spaces to each 100m ² of net floor area	201 spaces

Based on the above, the proposal has a statutory requirement to provide 201 car parking spaces.

A total of 100 car parking spaces are to be provided on-site which results in a statutory shortfall of 101 car spaces.

Accordingly, there is a requirement to provide a justification for a reduction in the car parking requirement which is provided following.

4.2. Reducing the Requirement for Car Parking

Clause 52.06-7 allows for the statutory car parking requirement to be reduced (including to zero). An application to reduce the car parking requirement must be accompanied by a Car Parking Demand Assessment.

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The Car Parking Demand Assessment must assess the car parking demand likely to be generated by the proposed development. In undertaking this assessment, a number of matters must be addressed, including the following which is most relevant to the proposed development:

- *Any empirical assessment or case study.*

An assessment of this factor is presented following.

The proposed on-site car park will be restricted to use by employees or inducted contractors only, with no use by the general public.

We have been advised by the project team that there will be no more than 83 employees on-site at any one time. Given the site's location, we expect that the majority of employees will travel to the site in a private motor vehicle.

Even if we assume that all employees travel to the site in their own vehicle, the proposed car parking provision of 100 car spaces exceeds the maximum number of employees on-site at any one time. Furthermore, the balance of almost 17 car spaces is ample to accommodate the peak demands associated with inducted contractors. The arrival of any inducted contractor will also be scheduled by the operator of the site. Therefore any additional parking demands will be known in advance to ensure that there is ample on-site parking.

Accordingly, we are satisfied that the proposed level of car parking, 100 spaces, is sufficient.

4.3. Car Parking Layout and Access Arrangements

As part of our involvement in this project, Traffix Group has provided design input into the development of the plans in order to ensure that the proposed development achieves an acceptable car parking layout.

We have assessed the proposed car parking layout and access arrangements against the relevant requirements of the Planning Scheme and the suggestions of the Australian Standards (where relevant). The following is noted:

- All standard car spaces are to be provided at a width of 2.5m², length of 5.4m and accessed via an adjacent aisle that is at least 5.8m wide, in excess of what is required under AS2890.1:2004. Specifically, AS2890.1:2004 requires dimensions of 2.4m wide and 5.4m long spaces with a 5.8m wide aisle for user class 1A car parking spaces, i.e. staff car parking spaces.

It is noted that the proposed car space dimensions have been based on the dimensions set out in AS2890.1:2004 in favour of Clause 52.06 of the Planning Scheme due to the nature of vehicles expected to be parked in the spaces (i.e. utes, vans, etc.) which are typically longer than standard passenger vehicles and would benefit from the longer car spaces required under AS2890.1:2004. Furthermore, all car spaces are provided with adjacent accessways that well exceed the minimum requirements under both Clause 52.06 of the Planning Scheme and AS2890.1:2004. The additional accessway width will allow motorists to enter and exit car spaces at a relatively straight angle and provide for

² It is noted that one of the car spaces within 3 Lumeah Road immediately abuts one of the existing warehouses which is to be converted to industry. This space, and the three to the immediate south of the same, should be moved south slightly so that there is a minimum 0.3m off-set between the side of the space and the building.

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an overall better outcome than if the wider car spaces and narrower access aisle required under Clause 52.06 was instead adopted.

- All relevant vehicles can enter and exit the site in a forward direction in accordance with Clause 52.06-9 (Design Standard 1).
- Site access will primarily be via the existing Lumeah Road crossover, which will be widened slightly compared to existing conditions and will require minor vegetation removal. Additionally, the site's existing crossover to Yaringa Road will be widened to facilitate use as an emergency exit only. The specific details of the crossover widening extents will be confirmed during the detailed design stage of the project and will be subject to Council approval.
- Access to the car park will be restricted for use by employees and inducted contractors only, with a sliding gate to be provided at the Lumeah Road access point.
- The 9m wide internal road is sufficiently wide to allow for simultaneous entry and exit movements.
- A minimum headroom clearance of 2.1m is provided throughout the car park and internal roads, in accordance with Clause 52.06-9 (Design Standard 1).
- The car parking spaces at 3 Lumeah Road will be accessed via the existing access arrangements associated with the existing buildings on the site.

Based on the preceding, the layout of the proposed car parking spaces and car park access arrangements is satisfactory and will provide for safe and efficient movements to and from the surrounding road network and we are of the opinion that sufficient justification has been presented to warrant a variation to the statutory car space width requirement based on the proposed length of car spaces, width of access aisle and specific proposed use of the site.

4.4. Truck Access and Parking

The largest vehicle that will require access to the proposed boat manufacturing facilities will be a 20m semi-trailer, which will enter and exit the site via Lumeah Road. Trucks are able to reverse into both of the factories from within the site, with swept path diagrams demonstrating these movements attached at Appendix B.

All newly constructed boats are to be transported to the adjacent marina via travel lifts using the proposed private vehicle connection on the eastern boundary of the site. This arrangement is considered satisfactory and generally consistent with the existing operations of the broader site.

We understand that the largest vehicles that will require access to the water tank area (i.e. the northern land parcel) are CFA trucks, which can enter the area via the internal road, turn around within the gravel area, then exit in a forward direction. Swept paths assessments have been undertaken using an 8.8m long medium rigid vehicle which demonstrate that CFA trucks will be able to easily undertake this manoeuvre.

Based on the above, we are satisfied that the proposed development can sufficiently accommodate the required trucks in a safe and efficient manner.

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5. Bicycle Considerations

5.1. Statutory Bicycle Parking Requirement

Clause 52.34 of the Planning Scheme sets out the bicycle parking requirements for different uses within the Planning Scheme. The statutory bicycle parking requirement for the 'industry' use is outlined in Table 2.

Table 2: Statutory Bicycle Parking Requirement (Clause 52.34)

Use		Measure	Bicycle Parking Rate	Bicycle Parking Requirement
Industry	Employees	6,954.64m ²	1 space to each 1,000m ² of net floor area	7 spaces
	Visitors		None	0 spaces

Based on the above assessment, the proposal has a statutory requirement to provide seven (7) bicycle parking spaces for employees. The proposal also has a statutory requirement to provide a shower and change room facilities.

The proposal will provide a total of 16 bicycle parking spaces for staff, located adjacent to the front of each factory. Each factory at 4 Yaringa Road will also provide a shower and change room facility, thus exceeding the requirement to provide end of trip facilities³.

Accordingly, the proposed bicycle parking provision well exceeds the statutory requirement of the development proposal.

For the use at 3 Lumeah Road until buildings on the remainder of the site are constructed, there is a statutory requirement to provide one bicycle space, i.e. 1,496.44m² @ 1 bicycle space to each 1,000m² of net floor area. Whilst no formal bicycle parking is proposed on 3 Lumeah Road development, there is ample room both within and external to associated buildings to easily accommodate any associated demand that may be generated.

Furthermore, a shower and change room is proposed in the temporary ancillary office in excess of the statutory requirement. Once the development at 4 Yaringa Road is complete, employees at 3 Lumeah Road can satisfactorily use the associated end of trip facilities.

5.2. Bicycle Parking Layout

All bicycle parking spaces will be provided via horizontal bicycle parking systems, with an envelope that is 1.8m long, 0.5m wide and accessed from a minimum 1.5m wide accessway, in accordance with AS2890.3:2015.

Accordingly, we are satisfied that the proposed bicycle parking layout is appropriate.

³ When 5 or more employee bicycle spaces are required, the statutory requirement is for 1 shower for the first 5 employee bicycle spaces, plus 1 to each 10 employee bicycle spaces thereafter.

Traffic Engineering Assessment

1-5 Lumeah Road and 4 Yaringa Road, Somerville

6. Traffic Considerations

The proposed on-site car park will only be accessible to employees of the factories and inducted contractors. These spaces will generally be occupied by long-term users of the site, with entry and exit movements largely occurring during the morning and afternoon commuter peak hours, respectively.

As mentioned previously, seven-day 24-hour tube counts were conducted in 2023 on Lumeah Road. These traffic counts identified that the AM and PM weekday peak hours occurred between 11am-12pm and 1pm-2pm, respectively.

Accordingly, the anticipated peak traffic generated by the proposal is not expected to occur at the same time as the road network's existing peak. A first principles assessment suggests that up to 83 vehicle movements during the weekday AM and PM commuter peak hours could be expected, equating to one vehicle movement per employee during these periods. We also note that, in our view, the above traffic generation estimate is conservative, as it both anticipates full employment and that entry/exit movements of staff would occur across a single hour during the AM and PM peak hours.

We expect minimal vehicle movements associated with the site outside of the weekday AM and PM commuter peak periods. Deliveries undertaken by larger trucks will be uncommon and occur on a weekly basis.

Based on the above, we are satisfied that the anticipated level of traffic will not have any material impact to the operation of the surrounding road network and intersections, also noting that traffic associated with the site will be highly tidal in nature. Moreover, Lumeah Road has a sealed carriageway with varying width which either effectively permits two-way simultaneous flow (e.g. at points where it has a 6m sealed carriageway) or at points where it narrows there are gravel shoulders which allow motorists travelling in opposing directions to pass each other.

Traffic Engineering Assessment

1-5 Lumeah Road and 4 Yaringa Road, Somerville

7. Conclusions

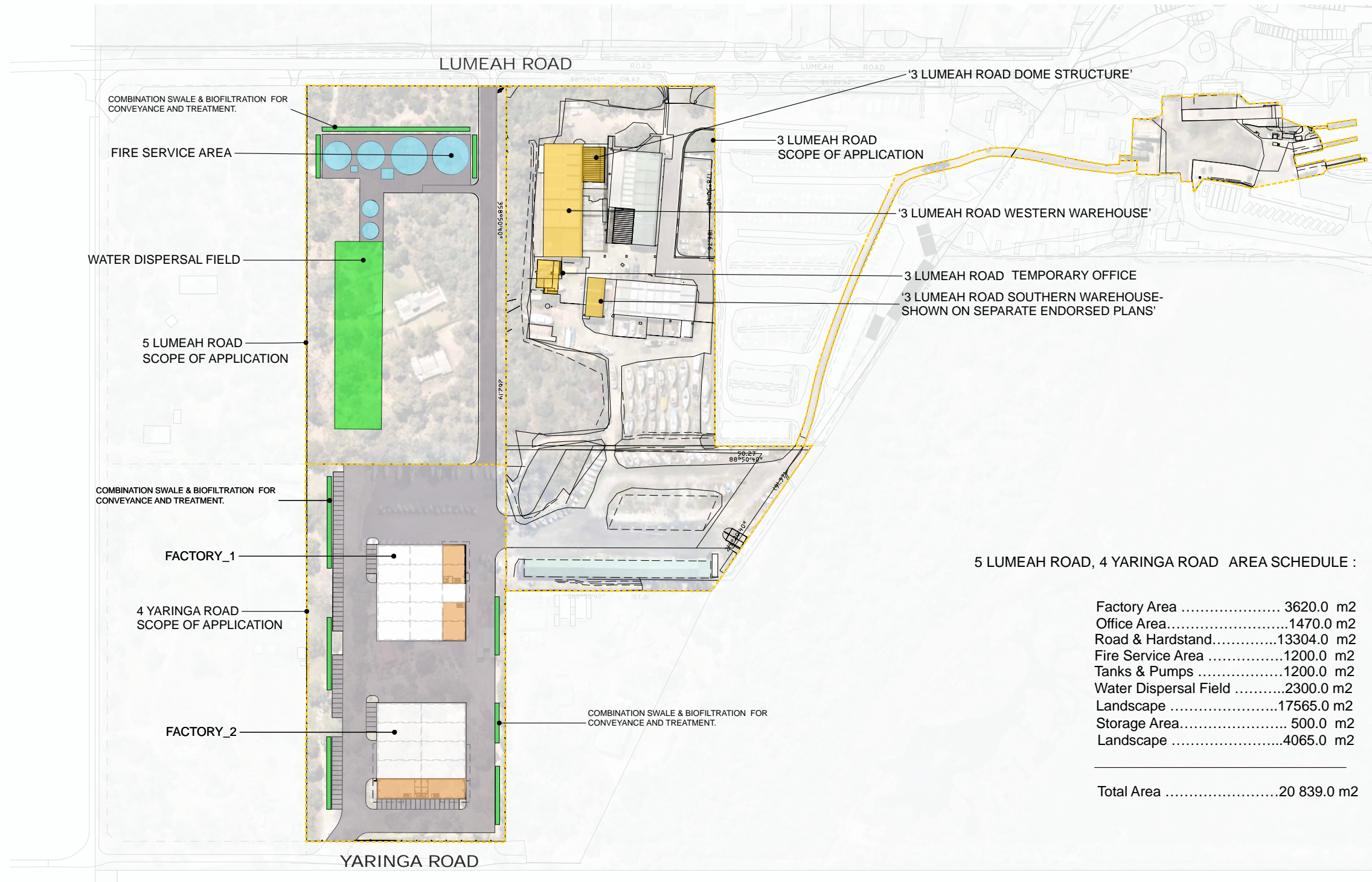
Having perused relevant documents and plans, inspected the site and its surrounds, and undertaken various assessments, we are of the opinion that:

- a) the proposed on-site car parking provision of 100 spaces will be sufficient to meet the predicted peak parking demand generated by the staff of the facility of up to 83 spaces, with the additional provision of parking spaces able to easily accommodate any demands generated by inducted contractors,
- b) sufficient justification has been presented to warrant a car parking dispensation,
- c) subject to one minor modification on 3 Lumeah Road as discussed at Section 4.3, the parking and access arrangements of the proposed car park comply with the relevant requirements of the Planning Scheme, relevant Australian Standard and current practice, noting that sufficient justification has been presented to vary the car space width requirement set out at Clause 52.06,
- d) appropriate truck circulation and access arrangements are to be provided,
- e) the proposed bicycle parking provision and layout is appropriate,
- f) the proposed provision of showers and change facilities is in excess of the statutory requirement,
- g) the level of traffic that is to be generated by the facility is to be relatively low, will be generated outside of the existing peak periods for Lumeah Road and will not have any material impact to the operation of the surrounding road network, and
- h) there are no traffic engineering reasons why a permit should not be issued for the proposal at 1-5 Lumeah Road and 4 Yaringa Road, Somerville.



Appendix A

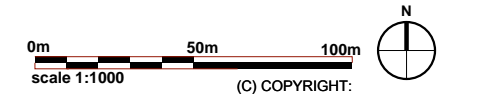
Proposed Development Plan



5 LUMEAH ROAD, 4 YARINGA ROAD AREA SCHEDULE :

Factory Area	3620.0 m2
Office Area	1470.0 m2
Road & Hardstand	13304.0 m2
Fire Service Area	1200.0 m2
Tanks & Pumps	1200.0 m2
Water Dispersal Field	2300.0 m2
Landscape	17565.0 m2
Storage Area	500.0 m2
Landscape	4065.0 m2
<hr/>	
Total Area	20 839.0 m2

1 3 & 5 Lumeah Rd. 4 Yaringa Rd.
A0.4 Scale 1:1000 @ A1 size



alfanostudio
107 Elizabeth Street, Melbourne, Australia.
mob.: 03 869 6399

1A & 1-5 LUMEAH ROAD, 4 YARINGA ROAD, SOMERVILLE
SECTION 50 PLANNING APPLICATION

DRAWING TITLE:
3,5 LUMEAH RD. & 4 YARINGA RD. _DEVELOPMENT SUMMARY

HART MARINE
1A & 1-5 LUMEAH ROAD, 4 YARINGA ROAD,
SOMERVILLE 3912, VICTORIA

ISSUE
12.06.2025

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A0.4



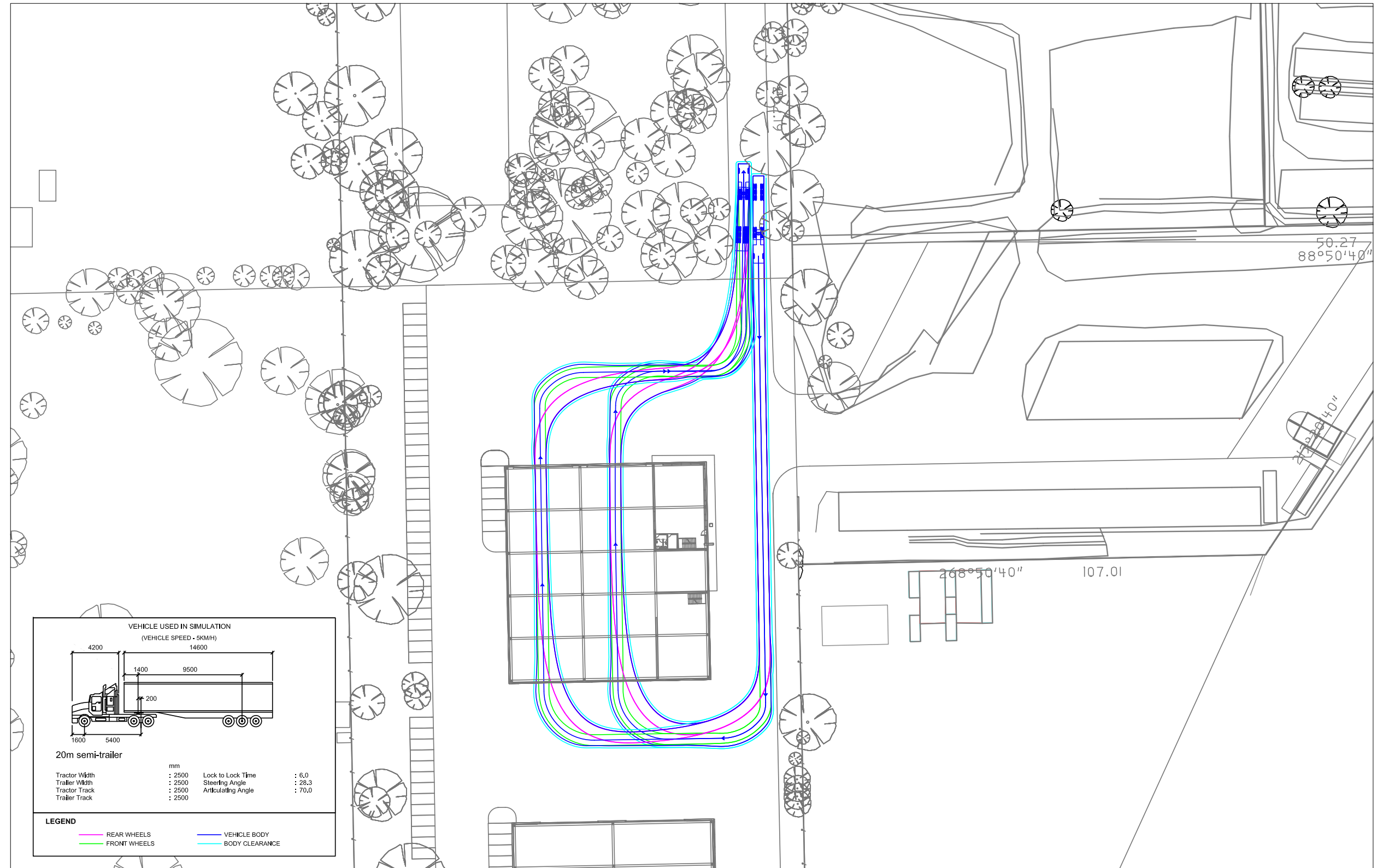
Appendix B

Swept Path Diagrams

Traffix Group

G30020R-01J

NORTHERN FACTORY ACCESS - 20M SEMI TRAILER



VEHICLE USED IN SIMULATION
(VEHICLE SPEED - 5KM/H)

20m semi-trailer

Tractor Width	: 2500	Lock to Lock Time	: 6.0
Trailer Width	: 2500	Steering Angle	: 28.3
Tractor Track	: 2500	Articulating Angle	: 70.0
Trailer Track	: 2500		

LEGEND

- REAR WHEELS
- FRONT WHEELS
- VEHICLE BODY
- BODY CLEARANCE

REV	DATE	NOTES	DESIGNED BY	CHECKED BY
A	18-01-22	ORIGINAL ISSUE	K. BULLOCK	D. TROTTER
B	22-05-24	UPDATED ISSUE	K. BULLOCK	N. WOOLCOCK (RPE6892)
C	25-02-25	UPDATED ISSUE	K. BULLOCK	N. WOOLCOCK (RPE6892)

4 YARINGA ROAD & 5 LUMEAH ROAD, SOMERVILLE
PROPOSED MARINE AND PORT INFRASTRUCTURE

GENERAL NOTES:
BASE PLANS PREPARED BY ALFANO STUDIO,
RECEIVED 13-02-25

FILE NAME: 30020-01
SHEET NO.: 01

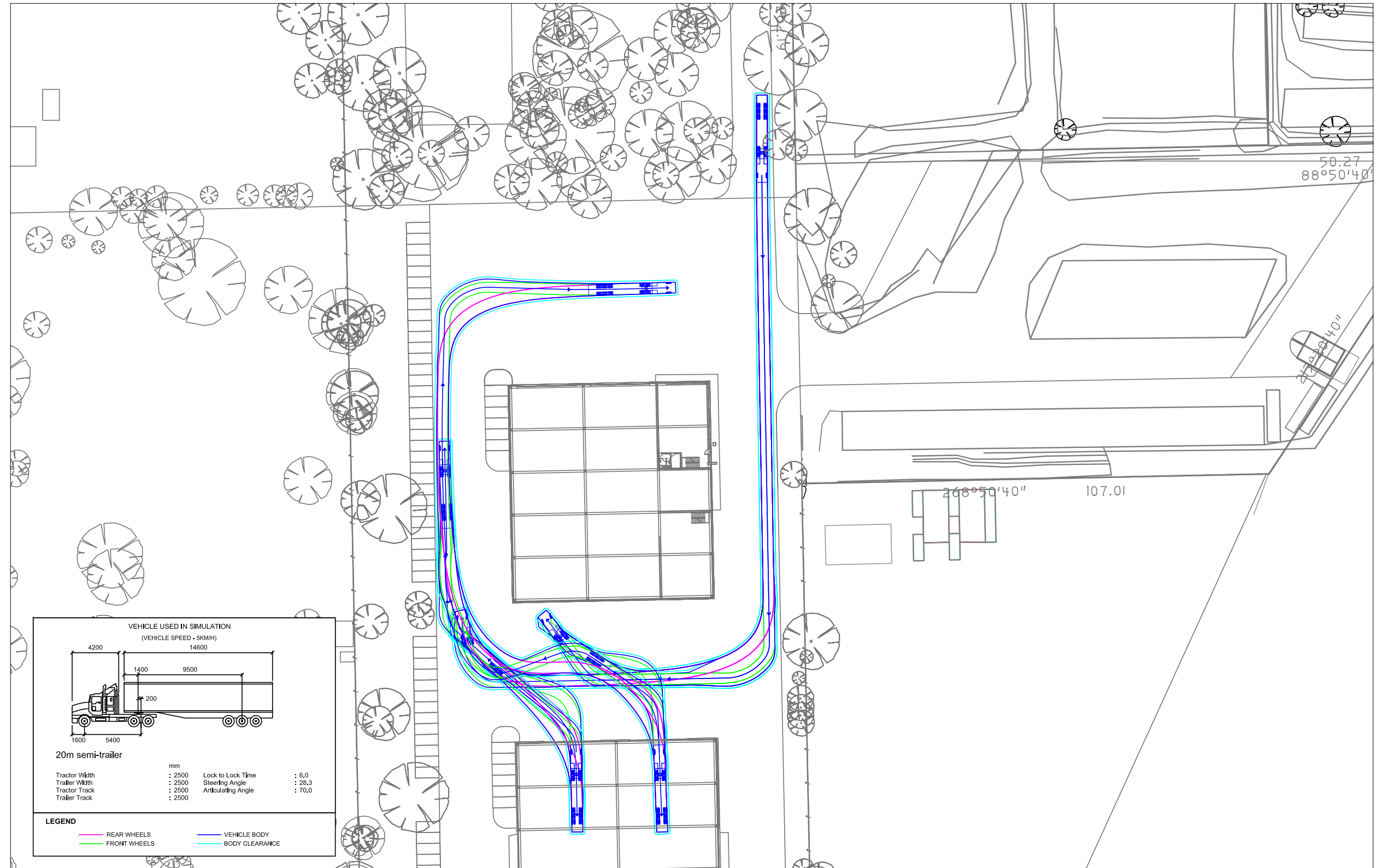


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Level 28, 459 Collins St, MELBOURNE VIC 3000
T: (03) 9822 2888
www.traffixgroup.com.au

SOUTHERN FACTORY ACCESS - 20M SEMI TRAILER



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C	25-02-25	UPDATED ISSUE	K. BULLOCK	N. WOOLCOCK (RPE6892)

4 YARINGA ROAD & 5 LUMEAH ROAD, SOMERVILLE
PROPOSED MARINE AND PORT INFRASTRUCTURE

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SHEET NO.: 02

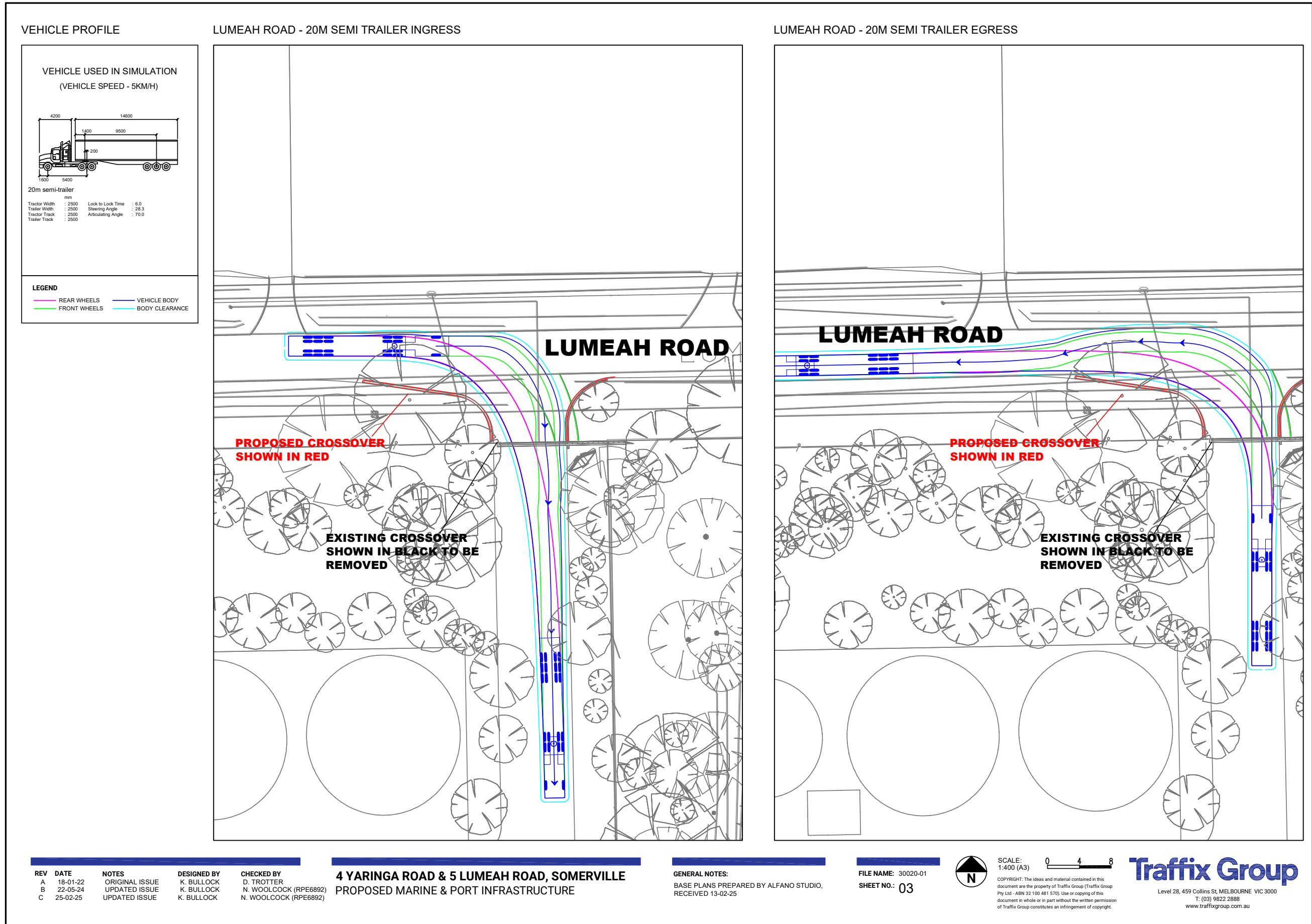


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VEHICLE PROFILE

LUMEAH ROAD - 20M SEMI TRAILER INGRESS

LUMEAH ROAD - 20M SEMI TRAILER EGRESS

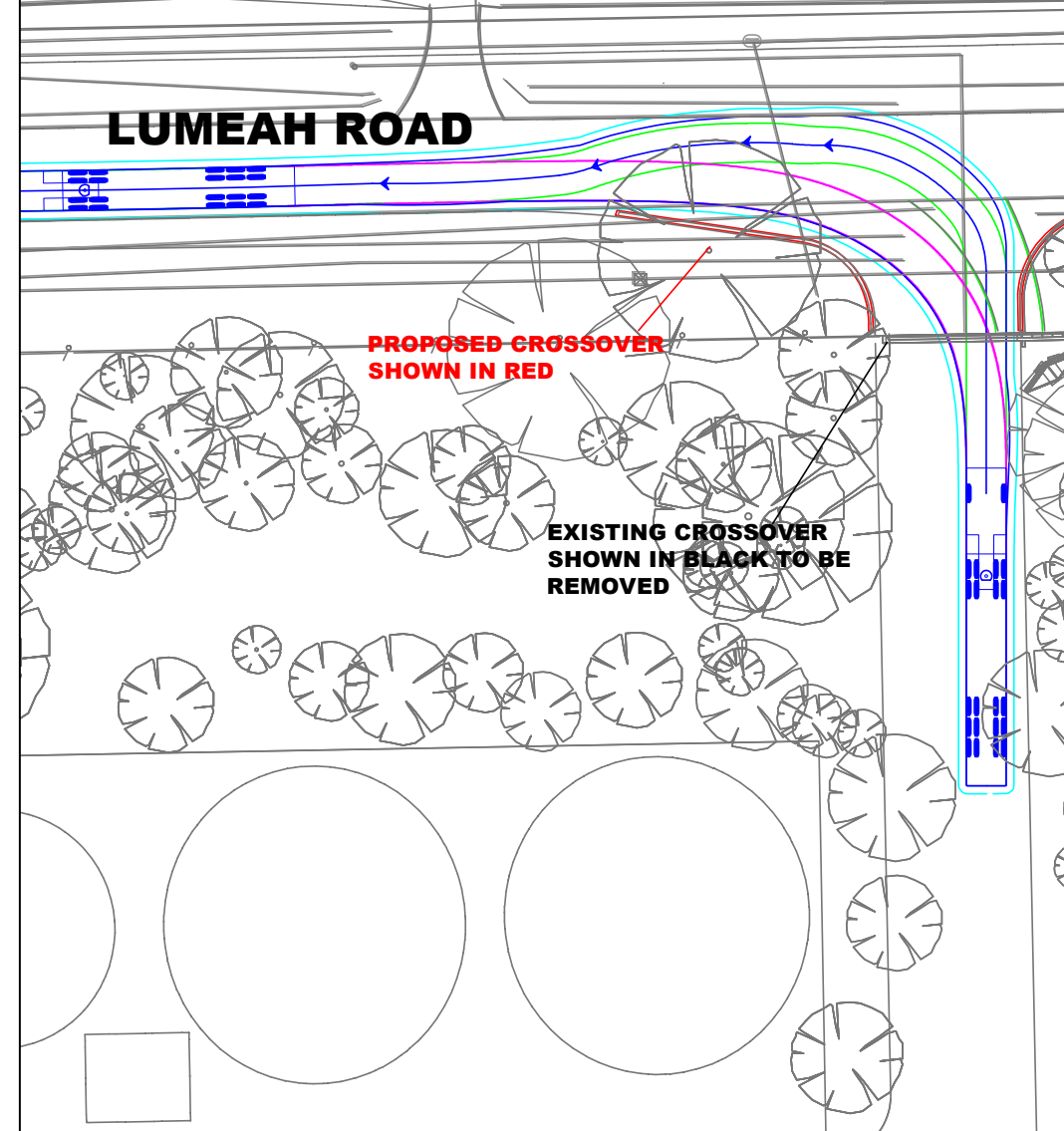
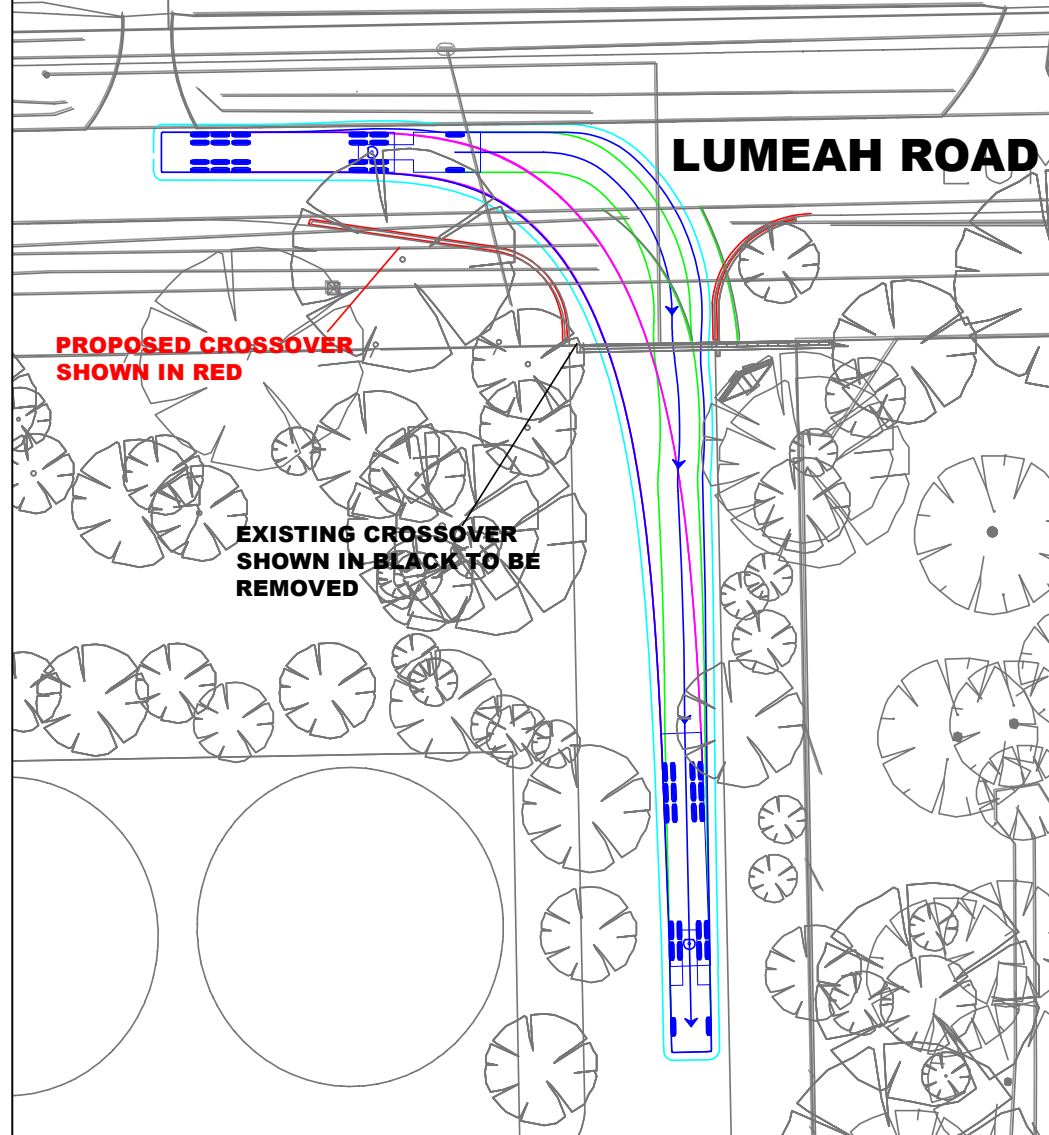
VEHICLE USED IN SIMULATION
(VEHICLE SPEED - 5KM/H)

20m semi-trailer
mm

Tractor Width	: 2500	Lock to Lock Time	: 6.0
Trailer Width	: 2500	Steering Angle	: 28.3
Tractor Track	: 2500	Articulating Angle	: 70.0
Trailer Track	: 2500		

LEGEND

- REAR WHEELS
- FRONT WHEELS
- VEHICLE BODY
- BODY CLEARANCE



REV	DATE	NOTES	DESIGNED BY	CHECKED BY
A	18-01-22	ORIGINAL ISSUE	K. BULLOCK	D. TROTTER
B	22-05-24	UPDATED ISSUE	K. BULLOCK	N. WOOLCOCK (RPE6892)
C	25-02-25	UPDATED ISSUE	K. BULLOCK	N. WOOLCOCK (RPE6892)

4 YARINGA ROAD & 5 LUMEAH ROAD, SOMERVILLE
PROPOSED MARINE & PORT INFRASTRUCTURE

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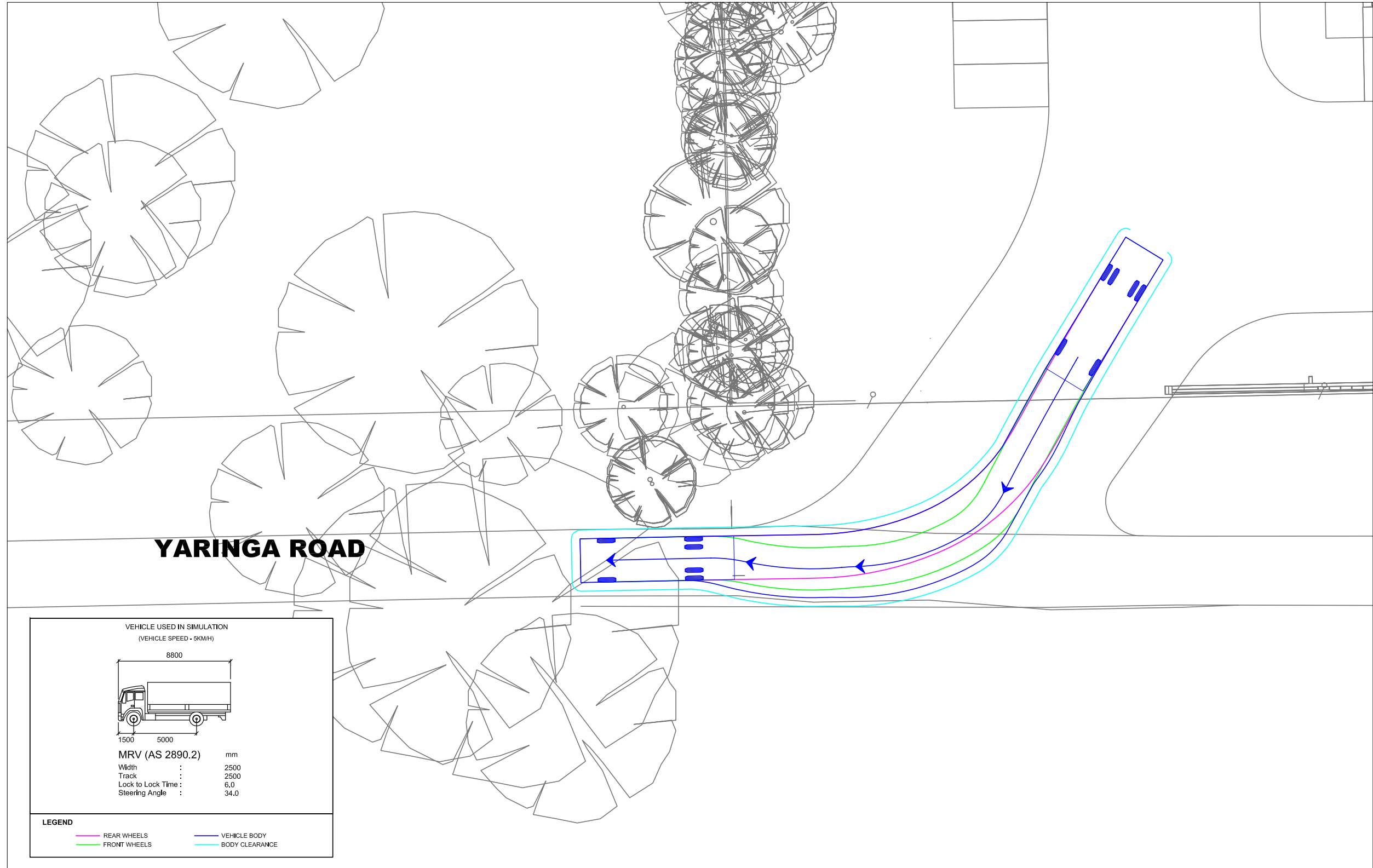
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YARINGA ROAD - EMERGENCY VEHICLE EGRESS



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C	25-02-25	UPDATED ISSUE	K. BULLOCK	N. WOOLCOCK (RPE6892)

4 YARINGA ROAD & 5 LUMEAH ROAD, SOMERVILLE
PROPOSED MARINE AND PORT INFRASTRUCTURE

GENERAL NOTES:
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Graham Scott

From: Graham Scott
Sent: Thursday, 20 November 2025 1:34 PM
To: Graham Scott
Subject: FW: GE24/0759 - PA2403198 - 1-5 Lumeah Road and 4 Yaringa Road Somerville - referral to Dev Eng & Traffic

From: Shahniaz Arafath Shahniaz.Arafath@mornpen.vic.gov.au
Sent: Wednesday, 19 November 2025 9:48 AM
To: Graham Scott Graham.Scott@mornpen.vic.gov.au
Cc: Tony Pingiaro Tony.Pingiaro@mornpen.vic.gov.au; Christopher Trebilcock chris.trebilcock@mornpen.vic.gov.au; Development Engineering Administration dev.eng@mornpen.vic.gov.au; Traffic Planning Referrals traffic.planning.referrals@mornpen.vic.gov.au; MPSC Septic Correspondence MPSC-SepticCorrespondence@mornpen.vic.gov.au
Subject: RE: Engineering Referral Response to Graham Scott - 4 Yaringa Rd (also known as 1-5 Lumeah Rd), Somerville - GE24/0858 - PA2403185 - Eng25/0185

Hi Graham

Traffic Team Position on Revised Proposal:

1) Traffic Team has no concerns regarding the relocation of tanks from 5 Yaringa Road to the west boundary of 3 Yaringa Road.

2) It is noted that the revised proposal increases the factory size from 5,580 m² to 6,954.64 m², which in turn increases the previous parking shortfall from 68 spaces to 101 spaces.

- The proposed car parking space has increased from 93 spaces to 100 spaces.

- However, the estimate of no more than 83 employees onsite at any one time remains unchanged in the new proposal.

3) The Traffic Team will support this significant increase in parking shortfall (from 68 to 101) only if it is conditioned that: "No more than 83 employees are onsite at any one time."

4) Based on the updated TIA, the assumption of only one heavy vehicle movement per day appears highly unlikely. We believe, in reality, the number of heavy vehicle trips is expected to be much higher. We also anticipate a notable increase in

daily commuter vehicle movements due to the expansion of the factory size and staff numbers.

5) Therefore, our previous comments regarding:

- Parking bay dimensions, and

- the upgrade of Lumeah Road and Whitneys Road is still required (as previously advised) and should be addressed.

Regards



Mornington
Peninsula Shire

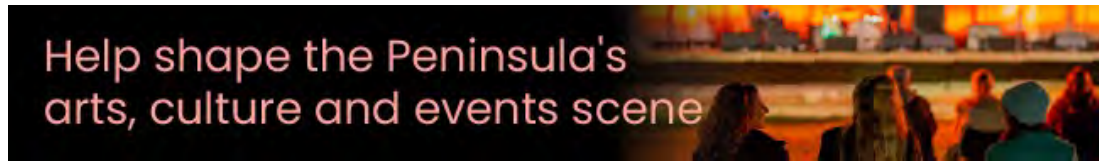
SHAHNIAZ ARAFATH | Senior Traffic & Transport Engineer

Email: shahniaz.arafath@mornpen.vic.gov.au

Phone: 03 5950 1308

90 Besgrove Street, Rosebud VIC 3939

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From: Shahniaz Arafath <Shahniaz.Arafath@mornpen.vic.gov.au>
Sent: Wednesday, 14 May 2025 1:39 PM
To: Graham Scott <Graham.Scott@mornpen.vic.gov.au>
Subject: RE: GE24/0759 - PA2403198 - 1-5 Lumeah Road and 4 Yaringa Road Somerville - referral to Dev Eng & Traffic

Hi Graham

On point 3: just want to clarify that the upgrade of Lumeah & Whitneys Road is critical to ensure functionality and safety for all road users. At some section, the road seal is less than 3m wide, which we believe will become a safety issue when heavy vehicle volume is further increased due to the factories.

Regards
Shahniaz

From: Shahniaz Arafath <Shahniaz.Arafath@mornpen.vic.gov.au>
Sent: Wednesday, May 14, 2025 12:19 PM
To: Graham Scott <Graham.Scott@mornpen.vic.gov.au>
Cc: Development Engineering Administration <dev.eng@mornpen.vic.gov.au>; Brett Whitwam <Brett.Whitwam@mornpen.vic.gov.au>; Christopher Lyne <Chris.Lyne@mornpen.vic.gov.au>; David McPherson <David.McPherson@mornpen.vic.gov.au>; Alex Chisholm <alex.chisholm@mornpen.vic.gov.au>
Subject: RE: GE24/0759 - PA2403198 - 1-5 Lumeah Road and 4 Yaringa Road Somerville - referral to Dev Eng & Traffic

Hi Graham

Please see our comments below:

- 1) Shortfall of 68 car spaces (161 spaces required but 93 will be provided) have been proposed. However as mentioned the TIA report, total number of employees will not exceed more than 83 at any one time – on this condition, we will accept this shortfall. However, any future amendment which could result in further shortfall of parking spaces, will not be supported the Traffic team.
- 2) AS2890.1 standard can be supported (2.5 X 5.4) as we are satisfied with the response provided. The proposed adjacent accessway width is wider than what required under 52.06 & because of the really wide accessway, motorists would be able to enter/exit at a relatively straighter angle. Therefore, 0.1m reduced width wouldn't create any major issue in this case.
- 3) The condition of Lumeah & Whitneys Road doesn't look suitable for semi-trailers. The most recent Shire traffic count in May 2020 on Lumeah Road shows **355 AADT with 18% heavy vehicles** – which we believe will further increase once the proposed factories become fully operational. Therefore, we would suggest these two roads to be upgraded as per below AustRoads guideline:

Guide to Road Design Part 3: Geometric Design

Table 4.5: Single carriageway rural road widths (m)

Element	Design AADT				
	1-150	150-500	500-1000	1000-3000	> 3000
Traffic lanes ⁽¹⁾	3.7 (1 x 3.7)	6.2 (2 x 3.1)	6.2-7.0 (2 x 3.1/3.5)	7.0 (2 x 3.5)	7.0 (2 x 3.5)
Total shoulder	2.5	1.5	1.5	2.0	2.5
Minimum shoulder seal ^{(2),(3),(4),(5),(6)}	0	0.5	0.5	1.0	1.5
Total carmageway	8.7	9.2	9.2-10.0	11.0	12.0

Which is minimum 3.1m wide traffic lanes in each direction with minimum shoulder seal of 0.5m where possible.

Regards



SHAHNIAZ ARAFATH | Senior Traffic & Transport Engineer

Email: shahniaz.arafath@mornpen.vic.gov.au

Phone: 03 5950 1308

Private Bag 1000, Rosebud VIC 3939 | 90 Besgrove Street, Rosebud VIC 3939

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[We are committed to carbon neutrality.](#)

From: Graham Scott <Graham.Scott@mornpen.vic.gov.au>

Sent: Tuesday, May 6, 2025 3:33 PM

To: Development Engineering Administration <dev.eng@mornpen.vic.gov.au>; Traffic Planning Referrals <traffic.planning.referrals@mornpen.vic.gov.au>

Cc: Christopher Lyne <Chris.Lyne@mornpen.vic.gov.au>; David McPherson <David.McPherson@mornpen.vic.gov.au>; Alex Chisholm <alex.chisholm@mornpen.vic.gov.au>; Brett Whitwam <Brett.Whitwam@mornpen.vic.gov.au>

Subject: GE24/0759 - PA2403198 - 1-5 Lumeah Road and 4 Yaringa Road Somerville - referral to Dev Eng & Traffic

Hi DevEng/Chris and Traffic/Brett

As discussed with Melvyn and Tony, Hart Marine have submitted their application for the above site to DTP.

The permit triggers are

Planning scheme clause	Matter for which a permit is required
37.01-1	Use the land industry (boat manufacturing)
37.01-4	Construct a building or construct or carry out works
42.01-2	Construct a building or construct or carry out works
44.04-2	Construct a building or construct or carry out works
44.06-2	Construct a building or construct or carry out works
52.05-13	To install non-illuminated business identification signs in Category 3 areas
52.06-5	Reduce the number of car parking spaces required under Clause 52.06-5
52.17-2	To remove native vegetation

37.01 = SUZ (1 & 9)

42.01 = ESO6
44.04 = LSIO
44.06 = BMO
52.05 = Signage
52.06 = Car parking
52.17 = Native vegetation

DTP have notified Council of the application in accordance with Section 52(1)(b) of the *Planning and Environment Act 1987*. While DTP have advised that they will not decide on the application before 12 May 2025, I am aware that DTP has also recently sent a further information request to the applicant and I have been advised that Council will receive the further information once it is provided.

You are aware of permit CP09/002 (link attached), which relates to the following land, all of which is subject to SUZ9:

ADDRESS OF THE LAND:

1, 1A, 2, 3 AND 4 LUMEAH ROAD SOMERVILLE
NORTH OF LUMEAH ROAD (2 - 4 LUMEAH RD):
LOT 4 PS 336335, VOLUME 10233 FOLIO 652
LOT 5 LP 53675, VOLUME 08659 FOLIO 591
SOUTH OF LUMEAH ROAD (1A - 3 LUMEAH RD):
LOT 1 PS 424206Q VOLUME 10432 FOLIO 102
CROWN ALLOTMENT 31B PARISH OF TYABB VOLUME 10372 FOLIO 487
EAST OF LUMEAH ROAD (1 LUMEAH RD):
PART OF CROWN ALLOTMENT 29B, PARISH OF TYABB VOLUME 01212 FOLIO 531

Notably the above permit does not relate to the substantive lots for the current proposal at 4 Yaringa and 5 Lumeah Road, which is subject to SUZ1, but covers the part of the proposal at 3 Lumeah subject to SUZ9.

The above permit approves the following:

THE PERMIT ALLOWS:

THE USE AND DEVELOPMENT OF THE LAND FOR THE FOLLOWING PURPOSES ALL IN ACCORDANCE WITH THE PLANS ENDORSED UNDER THIS PERMIT:

- A PLEASURE BOAT FACILITY COMPRISING:
 - A MARINA WITH AN INLAND HARBOR, CHANNEL AND TIDE CONTROL LOCK CONTAINING 180 WET BERTHS AND 18 HOLDING BERTHS
 - DRY STACK STORAGE OF 4 TIERS FOR 400 BOATS
 - OUTDOOR AND COVERED BOAT STORAGE.
 - A LIFT BRIDGE
- MARINE SERVICE INDUSTRY (FIVE SHEDS WITH A GROSS FLOOR AREA OF APPROX. 500 SQUARE METRES EACH WITH ASSOCIATED VEHICLE PARKING AND DIRECT ACCESS BY TRAVEL LIFT TO THE HARBOUR);
- BULK EARTHWORKS;
- ACCOMMODATION;
- A CONFERENCE CENTRE FOR A MAXIMUM OF 240 PATRONS
- FOOD AND DRINK PREMISES WITH A TOTAL MAXIMUM OF 120 SEATS.
- DWELLING (1) USED ONLY FOR THE ACCOMMODATION OF A SITE MANAGER
- ASSOCIATED REMOVAL OF VEGETATION; AND,
- ANY ANCILLARY WORKS.

The SUZ9 includes the purposes:

- To prioritise boating and boating-related activities in a safe, functional and visually attractive harbour precinct.
- To provide for major boat storage facilities and marine-related industry south of Lumeah Road.

The SUZ9 has the following application requirement for use of the land:

- Any planning permit granted to allow the use of land, which is considered by the Responsible Authority to require the construction of road upgrades in Lumeah Road and Whitneys Road between its intersection with Lumeah Road and its intersection with Tyabb-Tooradin Road /Bungower Road, must include a condition that has the effect of requiring the permit holder to meet all costs associated with such upgrades in accordance with plans to the satisfaction of the Responsible Authority.

I understand that DTP will be requiring the applicant to seek approval for the use at 3 Lumeah, and speaking to the applicant I believe that they will be seeking permanent approval for the use of the land.



1.1.3. 3 Lumeah Road

3 Lumeah Road is east of the two abovementioned properties and is formally known as Lot 1 on PS424206Q. It is irregular in shape and 21,178sqm. It has a 108.6m north frontage to Lumeah Road and is accessible via a paved, double-width and gated crossover (see Figure 4).

The property is part of the Yaringa Boat Harbour and is improved with internal access roads and facilities for the storage, cleaning and maintenance of pleasure craft. The access roads run through the site to form rows of boat storage areas. They also link southwest to 4 Yaringa Road and northeast to 1/1a Lumeah Road, the latter of which has wet berths and deep water access.

The north edge of the property has a slender planting of native trees that screen views from Lumeah Road.

As previously noted, only temporary works are proposed at 3 Lumeah Road to facilitate the continuity of Hart Marine's operations during the time that the proposed development at 4 Yaringa Road and 5 Lumeah Road is constructed.

The applicant admits in their report that the use is currently occurring at 3 Lumeah and that they would therefore be seeking retrospective approval for the use at 3 Lumeah and approval to expand the use to 5 Lumeah and 4 Yaringa.

While the use at 3 Lumeah Road is subject to the above SUZ9 controls regarding the upgrade of Lumeah Road and Whitneys Road, the remainder of the development is within SUZ1, which instead requires consideration of:

- The effect of traffic likely to be generated on roads including the need for and provision of traffic management plans and works to the satisfaction of the responsible authority to minimise the adverse impact of major developments on urban communities.

Notably DTP is the Responsible Authority for this application and it is they who will ultimately decide if the use requires the construction of road upgrades in Lumeah Road and Whitneys Road for the use at 3 Lumeah Road, and the effect of traffic likely to be generated on roads for the use at 5 Lumeah and 4 Yaringa.

Notably the application is still at Further Information stage and the applicant is required to provide further information on the use at 3 Lumeah Road.

While DTP is assessing the application it is their expectation that Council provides them with any required permit conditions in the event that a permit is issued. Council is also able to express any concerns or objections that it may have.

As you are aware, CP09/002 already has a requirement for the upgrade of Lumeah Road and Whitneys Road. Therefore if the harbour approved by that permit is constructed then the road will be upgraded.

I previously provided pre-application advice to DTP, stating:

Both Lumeah and Yaringa Roads are currently in poor condition. They are not able to facilitate the traffic that will be generated by the proposal and intended future upgrades to the marina and the future expansion of the uses into 6 Yaringa Road. It is Council's position that whichever road is proposed to be the primary access, any permit approval will need to include a requirement for the reconstruction of the road, as currently required for the marine industry use approved for part of the site by CP09/002. If the primary access is changed to Lumeah Road, Council states that the current access to Yaringa Road should not be modified and instead only be allowed to be retained in its current location as an emergency access, with a gate that matches the current width and location and without any additional vegetation removal.

I also commented that parking spaces should be to 52.06 and not Australian Standards.

My above reference to vegetation removal relating to access to Yaringa Road referred to the earlier design to have the access at the south-east corner.

In their planning submission the applicant responded as follows:

	<u>My Issue</u>	<u>Applicant Response</u>
11	It is noted that the car parking spaces have been designed to Australian Standards (2.5m wide), whereas Clause 52.06 requires spaces to be 2.6m wide and states that the dimensions in Table 2 are to be used in preference to the Australian Standard AS2890.1-2004 (of street) except for	All car parking spaces are 2.5m x 5.4m and accessed via an adjacent aisle with a minimum width of 5.8m, in excess of what is required under AS2890.1:2004.



	<u>Comment</u>	<u>Response</u>
	disabled spaces which must achieve Australian Standard AS2890.6-2009 (disabled). It is also noted that no disabled spaces are provided.	The application of the Australian Standards is appropriate for the proposed use as access to the car park will be restricted for use by employees and inducted contractors only. Traffic has confirmed that the layout of the car park is satisfactory and will provide for safe and efficient movements. It is noted that the proposed car space dimensions have been based on the dimensions set out in AS2890.1:2004 in favour of Clause 52.06 of the Planning Scheme due to the nature of vehicles expected to be parked in the spaces (e.g. utes, vans, etc.), which are typically longer than standard passenger vehicles and would benefit from the longer car spaces required under AS2890.1:2004. Furthermore, all car spaces are provided with adjacent accessways that well exceed the minimum requirements under both Clause 52.06 of the Planning Scheme and AS2890.1:2004. The additional accessway width will allow motorists to enter and exit car spaces at a relatively straight angle and provide for an overall better outcome than if the wider car spaces and narrower access aisle required under Clause 52.06 was instead adopted.
12	The traffic report states that: - Site access will be provided via the Lumeah Road crossover, with the Yaringa Road crossover to be restricted for emergency access only. The Lumeah Road crossover will be widened slightly compared to existing conditions and require minor vegetation removal. - Contrary to what is stated in the reports other documentation however show a very different story, with the current 'emergency' access to Yaringa Road shown to be upgraded to make what is clearly intended to be the primary access for the site, much wider than the access to Lumeah Road and capable of accommodating the 20m semi-trailer	The proposed site access arrangements are clearly identified in the Traffic Engineering Assessment and summarised in the Town Planning Report. As explained in these documents and shown on the plans, it is proposed that: - The primary site access is to be from Lumeah Road, with Yaringa Road providing only emergency access. - The access at Yaringa Road is to be controlled by a gate to ensure it is not utilised as the main access point.

Comment	Response
<p>trucks that the applicant has advised are intended to attend the site. This will include a sliding gate and will require a more significant amount of native vegetation removal including vegetation shown to be retained in the Biodiversity Report to facilitate the gate.</p>	<p>The application has also been amended to relocate the emergency access from Yaringa Road from the east to the west. The proposed crossover upgrades the existing crossover to Yaringa Road in this location.</p> <p>The revised Biodiversity Assessment considers all native vegetation requiring removal to facilitate the proposed development. The proposed chain-link fence around the north, south, west and part of the east boundaries of the site is currently only located around the boundaries of the study area, which requires no further native vegetation removal as the two adjoining sites do not have the same owner, and therefore meet the exemption at clause 52.17-7.</p>
<p>13 Both Lumeah and Yaringa Roads are currently in poor condition. They are not able to facilitate the traffic that will be generated by the proposal and intended future upgrades to the marina and the future expansion of the uses into 6 Yaringa Road. It is Council's position that whichever road is proposed to be the primary access, any permit approval will need to include a requirement for the reconstruction of the road, as currently required for the marine industry use approved for part of the site by CP09/002. If the primary access is changed to Lumeah Road, Council states that the current access to Yaringa Road should not be modified and instead only be allowed to be retained in its current location as an emergency access, with a gate that matches the current width and location and without any additional vegetation removal.</p>	<p>Trafix has assessed the access arrangements for the proposed use and development and confirmed that they are suitable to accommodate the anticipated traffic generation.</p> <p>The crossover to Yaringa Road will utilise the existing western crossover which will be used for emergency access. A boundary fence and sliding gate that minimises native vegetation removal is also proposed.</p>

Notwithstanding that from a design perspective the more substantial access is from Yaringa Road.



the applicant still argues in the traffic report that the Yaringa Road access is for emergency use:

p.9:
The southern parcel of land will also provide a private connection to the existing Marine Precinct to the east which will be used to transport constructed boats to the Yaringa Boat Harbour in addition to a connection to the south which will function as a gated emergency access with Yaringa Road.

p.12:

- Site access will be primarily provided via the existing Lumeah Road crossover, which will be widened slightly compared to existing conditions and will require minor vegetation removal. Additionally, the site's existing crossover to Yaringa Road will be widened to facilitate use as an emergency exit only. The specific details of the crossover widening extents will be confirmed during the detailed design stage of the project and will be subject to Council approval.

Notably, the traffic report continues to refer to 20m trucks accessing the site. Also, when I spoke to the applicant verbally he argued that trucks would prefer to use the bitumen Lumeah Road rather than the gravel Yaringa Road.

My specific questions for Traffic are do we need Lumeah Road upgraded for 20m trucks and is the use of Australian Standards for staff parking acceptable?

This is the gate across Yaringa Road that the applicant refers to:





Regards,



GRAHAM SCOTT | Principal Planner
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Do you have a story to tell?

MAYOR'S SHORT STORY WRITING AWARDS

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**MORNINGTON
PENINSULA**
Shire Council

Private Bag 1000,
ROSEBUD 3939
DX 30059
Ph: (03) 59860834
Fax: (03) 59756566

Property Information Request Form

REQUEST FOR BUILDING INFORMATION
Regulation 2.10

DETAILS BY APPLICANT:	
Applicants Name:	COMBINED BUILDING CONSULTANTS
Postal Address:	PO BOX 4182 LANGWARRIN 3910
Telephone:	97856855
Facsimile:	97856866
PROPERTY DETAILS	
Property Address	L192 #103 BELEURA HILL RD MORNINGTON.
Lot/LP/PS...	
Project	DWELLING ADDITION .

Please Tick Appropriate Box 46)	(Account No. A1480.110	Code
Property Information Only	\$30	<input checked="" type="checkbox"/>
Property Information & Storm Water Discharge Details	\$50	<input type="checkbox"/>

OFFICE USE ONLY:	
Flood Prone Land	Specified Flood Level:-
Designated Land Uncontrolled Overland Drainage	
Bushfire Prone Land	MORNINGTON PENINSULA Shire Council RECEIVED 11 NOV 2002
Termite Area	FILE 51022. Yes
Alpine Area	CER/S S Mullen. No

- * For siting advice & Planning Scheme Controls please contact Mornington Peninsula Shire, Planning Department Phone: (03) 5986 0176
- * Storm Water Discharge Point Will Be Provided By Mornington Peninsula Shire Drainage Engineer.

Council Co-Ordinating Officer/Contact..... (OUR REF:)

- * Fast Track Property Information/Drainage should be faxed to 5975 6566 with a copy of cheque.

(k:/planning/template/propinfo.dot updated 31.10.00)

CHEQUE TO CASHIER

\$ 300

Graham Scott

From: Graham.Scott@mornpen.vic.gov.au
Subject: FW: GE24/0759 - PA2403198 - 1-5 Lumeah Road and 4 Yaringa Road Somerville - referral to Environmental Health

From: Christopher Trebilcock <chris.trebilcock@mornpen.vic.gov.au>
Sent: Monday, 24 November 2025 9:27 AM
To: Graham Scott <Graham.Scott@mornpen.vic.gov.au>
Subject: RE: GE24/0759 - PA2403198 - 1-5 Lumeah Road and 4 Yaringa Road Somerville - referral to Environmental Health

Hi Graham,

As discussed, Council acknowledges that there might be more than 83 employees for the purposes of industry across all sites at any one time.

The number of employees permitted across the properties at 1, 1A, 3, 5 Lumeah Road and 4 Yaringa Road, Somerville VIC 3912 must not exceed the capacity of the approved on-site wastewater management system (OWMS) as determined by the Responsible Authority.

Prior to any increase in employee numbers beyond those assessed in the approved OWMS design, the landowner/operator must:

1. Submit an updated wastewater hydraulic flow and organic loading assessment prepared by a suitably qualified consultant.
2. Obtain written approval from the Responsible Authority confirming that the OWMS can accommodate the proposed increase without risk to human health or the environment.

This condition does not apply to the food premises at 1 Lumeah Road.

Kind regards



**Mornington
Peninsula Shire**

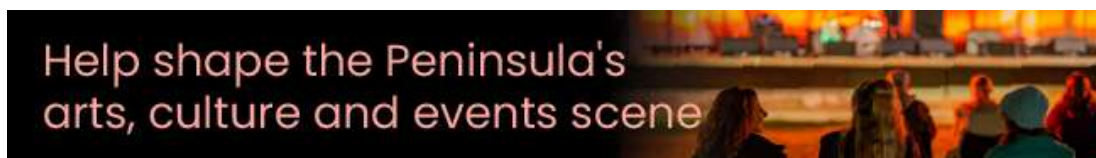
CHRISTOPHER TREBILCOCK | Environmental Health Officer

Email: chris.trebilcock@mornpen.vic.gov.au

Phone: 03 5950 1863

2 Queen Street, Mornington VIC 3931

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From: Christopher Trebilcock chris.trebilcock@mornpen.vic.gov.au
Sent: Monday, 10 November 2025 4:14 PM
To: Graham Scott Graham.Scott@mornpen.vic.gov.au

Subject: RE: Engineering Referral Response to Graham Scott - 4 Yaringa Rd (also known as 1-5 Lumeah Rd), Somerville - GE24/0858 - PA2403185 - Eng25/0185

Hi Graham,

Thanks for sending through the updated changes.

Environmental Health have no objection to the amendments, and this does not alter the comments provided on 27 May 2025.

Kind regards



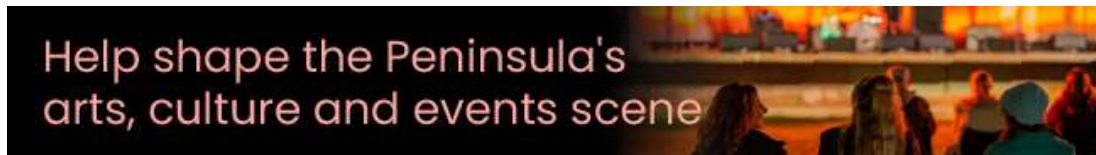
CHRISTOPHER TREBILCOCK | Environmental Health Officer

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2 Queen Street, Mornington VIC 3931

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From: Christopher Trebilcock

Sent: Tuesday, 27 May 2025 10:05 AM

To: Graham Scott <Graham.Scott@mornpen.vic.gov.au>

Subject: RE: GE24/0759 - PA2403198 - 1-5 Lumeah Road and 4 Yaringa Road Somerville - referral to Environmental Health

Hi Graham,

I refer to the Department of Transport and Planning application referral for the development of land at 1, 1A ,3, 5 Lumeah Road and 4 Yaringa Road Somerville VIC 3912.

The development will be for the purposes of boat manufacturing, construction of buildings and boat storage. The development/s can be summarised as follows:

- **4 Yaringa Road Somerville VIC** – Construction of two boat manufacturing factories, administrative offices, parking facilities and sanitary facilities. The industry hours of operation are 7am to 5pm Monday to Friday. There will be a maximum of 83 employees for the purposes of industry across all sites at any one time.
- **5 Lumeah Road Somerville VIC** – Demolition of existing dwelling and construction of new on-site wastewater management system (OWMS). All wastewater generated at 1, 1A ,3 Lumeah Road and 4 Yaringa Road Somerville (other than food premises at 1 Lumeah Rd Somerville) will discharge off-site into the OWMS. There is proposal for construction water tanks on this site.
- **1, 1A and 3 Lumeah Road Somerville VIC** – Construction of temporary site office, existing office/s and boat storage facilities. The existing food premises at 1 Lumeah Road Somerville is unrelated to this application.

A comprehensive overview of the proposal can be found in A13701562.

There is no proposal to sewer the area, therefore the wastewater generated must be contained on-site for the long term with minimal environmental impact. There is sufficient land at 4 Yaringa Road Somerville available for treatment and disposal of wastewater.

Based upon the planning application, supporting documents and using EPA Guidelines for onsite wastewater management May 2024 (p.31 and 32) I roughly calculate the

- The daily design hydraulic flow, balanced over a week to be $83 \times 50 \times 0.71 = 2947$ L/day
- The daily organic material loading, balanced over a week to be $50 \times 30 \times 0.71 = 1065g$ BOD/day

Given the daily design hydraulic flow is anticipated to be less than 5000 L/day, the applicant will need to lodge an Application for permit to install A20 - on-site wastewater management system with the Responsible Authority (Mornington Peninsula Shire).

I make the following comments and/or suggested conditions, specific to wastewater, to be included on any permit issued by the Department of Planning and Transport:-

1. Consolidate the land or enter into an agreement with the responsible authority under Section 173 of the *Planning and Environment Act 1987*. The agreement must ensure that the land located at 5 Lumeah Road, Somerville VIC 3912, used for the management of wastewater from surrounding allotments is permanently linked to the properties at 1, 1A and 3 Lumeah Road, and 4 Yaringa Road, Somerville VIC 3912, and cannot be subdivided or separately disposed of. The landowner must bear all reasonable legal costs and expenses incurred by the responsible authority in relation to the preparation, execution, and registration of this agreement on title.
2. Supply the Responsible Authority with a Land capability Assessment undertaken by an appropriately qualified soil testing and geotechnical consultant/engineer. The report must be undertaken in accordance with the Victorian Land Capability Assessment Framework (January 2014). The report should include calculation of wastewater hydraulic flow, organic material loading (BOD), proposed wastewater envelope, site plan, soil assessment, soil permeability, management program and water/nutrient balance.
3. All wastewater from the proposed development must be discharged into an on-site wastewater management system (OWMS) which is approved by the Responsible Authority. The OWMS must be maintained to the satisfaction of the Responsible Authority.
4. All wastewater must be managed in accordance with part 5.7 of the *Environment Protection Regulations 2021* to minimise the risk of harm to the environment and human health.
5. Demolish dwelling/s at 5 Lumeah Road Somerville VIC.
6. Demolish dwelling/s at 4 Yaringa Road Somerville VIC.
7. Connect all existing plumbing fixtures and temporary site office to new on-site wastewater management system (OWMS) at 5 Lumeah Road Somerville VIC.
8. Cumulatively, across all properties 1, 1A ,3, 5 Lumeah Road & 4 Yaringa Road Somerville VIC 3912 no more than 83 employees are permitted during the hours of operation, Monday to Friday 7am to 5pm. This condition is not applicable to the use of the food premises.
9. The amenity of the area must not be detrimentally affected by the use or development, through the:
 - a. Transporting materials, goods, or commodities to and from the land.

- b. The appearance of any buildings, works, or materials.
- c. The emission of noise, artificial light, vibration, smell, fumes, smoke, vapour, steam, soot, ash, dust, waste water, waste products, grit or oil.

Kind Regards



CHRISTOPHER TREBILCOCK | Environmental Health Officer

Email: chris.trebilcock@mornpen.vic.gov.au

Phone: 03 5950 1863

Private Bag 1000, Rosebud VIC 3939 | 2 Queen Street, Mornington VIC 3931

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From: Christopher Trebilcock <chris.trebilcock@mornpen.vic.gov.au>

Sent: Monday, May 26, 2025 11:06 AM

To: Graham Scott <Graham.Scott@mornpen.vic.gov.au>

Subject: RE: GE24/0759 - PA2403198 - 1-5 Lumeah Road and 4 Yaringa Road Somerville - referral to Environmental Health

Hi Graham,

Sorry about the delay.

I've drafted the response and Kerryn is just peering reviewing.

I'll send it through shortly.

Kind regards



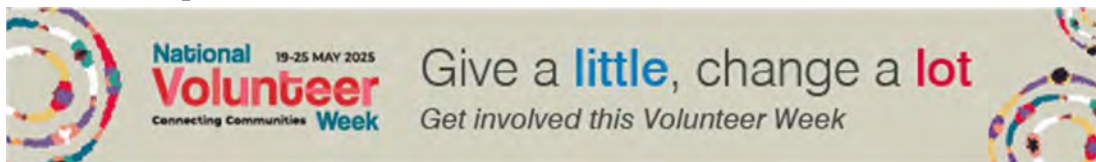
CHRISTOPHER TREBILCOCK | Environmental Health Officer

Email: chris.trebilcock@mornpen.vic.gov.au

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From: Graham Scott <Graham.Scott@mornpen.vic.gov.au>

Sent: Wednesday, May 7, 2025 9:27 AM

To: Christopher Trebilcock <chris.trebilcock@mornpen.vic.gov.au>

Cc: Kerryn Haver <Kerryn.Haver@mornpen.vic.gov.au>

4

Subject: RE: GE24/0759 - PA2403198 - 1-5 Lumeah Road and 4 Yaringa Road Somerville - referral to Environmental Health

Hi Chris,

Yes will be good to chat.

I am in the office this week Wed to Fri. Available all day Monday on Teams.

1 Leumeah - no proposed buildings or works

3 Leumeah – existing approved use if boat repairs. Seeking retrospective approval for industry (boat building). Proposed buildings and works is temporary office.

5 Leumeah – demolish existing dwelling. No new buildings.

4 Yaringa – demolish existing dwelling, construct two large factories.

Staff numbers –

Planning Report:

2.2. USE

The proposal will facilitate the relocation and consolidation of Hart Marine's boatbuilding operations on the site. Under the Mornington Peninsula Planning Scheme, these operations fall within the 'Industry' land use, which includes manufacturing, repair and servicing.

The proposed industry use is to operate from 7am to 5pm on Monday to Friday. It is proposed that a maximum of 83 employees will be on site at any given time.

As part of the 'Industry' use, constructed boats will be transported across the land at 1-3 Lumeah Road to launch within the marina waters. The internal access road to the marina, as defined at Figure 11, will therefore also be required to be used as 'Industry' to allow this transportation of constructed boats. The planning unit to which the 'Industry' use applies has been clearly defined within the supporting architectural plans and is shown at Figure 11 opposite.

2.3. BUILDINGS AND WORKS

The proposed buildings and works will include the following:

- Site preparation works (demolition, vegetation removal, earthworks)
- Construction of two factory/warehouse buildings
- Access
- Associated infrastructure and services
- Business identification signage
- Landscaping
- Temporary buildings at 3 Lumeah Road

These items are outlined over the subsequent sections below.

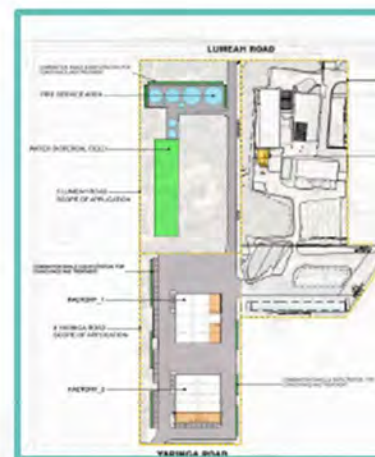


Figure 11. Proposed site layout plan.

Traffic Report:

4.2. Reducing the Requirement for Car Parking

Clause 52.06-7 allows for the statutory car parking requirement to be reduced (including to zero). An application to reduce the car parking requirement must be accompanied by a Car Parking Demand Assessment.

The Car Parking Demand Assessment must assess the car parking demand likely to be generated by the proposed development. In undertaking this assessment, a number of matters must be addressed, including the following which is most relevant to the proposed development:

- Any empirical assessment or case study.

An assessment of this factor is presented following.

The proposed on-site car park will be restricted to use by employees or inducted contractors only, with no use by the general public.

We have been advised by the project team that there will be no more than 83 employees on-site at any one time. Given the site's location, we expect that the majority of employees will travel to the site in a private motor vehicle.

Even if we assume that all employees travel to the site in their own vehicle, the proposed car parking provision exceeds the maximum number of employees on-site at any one time. Furthermore, the balance of 10 spaces is ample to accommodate the peak demands associated with inducted contractors. The arrival of any inducted contractor will also be

Traffix Group

G30020R-011

10

Regards,



GRAHAM SCOTT | Principal Planner
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Register before 2 July 2025

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From: Christopher Trebilcock <chris.trebilcock@mornpen.vic.gov.au>
Sent: Tuesday, May 6, 2025 5:20 PM
To: Graham Scott <Graham.Scott@mornpen.vic.gov.au>
Cc: Kerryn Haver <Kerryn.Haver@mornpen.vic.gov.au>
Subject: RE: GE24/0759 - PA2403198 - 1-5 Lumeah Road and 4 Yaringa Road Somerville - referral to Environmental Health

Hi Graham,

Thanks for the email.

There is a lot to unpack in this application.

I think this will require an A03 Sewage Treatment permit which can only be issued by the EPA.

Before I make this determination, it would be really helpful to catch up and discuss the proposal. Some of my queries:-

- Which dwellings will be retained and demolished? Some documents detail all dwellings will be demolished, but the servicing report details two dwellings will be retained.
- The total number of staff in both factories at no.4? Below email details 83, the attached servicing report details 50.
- Is this an offsite discharge? Are they proposing to discharge water from proposal (1a, 2, 3 and 4) to 5 Lumeah Rd?

Is there a time early next week, maybe Monday to chat?

Kind regards



CHRISTOPHER TREBILCOCK | Environmental Health Officer

Email: chris.trebilcock@mornpen.vic.gov.au

Phone: 03 5950 1863

Private Bag 1000, Rosebud VIC 3939 | 2 Queen Street, Mornington VIC 3931

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From: Graham Scott <Graham.Scott@mornpen.vic.gov.au>

Sent: Monday, May 5, 2025 4:04 PM

To: Christopher Trebilcock <chris.trebilcock@mornpen.vic.gov.au>; MPSC Septic Correspondence <MPSC-SepticCorrespondence@mornpen.vic.gov.au>

Subject: RE: GE24/0759 - PA2403198 - 1-5 Lumeah Road and 4 Yaringa Road Somerville - referral to Environmental Health

Hi Chris,

Further to my comments yesterday, it needs to be noted that it is the SUZ9 which has the following decision guidelines:

- The availability and connection to services including the need to coordinate the provision of utility services in an orderly manner that has regard to servicing requirements of other properties in the area.

As you are aware the SUZ9 however only applies to the area covered by permit CP09/002:



The substantive part of this development is subject to SUZ1:



Which instead requires consideration of:

- The availability of and connection to services.

However, I am also aware that DTP had raised questions with the applicant regarding the current use of 3 Lumeah Road, which is noted in the application as being a part of the subject site:



1.1.3. 3 Lumeah Road

3 Lumeah Road is east of the two abovementioned properties and is formally known as Lot 1 on PS424206Q. It is irregular in shape and 21,178sqm. It has a 108.6m north frontage to Lumeah Road and is accessible via a paved, double-width and gated crossover (see Figure 4).

The property is part of the Yaringa Boat Harbour and is improved with internal access roads and facilities for the storage, cleaning and maintenance of pleasure craft. The access roads run through the site to form rows of boat storage areas. They also link southwest to 4 Yaringa Road and northeast to 1/1a Lumeah Road, the latter of which has wet berths and deep water access.

The north edge of the property has a slender planting of native trees that screen views from Lumeah Road.

As previously noted, only temporary works are proposed at 3 Lumeah Road to facilitate the continuity of Hart Marine's operations during the time that the proposed development at 4 Yaringa Road and 5 Lumeah Road is constructed.

I understand that DTP will be requiring the applicant to seek approval for the use at 3 Lumeah, and speaking to the applicant I believe that they will be seeking permanent approval for the use the land.

The applicant refers to 'continuing' their operations. It is therefore logical to say that they will be seeking retrospective approval for the current use at 3 Lumeah and approval to extent that use to 5 Lumeah and 4 Yaringa. As stated above, 3 Lumeah is subject to SUZ9 and requires consideration of:

- The availability and connection to services including the need to coordinate the provision of utility services in an orderly manner that has regard to servicing requirements of other properties in the area.

It is therefore arguable that in the first instance consideration should be given to the current and future servicing requirements of 3 Lumeah including servicing requirements of other properties in the area, particularly if the use is proposed to expand into other properties in the area.

However, SUZ9 refers to the provision of utility services in an **orderly** manner. Permit CP09/002 provides for 396 2-bedroom units, 8 dwellings, a conference centre for 240 patrons, and a food and drink premises for 120 seats. While there would be significant overlap between the uses, the permit contemplates substantially more people than the 83 staff anticipated for the current proposed use and development.

The development CP09/002 needs to cater for significantly greater sewerage than the current proposal and therefore would need to bear a substantial amount of the costs for the pumped system, noting that there is not any current requirements for Hart Marine to contribute.

Hart Marine argues that there is no realistic expectation that the sewerage system for CP09/002 will be installed in the foreseeable future, whereas they have requirements (pressure from EPA) to relocate their current operation out of Mornington quickly.

Accordingly there does not appear to be any practical or financially viable way to require sewerage for the current proposal to be treated offsite.

Regards,



GRAHAM SCOTT | Principal Planner

Email: graham.scott@mornpen.vic.gov.au

Phone: 03 5950 1756

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From: Graham Scott
Sent: Friday, May 2, 2025 5:14 PM
To: Christopher Trebilcock <chris.trebilcock@mornpen.vic.gov.au>; MPSC Septic Correspondence <MPSC-SepticCorrespondence@mornpen.vic.gov.au>
Subject: GE24/0759 - PA2403198 - 1-5 Lumeah Road and 4 Yaringa Road Somerville - referral to Environmental Health

Hi Chris,

Hart Marine have submitted their application for the above site to DTP.

DTP have notified Council of the application in accordance with Section 52(1)(b) of the *Planning and Environment Act 1987*. While DTP have advised that they will not decide on the application before 12 May 2025, I am aware that DTP has also recently sent a further information request to the applicant and I have been advised that Council will receive the further information once it is provided.

The application documents can be obtained from Objective via the attached link.

You are aware of permit CP09/002 (link attached), which relates to the following land:

ADDRESS OF THE LAND:

1, 1A, 2, 3 AND 4 LUMEAH ROAD SOMERVILLE
NORTH OF LUMEAH ROAD (2 - 4 LUMEAH RD):
LOT 4 PS 336335, VOLUME 10233 FOLIO 652
LOT 5 LP 53675, VOLUME 08659 FOLIO 591
SOUTH OF LUMEAH ROAD (1A - 3 LUMEAH RD):
LOT 1 PS 424206Q VOLUME 10432 FOLIO 102
CROWN ALLOTMENT 31B PARISH OF TYABB VOLUME 10372 FOLIO 487
EAST OF LUMEAH ROAD (1 LUMEAH RD):
PART OF CROWN ALLOTMENT 29B, PARISH OF TYABB VOLUME 01212 FOLIO 531

The above permit includes the following condition:

Sewerage and water supply agreements

- 10 Before the commencement of the development, the owner must enter into an agreement with South East Water for the provision of sewerage. This agreement must include the installation of emergency storage facilities in the event of sewer pump failure and provide for sufficient system capacity to enable the connection of the adjoining caravan park

While the current application relates to some properties covered by the above permit, notably the substantive part of the application is for use and buildings and works at 4 Yaringa Road, to which the above permit does not apply.

You have previously expressed your opinion that it is desirable that the current proposal be serviced by facility required by permit CP09/002. This opinion was expressed to DTP and the applicant responded to this comment to this at pages 66–67 of their planning report as follows:

7	<p>It is noted that the plans show several tanks including three tanks for waste water associated with a large 'water disposal field'. Council understands from previous discussion with the applicant that this wastewater and sewerage system is intended to cater for all of the properties between Lumeah Road and Yaringa Road to the east of Katandra Road (noting that the applicant also owns the land at 6 Yaringa Road), including for the existing harbour. The sewerage system for permit CP09/002 is however required to be designed to cater for all the land to which the permit applies. The applicant has previously been advised that the proposal to connect</p>	<p>As set out above, there is no intention to act on P... Consequently, the sewerage system approved un... relevance to this application and it is requested th... assessed on its own merits.</p> <p>The Stormwater Management Strategy and the S... prepared by C.J Arms Strategy addresses the requ... proposed development and provides a strategic a</p>
---	---	---

Comment	Response
<p>sewerage for 1–3 Lumeah Road to the proposed tanks rather than to the reticulated system required by permit CP09/002 is not supported by Council. It is further Council's expectation that the reticulated sewerage system required for 1–3 Lumeah Road should be designed to facilitate all development on associated land linked to the expanded uses at 1–3 Lumeah Road, including the current proposal.</p>	<p>stormwater management that supports the potenti... expansion of the marina complex.</p> <p>Specifically, the wastewater disposal field shown i... Stormwater Management Report and Appendix A... Report is sized to account for future potential expa... treatment system can be augmented when/if that... place.</p> <p>C.J Arms has advised that installing an oversized t... could be detrimental to the treatment system oper... performance and is not recommended.</p>

8	<p>There does not appear to be any explanation provided of the need for all of the tanks and it is Council's expectation that the site be required to be connected to mains water, as is required for permit CP09/002.</p>	<p>As above, the sewerage system approved under... relevance to this application and it is requested... assessed on its own merits.</p> <p>The site is connected to the mains water. In the :... Arms has sought to minimise the amount of tank... that are presented are required for successful o... follows:</p> <ul style="list-style-type: none"> ▪ Fire tanks: The two large tanks, located on th... are fire tanks connected to mains as required ▪ Potable water tanks: The blue tank directly t... potable water buffer tank which is connected :... private main. This tank is necessary as the pr... 50mm private main may not provide sufficient... instantaneous periods of peak demand. The p... tank can fill-up at a slower rate over 24 hours... instantaneous peak demands to be met. The
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Comment	Response
	<p>continued operation should there be a mains c tank will be determined during detailed design</p> <ul style="list-style-type: none"> Wastewater treatment and storage: The two Figure 8 represent the wastewater treatment s normally be located in-ground and therefore n ground. The tank adjacent to the potable water is the wastewater buffer tank which is used to in the wastewater system and deliver them to treatment system and disposal field in a contrc treatment system and disposal field are not ov provide risk mitigation in the event that the tre; develops a fault, wastewater can be stored sa repaired or can be pumped-out for disposal of waste contractor should the repairs take longe

A specific link to the JC Arms report is attached.

While DTP is assessing the application it is their expectatoin that Council provides themn with any required permit conditions in the event that a permit is issued. Council is also able to express any concerns or objections that it may have.

Regards,



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Do you have a story to tell?



Mornington Peninsula Shire acknowledges and pays respect to the Bunurong people, the Traditional Custodians of these lands and waters.
 We are committed to carbon neutrality.

Community Disaster Resilience Plan

A plan for a disaster resilient Mornington Peninsula

2025 – 2030



Acknowledgement of Country

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.



As we work to strengthen disaster resilience on the Mornington Peninsula, it is our intention to walk alongside local Aboriginal and Torres Strait Islander communities, to listen, to learn, and to support community-led approaches.

We are committed to building real partnerships, where culture, Country, and community knowledge is respected and included in planning, decision-making, and recovery. We know this will lead to better outcomes for everyone.

Message from the Mayor, CEO

The Mornington Peninsula is a strong and connected community, but we know that disasters can have profound and lasting impacts on people's lives. As climate change increases the frequency and severity of these events, building community resilience is not only important - it is essential.

This Community Disaster Resilience Plan represents a new and proactive approach for local government, and we are proud to be leading the way. While State and Federal agencies have key responsibilities, local government is often the first and most consistent point of contact during times of crisis. We play a unique role - preparing communities, supporting emergency response, helping coordinate recovery and advocating for those most affected.

This Plan reflects our commitment to working in partnership with our community to reduce disaster risks and strengthen the social, environmental, built, economic, and cultural systems that keep us safe. It aims to empower individuals, neighbourhoods, and businesses to act before, during, and after emergencies.

Council's role in disaster resilience is broad and vital. The CEO provides strategic direction and ensures that Council fulfils its emergency management responsibilities, with clear delegation across the organisation. The Mayor and councillors, while not operational responders, provide visible leadership, advocate for community needs, support communication efforts, and offer reassurance and connection during recovery.

We are committed to leading by example - coordinating preparedness efforts, strengthening partnerships, advocating for local needs, and ensuring timely, inclusive and accessible information is available to all.

This Plan has been shaped by local knowledge and informed by community voices. We thank everyone who contributed, and we encourage all residents, businesses, and community groups to stay connected and engaged. Together, we can build a more resilient Mornington Peninsula.

Cr Anthony Marsh, Mayor

Mornington Peninsula Shire

Mark Stoermer, Chief Executive Officer

Mornington Peninsula Shire

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Community disaster resilience plan

Vision

A resilient and connected community pro-actively engaged, empowered, and supported to withstand and adapt to disasters.

Aim

The Community Disaster Resilience Plan aims to:

Empower individuals and communities to share responsibility for disaster preparedness and recovery and actively contribute to local resilience.

Objectives

To achieve this, we will work collaboratively to:

- 1. Strengthen community disaster preparedness by building capacity through networks, partnerships, and advocacy.**
- 2. Provide clear and inclusive information and training about emergency preparedness, response and recovery.**
- 3. Identify, implement and promote programs and activities that minimise the impacts of disasters and increase resilience in our community.**

Each objective has a set of actions that are outlined in the [objectives and actions](#) section of this document.

Scope

In scope

This Plan focuses on strengthening local capacity to prepare for, respond to and recover from a range of disasters – identified in the section on [hazards](#). These include bushfires, heatwaves, storms, floods, service disruptions, landslides, drowning incidents, pandemics and other local risks.

The primary aim is to empower individuals and communities to share responsibility for disaster preparedness and contribute actively to local resilience.

The Plan supports practical, community-level actions that help people to:

- know where and how to access accurate information during emergencies
- prepare to be self-sufficient for at least 72 hours
- build and maintain strong social connections with neighbours, family and friends to provide mutual support.

The actions and strategies included in this Plan are focused on fostering awareness, preparedness, connectedness and shared responsibility across the community.

Out of scope

This Plan does not directly address long-term or systemic challenges such as climate change mitigation, managed retreat, homelessness, food insecurity or population mental health.

It also does not address infrastructure and planning matters that are covered by other parts of the Shire.

While personal or everyday crises can affect people's capacity to prepare for or recover from disasters, addressing these broader social determinants is not the primary focus of this Plan.

However, it is acknowledged that these systemic issues are intrinsically linked to the emergencies we experience, and that many of the actions in this Plan may contribute indirectly to strengthening overall resilience, including in the face of personal hardship.

It is also recognised that people are affected disproportionately by disasters due to existing systemic inequalities, which can increase vulnerability and limit access to resources before, during and after emergencies.

Examples of preparedness activities

Support and strengthen local disaster resilience networks



Provide clear disaster-related information in a range of accessible formats



Provide training and support for psychological first aid



Provide disaster preparedness advice to local businesses



Develop local emergency action plans in high-risk areas



Offer disaster preparedness training tailored to different audiences



Promote water safety to prevent drowning incidents



Partner with local radio to share emergency advice



Introduction

The Mornington Peninsula Shire (the Shire) has developed its first Community Disaster Resilience Plan (the Plan) as a whole-of-community approach to strengthening resilience and preparedness for disasters and emergencies. It outlines a shared commitment to support individuals, families, communities and businesses to better prepare for, respond to and recover from disasters.

This Plan aligns with emerging national priorities, including Australia's **National Climate Risk Assessment (NCRA)**, which recognises that local councils are on the front line of managing climate-related risks and community impacts. By integrating national insights into local action, the Shire aims to ensure that preparedness efforts are evidence-based, equitable and future-focused.

Background

This Plan was developed in response to a growing need to better coordinate and communicate the Shire's efforts in disaster preparedness and resilience. While the Shire has long played a role in emergency management through the [Municipal Emergency Management Plan \(MEMP\)](#), recent events have highlighted the importance of clearly articulating its work in this space and strengthening collaboration across the community.

Informed by community feedback, local experience and best practice from other municipalities, this Plan will guide the Shire in prioritising actions, engaging partners and monitoring the effectiveness of resilience-building efforts. It also serves as a valuable communication tool - helping the community understand what is being done, how they can be involved and how we can improve together over time.

This approach recognises that climate and disaster risk cannot be managed by any one organisation. It requires **shared responsibility**, with coordinated planning across governments, agencies, businesses and communities.

Impacts of disaster

Across Victoria, the frequency, severity and intensity of natural disasters have increased over the past 50 years, driven by a warming climate, changing rainfall patterns, and more extreme weather events. This trend is well documented in government reports, climate science analyses, and by response agencies.

In recent years, the Mornington Peninsula has experienced damaging storm and wind events, significant floods, bushfires, coastal erosion, a pandemic and landslides.

These events have disrupted lives and livelihoods, causing property damage, displacement, financial loss and psychological stress. Local businesses have faced closures, loss of income and ongoing recovery challenges. The Shire has repeatedly activated its Municipal Emergency Coordination Centre (MECC), coordinated community welfare responses and led infrastructure recovery efforts.

These challenges reinforce the importance of communities being able to support each other during crises. By strengthening community-led preparedness and partnering with emergency and other community services and groups, we can facilitate faster, more effective local response and recovery. This Plan is a key step in supporting that shared responsibility for resilience.

A full incident record can be found in Appendix D of the Mornington Peninsula Shire's [Municipal Emergency Management Plan](#) (MEMP).

Community resilience

Emergency Management Victoria (EMV) uses a common definition of resilience, being:

'The capacity of individuals, communities, institutions, businesses and systems to survive, adapt and thrive no matter what kind of chronic stresses and acute shocks they experience.'

Strengthening community resilience includes considering actions that can be taken to prevent or reduce the impact of a disaster, to plan and prepare for when an extreme event or hazard occurs and have systems in place to support emergency response and recovery.

This approach also acknowledges that climate change is increasing the frequency, extremity and type of natural disasters being experienced, warranting a higher level of priority to be put on preparedness, as historical measures may not be sufficient.

The NCRA emphasises that adaptation and preparedness must evolve continually – with councils and communities learning from each event.

Community resilience characteristics

EMV sets out seven characteristics of community resilience in its Community Resilience Framework for Emergency Management which are used throughout this plan.

1. **Connected, inclusive and empowered**
2. **Sustainable built and natural environment**
3. **Reflective and aware**
4. **Democratic and engaged**
5. **Dynamic and diverse local economy**
6. **Safe and well**
7. **Culturally rich and vibrant**

[Community Resilience Framework for Emergency Management | Emergency Management Victoria](#)

Role of the Community

Building community resilience is not only the responsibility of government – it depends on the collective actions of individuals, households, neighbourhoods, and community organisations.

Every person and group has a role to play in preparing for and responding to emergencies. The NCRA and Emergency Management Victoria both highlight that strong social connections, local knowledge and preparedness behaviours are key factors that determine how well communities cope and recover.

Individuals and Households Can:

- Stay informed about local hazards, warnings, and emergency information.
- Develop and regularly review a household emergency plan, including evacuation routes, meeting points and contact lists.
- Prepare emergency kits with essential supplies, documents, medications, and items for pets.
- Check in on neighbours, friends, and family – especially those who may need extra support.
- Participate in community preparedness activities, workshops or training offered by the Shire or local emergency agencies.
- Take steps to improve home safety and resilience – such as maintaining vegetation, clearing gutters, or installing smoke alarms and storm protection.

Neighbourhoods and Community Groups Can:

- Establish local community resilience networks or connect with existing groups.
- Share information and resources, including skills, tools and contacts.
- Identify local strengths and vulnerabilities – for example, who has equipment, first aid skills, or safe spaces.
- Develop Local Emergency Action Plans in partnership with Council and emergency services.

Context

Changing climate

The Insurance Council of Australia states that Australia faces some of the most significant climate-related risks in the world [Climate Action – Insurance Council of Australia](#).

This Plan acknowledges that climate change is increasing the frequency, severity, and unpredictability of extreme weather events such as heatwaves, bushfires, storms, and floods. These events are occurring more often and with greater intensity, putting added pressure on communities, infrastructure, and emergency services.

The NCRA identifies the need for consistent, coordinated risk management across all levels of government – with local governments expected to play a critical role in understanding and communicating local risks, building resilience capacity, and protecting vulnerable populations.

Climate risks are disproportionately felt by those who are least able to adapt, including many of the [priority populations](#) documented in this Plan and identified in the [Impact of climate and health on our community – Mornington Peninsula Shire](#) report.

As the risks escalate, it becomes more important than ever for individuals and communities to be proactive in preparing for disasters. Strengthening local preparedness, building resilience and ensuring inclusive and accessible planning can help reduce the impacts of climate-related emergencies and support faster, more effective recovery.

While this Plan focuses on improving community resilience to impacts and events on the peninsula over the next five years, it also recognises that the projections, mapping and evidence are changing rapidly, which will likely impact future iterations of this Plan.

Case Study 1

The Adaptation Game – Community Engagement on Climate Resilience

Introduced to the Mornington Peninsula in October 2024, The Adaptation Game is an interactive board game designed to spark conversations about local climate risks and community resilience. Played at multiple locations across the Shire since its introduction, the game encourages participants to consider practical strategies for adapting to climate-related hazards in their own communities. Its engaging format has made it a popular activity at events and workshops. A schools' version is now in development, with Toorak College partnering on its adaptation for younger audiences.

To find out more visit [Play The Adaptation Game – Mornington Peninsula Shire](#).

State legislative context

[The Emergency Management Act 2013](#) allows the Municipal Emergency Management Planning Committee (MEMPC) to consider community-based emergency plans when developing the Municipal Emergency Management Plan (MEMP). The Community Disaster Resilience Plan (CDRP) will link to the MEMP as a complementary plan.

[The Victorian Public Health and Wellbeing Plan 2023-27](#) recognises that climate change is a leading threat to health and wellbeing. Tackling climate change and its impact on health is included as one of 10 key focus areas. The objectives of this Plan will be embedded in our Municipal Public Health and Wellbeing Plan 2025 - 2029.

The [Local Government Act 2020](#) requires councils to “promote the economic, social and environmental sustainability of the municipal district, including mitigation and planning for climate change risks.” This includes planning for an increased frequency and severity of climate-related natural disasters such as storms, floods, and fires.

State and Federal legislation and guidance

- [Southern Metro Environmental Scan](#) 2025
- [Community Resilience Framework for Emergency Management](#) 2017
- [Victorian Preparedness Framework](#) 2022
- [Victorian State Emergency Management Plan](#) 2024
- [Victorian Climate Change Act](#) 2017
- [Strategic Action Plan](#) 2023-26
- [National Strategy for Disaster Resilience](#) 2011
- [National Disaster Risk Reduction Framework](#) 2023
- [National Climate Risk Assessment](#) 2025

Before / During / After

The Emergency Management Cycle

In Victoria, emergency management follows a comprehensive, all-hazards approach built around the cycle of Prevention, Preparedness, Response, and Recovery – often simplified as Before, During, and After an emergency.



Shire strategic context

Peninsula 2024: Our Shared Vision		
<p>Council Plan 2025 – 2029 2.1.6 Promote and support initiatives that strengthen community resilience and adaptation to emergencies and climate impacts.</p>		
<p>Municipal Public Health and Wellbeing Plan 2025 – 2029 Objective 6.1: Increase resilience and preparedness of community to proactively adapt to the health and wellbeing impacts of climate change. Objective 6.2: Effectively prepare and respond to local emergency.</p>		
Municipal Emergency Management Plan	Community Engagement Policy and Strategy	Community Facilities Infrastructure Strategy
We All Belong Strategy	Universal Design Policy	Our Coasts our Future Strategy
Gender Equality Strategy	Economic Development and Tourism Strategy	Foreshore Camping Strategy
Reconciliation Action Plan	Flood and Stormwater Strategy	Events Policy and Strategy
Biodiversity Conservation Plan	Arts and Culture Plan	Triple A Housing Plan
Environmentally Sustainable Design (ESD) Policy for Council Buildings and Civil Works	Integrated Water Management Plan	Urban Forest Strategy

Objectives and actions

The three objectives of the Community Disaster Resilience Plan are:

- 1. Strengthen community disaster preparedness by building capacity through networks, partnerships, and advocacy.**
- 2. Provide clear and inclusive information and training about emergency preparedness, response, and recovery.**
- 3. Identify, implement, and promote activities that minimise the impacts of disasters and increase resilience in our community.**

Each objective has a set of initiatives/networks and actions that are outlined below. There will be an internal action plan to track progress, and outcomes will be reported on annually through the Council Report and other related plans/strategies.



The three objective areas are designed to group strategies and actions into theoretical categories; however, they are all interconnected and often overlap in practice.

Objective 1

Strengthen community disaster preparedness by building capacity through networks, partnerships, and advocacy.

Intended outcomes

- Stronger relationships, partnerships and local networks that help communities stay connected and better prepared to work together before, during and after emergencies.
- More effective local responses.

Networks	Actions	Status/Links
Municipal Emergency Management Plan and Committee (MEMPC and MEMPC)	Link the Community Disaster Resilience Plan to the MEMPC as a Complementary Plan. The MEMPC will use the Plan to inform the multi-agency MEMPC when it is reviewed in 2028.	Current / Ongoing Municipal Emergency Management Plan - Mornington Peninsula Shire Emergency Management Act 2013 s60AFB(1)(b)
Resilience, Relief and Recovery Network (RRRN)	Convene a network of local services, groups and individuals to meet quarterly, build relationships, build collective capacity of the Network and learn about local disaster preparedness and response strategies.	Current / Ongoing
Mornington Peninsula Water Safety Alliance	Co-facilitate quarterly meetings with local emergency agencies, LSV, Surfing Vic, Belgravia Leisure, Lifesaving Clubs & Surf Lifesaving Clubs, local community representatives from the Back Beach Collective to reduce drownings and build water safe communities.	Current / Ongoing Mornington Peninsula Water Safety
Bass Coast and Mornington Peninsula Cross Council Drowning Prevention Working Group	Work in partnership with Bass Coast Shire, Casey, Cardinia, and Greater Dandenong Councils, Life Saving Victoria, Belgravia Leisure and the Back Beach Collective, to address the high number of non-fatal and fatal drownings across the regions.	Current / Ongoing Mornington Peninsula Water Safety
Local resilience networks	Continue to support and develop the Hill & Ridge Emergency Network in partnership with	Current / Ongoing

14

	CFA, SES and local community groups and members.	
	Continue to support and develop the Shoreham Resilience Network in partnership with CFA, SES and local community groups and members.	Current / Ongoing
	Identify and support further townships to develop Local Resilience Networks driven by community interest and disaster risk factors.	New / Emerging
Resource networks	Find/develop/promote the most effective methods to ensure local services and supports can be easily accessed and drawn on by community during or after disasters. Encourage residents to share resources and support each other in times of crisis.	New / Emerging
Psychological support network	Explore opportunities to re-establish a local network of psychologists and mental health experts to support communities to recover after disaster.	New / Emerging
Functional Zero Network	Provide disaster-related input to the Functional Zero network that connects services to support people who are rough sleeping.	Current/Ongoing Mornington Peninsula Shire - Melbourne Zero
First Nations networks	Collaborate with the Shire's Reconciliation Action Plan working group, Bunurong Land Council, Willum Warrain, First Nations Advisory Committee and other Aboriginal and Torres Strait Islander groups and individuals to identify opportunities to support and strengthen First Nations approaches to disaster preparedness and resilience.	New / Emerging Reconciliation Action - Mornington Peninsula Shire
Advocacy for improved climate change adaptation and community preparedness	Continue to work with alliances to elevate advocacy to State and Federal government and other organisations for improved climate change adaptation and community preparedness.	Current/Ongoing Climate change advocacy - Mornington Peninsula Shire Policy Position – SECCCA
Advocacy for funding to deliver targeted community resilience programs	Continue to advocate to the State and Federal Governments for funding of Community Resilience Officers and programs to deliver tailored programs at the municipal level to support community preparedness.	New / Emerging



Case Study 2

Hill & Ridge Emergency Network – strengthening local preparedness

The Hill & Ridge Emergency Network was established following a severe storm in November 2022 that left many residents in Red Hill, Main Ridge and surrounding areas without power, water, internet and access to essential services. The event highlighted how exposed these semi-rural communities can be during emergencies and prompted a call for stronger local preparedness and response.

With support from the CFA's Community Based Bushfire Management (CBBM) program and the Shire, community members formally came together in 2023 to form the network. It builds on long-standing local connections – including the local fire brigade, Hill and Ridge newsletter, and local associations – and aims to strengthen relationships, share information, and reach groups that are often harder to engage, such as absentee landowners, businesses and vulnerable residents.

While the original focus was on bushfire and storm readiness, an unexpected and powerful outcome has been the way people connected around a shared concern. Neighbours who hadn't spoken before began building new relationships, and the network is now being applied more broadly to take in an "all hazards" approach. This growing sense of connection and mutual support is one of the clearest signs of local resilience in action.

Watch the CFA video here <https://youtu.be/4-FM0xiYHw4?si=bTldFSIa-0t3jvYI>

Objective 2

Provide clear and inclusive information and training about disaster preparedness, response, and recovery.

Intended outcomes

- Information and training that enables all community members to find, understand and act on disaster preparedness, response and recovery advice.
- Safer, more inclusive and well-prepared communities with greater awareness of the diverse needs of others during emergencies.

Information	Actions	Status/Links
Shire website	This page provides practical advice to help our community prepare, respond and recover from fire, flood, heatwave, storm and power outages.	Current / Ongoing Before, during and after emergencies - Mornington Peninsula Shire
Are you prepared for an emergency?	Accessible information about disaster risks, hazards, preparedness and recovery. Available online in multiple languages and video format as well as hard copy booklet, for sharing with community.	Current / Ongoing Emergency Prepare – Are you prepared for an emergency?
Community Resilience and Emergency Management Comms Plan	Share seasonal and hazard-specific advice from relevant emergency agencies via social media, email, radio, website and networks.	Current / Ongoing
Short stay emergency preparedness advice	Provide advice aimed at supporting short stay property owners and managers to prepare for emergencies and disasters on the Mornington Peninsula.	Current / Ongoing Short Stay Rental Accommodation - Mornington Peninsula Shire
Visitor information	Provide preparedness information for tourists at the Baxter Service Centre (Peninsula Link), Dromana Visitor Information Centre and council funded information centres.	New / Emerging Visitor Information Centre - Mornington Peninsula Shire
Localised emergency radio broadcasting	Support local radio station RPPFM to become an emergency broadcaster and share disaster preparedness advice with the wider community through interviews and announcements during regular programming. RPPFM has a reach of 350,000	New / Emerging RPP FM – Your Peninsula Radio

	people and broadcasts programming in multiple languages.	
Emergency dashboard	Develop a webpage for all local emergency/ disaster-related information including Vic Emergency, weather warnings, road closures, power and water outages, interactive maps, etc.	New / Emerging East Gippsland Shire example Dashboard
Township Local Emergency Action Plans (LEAPs) and maps	Develop individualised township plans/maps for residents and accommodation providers. Make hard copy, URL/QR code available in easy English and translated versions.	New / Emerging East Gippsland Shire example Dashboard
First 72 Hours	Create a Shire-branded checklist that support households and businesses to create an Emergency Plan for at least three days / 72 hours if access to services, roads, etc. is cut off.	New / Emerging Alpine Shire example – The First 72 Hours Alpine Shire Council
Strengthen business and industry resilience	Provide clear information, resources and support to help local businesses prepare for, respond to and recover from disasters. Delivered through the MP Business website, workshops, industry forums and other established communication channels.	Current / Ongoing Protect your business
Insurance and legal advice	Share information about insurance and legal advice relating to disasters in a range of formats, in partnership with relevant organisations.	Current / Ongoing Disaster Legal Help Victoria Disaster Legal Help Victoria
Needs and offers	Help connect community members and services to sources of financial and material aid during and after disasters.	Current / Ongoing GIVIT Donate Money, Goods, Time 100% To The Cause*
Flood resilience advice	Provide community with access to information such as flood maps, particularly in areas of high flood risk and how to prepare for flash-flooding events.	Current / Ongoing Storm and Flood - Mornington Peninsula Shire
Coastal hazard advice	Promote and share advice on coastal hazards, particularly short term, and targeted advice about potential risks in susceptible areas.	Current / Ongoing Port Phillip Bay Coastal Hazard Assessment (PPBCHA) - Mornington Peninsula Shire
Heatwave advice and support	Provide up to date, evidence-based information and advice on what to do during a heatwave – particularly for people most at risk such as older people, children, people	Current / Ongoing Preparing for Hot Days and Heat Waves on the Mornington Peninsula -

	with chronic health conditions and rough sleepers.	Mornington Peninsula Shire
Training	Actions	Status/Links
Psychological First Aid	Offer annual training to community members, groups and services interested in learning more about how to support people during and after disasters. Delivered by Australian Red Cross and VCC-EM (Victorian Council of Churches - Emergency Ministries).	Current / Ongoing Psychological First Aid - Australian Red Cross Training - VCCEM
Are You Prepared?	Deliver 'Are You Prepared?' sessions to community groups to provide an overview of local hazards, and tips on how to prepare your home and family to stay safe.	Current / Ongoing Emergency Prepare - Are you prepared for an emergency?
Gender and Disaster	Offer annual training to strengthen the capacity of community and emergency sectors to challenge harmful gender stereotypes and inequalities and understand their relevance in a disaster context. Includes harmful gender stereotypes in disaster, family violence, men's self-harm and suicide and LGBTIQA+ inclusion.	Current / Ongoing Training - Gender & Disaster Australia
Get Ready, Get Techy	Offer/deliver annual training to help people engage with the digital technology and learn about online tools that can help them prepare for, respond to and recover from disasters.	New / Emerging
Community scenario events	Involve community members in scenario-based exercises to practice disaster response and recovery.	New / Emerging Example - AIDR Emergency Handbook

Objective 3

Identify, implement and promote programs and activities that minimise the impacts of disasters and increase resilience in our community.

Intended outcomes

- Increase in community-led emergency preparedness programs and activities.
- Greater awareness of disaster risks and available support services across diverse community groups.
- Improved collaboration between the Shire, emergency services and community networks to deliver targeted resilience initiatives.

Initiatives	Action / Purpose	Status/ Example/ Link
Emergency Relief Hubs	Develop criteria and work with local communities to identify and promote locations across the peninsula that are suitable to be Emergency Relief Hubs in times of emergency.	New / Emerging Example – Steps to set up a community emergency group Yarra Ranges Council
Energy resilience	Apply for funding to enable energy resilience systems such as solar, battery, and generator back up at identified Emergency Relief Hubs	Current / Ongoing
Emergency management trailer	Maintain the Shire’s emergency management trailer to provide temporary power, internet, cooking facilities and information in community locations.	Current / Ongoing
Ready Get Go Bags	Work with local communities, emergency services and charities to provide and promote “Go Bags” to community members that list essential items to take in an emergency.	New / Emerging Example – Preparing for an emergency resources – Cardinia Shire Council Cardinia Shire Council
The Adaptation Game	Continue to promote and facilitate playing of The Adaptation Game in community and school settings across the peninsula.	Current / Ongoing Play The Adaptation Game – Mornington Peninsula Shire
Pillowcase workshops (Children 8–10 years)	Working with Red Cross and local primary schools to deliver preparedness training to grade 3 and 4 children.	Current / Ongoing Pillowcase Workshops Australian Red Cross
Schoolies (Young people 17–19 years)	Work with youth services and other partners to provide emergency information and water safety advice to young people during schoolies activities.	Current / Ongoing Peninsula Schoolies – The official Rye Schoolies celebration on the Rye foreshore
Person-Centred Emergency Preparedness (P-CEP) (People with disability, older people)	Support and promote use of the P-CEP tool – a guide for people with disability to tailor emergency preparedness to individual support needs.	New / Emerging Person-Centred Emergency Preparedness Collaborating 4 Inclusion
Disability Inclusive Emergency Management	Support and promote use of the Disability Inclusive Emergency Management Toolkit across local	New / Emerging

	emergency response and recovery agencies and local businesses.	Disability Inclusive Emergency Management (DIEM) Toolkit Collaborating 4 Inclusion
Mornington Peninsula Seniors Festival (Over 55s)	Hold emergency preparedness sessions for seniors to empower older adults with the knowledge and practical skills needed to stay safe and resilient during disasters.	Current / Ongoing Mornington Peninsula Seniors Festival - Mornington Peninsula Shire
Water Safety Programs (people from multicultural communities)	Offer ongoing opportunities for multicultural communities and other priority populations to participate in water safety activities as part of the Cross Council Regional Water Safety Plan and partnership initiative.	Current / Ongoing Water Safety - Mornington Peninsula Shire

An internal action plan with timing, budget and outcomes has been developed and will be reported on annually through the Council Report and other related plans/strategies.

Our approach to disaster resilience

The Shire's role

The Shire plays a vital role in community disaster preparedness by:

- **collaborating** with communities, emergency services, businesses and other partners
- **coordinating** municipal relief and recovery activities and local support as required
- **connecting** people, organisations and resources to build cohesive and prepared communities
- **educating** through workshops, campaigns and resources to increase skills, awareness and local capacity
- **facilitating** inclusive and meaningful community engagement and collaboration
- **hosting** events, forums and programs that foster learning and connection
- **informing** communities before, during and after emergencies through clear and inclusive communication
- **supporting** community-led action and local leadership.

Principles

1. Community-led

Local communities best understand their own risks and strengths. We will support and build upon existing community capacity and resilience, promoting self-determination and shared responsibility. Community-led approaches are prioritised over top-down solutions.

2. Relationship-based

Resilience grows through strong, respectful relationships. We value trust and long-term collaboration between communities, governments and services, supporting approaches that work with communities, not for them.

3. Equity and respect

This Plan recognises that disasters affect people differently. Equitable preparedness and recovery require a targeted approach, and all actions must respect and respond to diverse experiences and strengths.

4. Learning and sharing

A culture of continuous learning, reflection and knowledge-sharing underpins the Plan. We value different perspectives, and adapt to change through dialogue, evaluation and feedback.

5. Strength in diversity

Diversity is a key strength. Inclusive planning leads to more innovative, effective and resilient outcomes, with everyone having a role before, during and after emergencies.

Processes

The development and implementation of the Plan are shaped by four processes.

Community-centred collaboration: communities are engaged as leaders and decision-makers throughout the process. Their autonomy is respected, and their contributions are central.

Partnership and shared responsibility: the process builds on collaborative relationships where the Shire's role is to support, connect and enable rather than control.

Solution-oriented capacity building: the process draws on local knowledge and resources to support practical, community-driven initiatives that enhance disaster resilience.

Trauma-informed practice: engagement is designed to be safe, respectful and responsive to the lived experiences of individuals and communities, particularly those affected by the trauma of past emergencies and disasters.

Risks and hazards

The Shire's MEMP employs an all-hazards risk assessment approach, aligning with international risk assessment standards. like ISO 31000:2018 – A process that identifies risks, assesses vulnerabilities and informs mitigation strategies to enhance community resilience is utilised to inform emergency services and support agencies and guide their response before, during, and after an event. The likelihood and impact of hazards are influenced by factors such as climate change, land use and community vulnerability.

Hazard × Vulnerability = Risk is a commonly used framework to understand disaster risk.

- **Hazard** refers to a potentially dangerous event, such as a bushfire, flood, heatwave or pandemic.
- **Vulnerability** describes how exposed or susceptible people, infrastructure or environments are to harm from that hazard. This can be influenced by factors like poverty, disability, age, language barriers or lack of access to information or resources.
- **Risk** is the potential for loss or harm resulting from the combination of the hazard and the vulnerability.

This equation shows that the level of risk doesn't just depend on the severity of the hazard – it also depends on how vulnerable people or systems are. For example, the same flood might have little impact in a well-prepared community but cause significant harm in a community with limited resources or support. Reducing risk can be achieved by either lowering the likelihood or impact of hazards (e.g. through emergency preparedness and early warnings) or by reducing vulnerability (e.g. by improving access to information and social supports).

Key hazards

Hazards rarely occur in isolation. A single event such as a storm, may trigger flooding, landslides, power outages or health events such as thunderstorm asthma. A bushfire can disrupt transport, water and telecommunications, whilst compounding health and wellbeing challenges. These interconnected impacts emphasise the need for integrated, community-based disaster preparedness strategies that strengthen local capacity to respond, adapt and

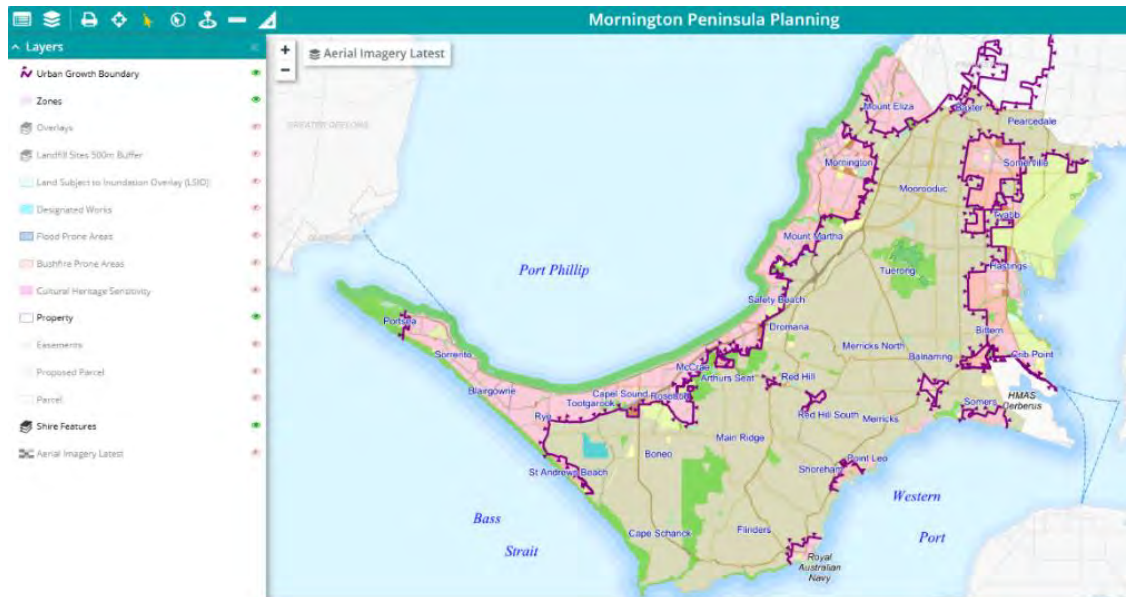


Figure 2 A map showing bushfire overlays, flood prone areas, and coastal inundation overlays is available on the Shire website under Mornington Peninsula Planning

recover.

Some of the key hazards on the Mornington Peninsula include:

1. Bushfires

The Mornington Peninsula is highly bushfire-prone, with areas like Arthurs Seat, Mount Martha, Crib Point, Mt Eliza, the hinterland (Red Hill, Main Ridge, Shoreham, Flinders, Merricks North) and back beach National Parks being particularly vulnerable. Factors such as dense vegetation, steep terrain and prevailing north-westerly winds contribute to the risk. The Australasian Fire and Emergency Services Authorities Council (AFAC) has identified the Mornington Peninsula as facing a heightened bushfire risk, especially during dry and warm seasons.

2. Flash-flooding

Flash flooding poses a significant risk across the Shire, particularly in low-lying areas and along waterways and drains. The terrain and lack of estuary and river systems reduces the threat of riverine flooding, though not completely. Urbanisation and climate change have increased the frequency and severity of flood events. The Mornington Peninsula Shire's [Flood and Stormwater Strategy](#) highlights the threats to human health, property, and the environment from flooding.

3. Storms and coastal hazards

The Peninsula's extensive coastline makes it susceptible to coastal erosion, storm surges and inundation. Climate change-induced sea level rise is expected to exacerbate these hazards. The ['Our Coast Our Future' Strategy](#) aims to understand and manage coastal risks through mitigation and adaptation strategies.

4. Landslides

Landslides have caused significant damage in areas such as McCrae, Dromana and Flinders – with recent events prompting property evacuations and long-term recovery efforts. Landslides can cause road closures, infrastructure damage, access limitations for emergency services and increased costs of mitigation, adaptation and insurance.

5. Heatwaves

Extreme heat and heatwaves cause more fatalities than all other natural disasters combined and are becoming more frequent and intense. They pose serious health risks particularly to older people, children and those with existing health conditions. Prolonged heat can lead to dehydration, heat exhaustion, and exacerbate chronic illnesses. These events also increase demand on health services and can disrupt power supplies.

6. Drowning and water safety

The region's extensive coastline and popular beaches pose a risk of drowning, particularly at unpatrolled ocean beaches. With 10% of the Victorian coastline belonging to the Mornington Peninsula and having one of the highest drowning rates in the country, incidents have highlighted the need for increased public awareness, improved signage and access to rescue equipment. Seasonal influxes of visitors also place added pressure on emergency response resources during peak periods.

7. Service disruption (power, water, telecommunications)

Hazards such as storms, bushfires and floods regularly disrupt essential services including electricity, water and telecommunications. Prolonged outages can leave households without heating or cooling, limit access to emergency updates and affect medical equipment, business operations and daily routines. These impacts are especially challenging for isolated or vulnerable residents and can delay recovery efforts.

8. Pandemic

The COVID-19 pandemic demonstrated how public health emergencies can have wide-ranging impacts on community wellbeing, the economy and service systems. Restrictions on movement, social isolation and increased pressure on health services were especially difficult for vulnerable and isolated residents. The pandemic also reinforced the importance of trusted local communication and mutual aid networks in supporting community resilience.

Community engagement summary

Over 540 people participated in community engagement activities between April and May 2025 to inform the Community Disaster Resilience Plan.

Input was collected through surveys, a resilience scorecard, pop-up events and workshops, with strong representation from older residents.

The Community Resilience Scorecard established a baseline of preparedness and highlighted key areas for improvement, including emergency planning, communication, and support for vulnerable groups.

Feedback included recommendations for localised planning, inclusive strategies, and clearer Shire leadership in prevention.

More detail is available on the [Shape Mornington Peninsula](#) platform.

Case Study 3

Mornington Peninsula Resilience, Relief and Recovery (RRR) Network

A local network consisting of Shire staff, emergency services, community services and community groups was established in 2023, aimed at building stronger local connections and greater awareness of disaster preparedness and response initiatives.

The RRR Network meets on a quarterly basis to discuss recent events and hear from guest speakers on topics such as insurance, financial assistance, material aid and other disaster-related issues. The 80+ members also receive emails about relevant events and issues relating to disaster preparedness and recovery.

Members have participated in training, including psychological first aid and gender in disaster / lessons in disaster, and community group members have been involved in helping residents affected by recent storms.

Future actions identified for the RRR Network in the Community Disaster Resilience Plan include creating a resource list that can be used in times of emergency and involving members in scenario planning.

Anyone interested in joining the RRR Network can email em@mornpen.vic.gov.au

Mornington Peninsula community profile

The Mornington Peninsula Shire's estimated resident population for 2024 was 171,450, with a population density of 237 people per square kilometre. Of the total population, 51.7% were male and 48.3% were female. Disasters and emergencies can affect anyone, regardless of age, background or location – although the following section relates to priority populations, this plan is designed to support the safety and resilience of the whole community. Not all actions contained within this plan will be applicable to all residents. Council has committed to an all-community/all-hazard approach to strengthening community resilience and is ready to assist any person who lives, works, or visits the Mornington Peninsula to ensure their safety through emergency events.

Visitor population

The Mornington Peninsula attracts up to 7.9 million visitors each year, of which around 73% are day-trippers and 27% stay overnight. With more than 3,500 short stay accommodation properties and approximately 24,000 holiday homes, the population is more than double over the summer months and long weekends, with many people not familiar with local conditions or hazards.

Priority populations and disaster

Priority populations are sometimes described as 'vulnerable' due to physical, social or environmental factors that may increase a person's exposure to the impacts of hazards such as fires, floods and storms. Depending on circumstances, some people in our community may require more tailored support, information, medication or amenities before, during and after emergencies and disasters.

Priority populations include:

- Children and young people (26.7%)
- Older people (40%)
- People with disability (23%)
- People from multicultural communities (17.7%)
- People who identify as Lesbian, Gay, Bisexual, Transgender, Intersex, Queer, Asexual and gender diverse (LGBTIQA+) (5.4%)
- Aboriginal and Torres Strait Islander peoples (1%)
- People experiencing or at risk of homelessness (.5%)
- Single parents (14.9%)
- People on low incomes (12.5%)
- Carers (16.1%)

See the [priority populations](#) section for more information about the Mornington Peninsula.

Intersectionality and disaster

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](#)). In the context of disasters, intersectionality helps us understand how factors like gender, disability, culture, language and socioeconomic status can combine to intensify a person's vulnerability and affect their ability to prepare for, respond to and recover from emergencies.

Other considerations

SEIFA Index

The highest levels of socio-economic disadvantage on the Mornington Peninsula, according to the 2021 SEIFA (Socio-Economic Indexes for Areas) Index of relative socio-economic disadvantage, are concentrated in a few key towns and suburbs:

- Hastings – SEIFA decile 1 (most disadvantaged)
- Capel Sound – SEIFA decile 1 (most disadvantaged)
- Rosebud – SEIFA decile 2
- Tootgarook – SEIFA decile 2
- Crib Point – SEIFA decile 2.

These areas are at the lowest end of the SEIFA scale for the Peninsula, indicating higher rates of low income, unemployment, lower educational attainment and other markers of disadvantage.

[SEIFA by Local Government Area | Mornington Peninsula Shire | Community profile](#)

Gender and disaster

Disasters can affect men, women and gender diverse people in different ways, often reinforcing harmful gender norms and inequalities. Women and gender diverse people may face increased risks of family and sexual violence, both during and after emergencies, as well as barriers to accessing support, resources and information. Men may feel pressure to conform to outdated traditional roles as protectors or "heroes," which can contribute to mental health challenges and discourage help-seeking. Rigid gender stereotypes can limit the roles people play in preparedness, response and recovery, making it essential that emergency planning recognises and addresses these diverse experiences and needs.

[Home - Gender and Disaster Australia](#)

Caravan parks

There are at least eleven caravan parks across the Mornington Peninsula, most operating on a seasonal basis but some with permanent residents who may face increased risks during emergencies. Some parks are in low-lying, flood-prone areas, or may have less effective insulation or heating and cooling, making residents more vulnerable during heatwaves or storms. Residents may also have informal tenancy arrangements and limited access to support, making it harder to prepare for, respond to, or recover from emergencies.

[Caravan and residential park residents – disaster advice - Consumer Affairs Victoria](#)

Animal welfare

The Mornington Peninsula has one of the highest rates of pet ownership in Victoria. The Shire has plans in place to accommodate pets at relief centres if required during emergencies, but it's important that pet owners think ahead and include their animals in their emergency planning.

[Planning for pets in emergencies | Pets and emergencies | Animal Welfare Victoria | Livestock and animals | Agriculture Victoria](#)

Priority Populations

The following section explains why some members of our community may require additional planning, support, and consideration before, during and after disasters. It includes links to further resources and information, along with demographic data from the 2021 Census and other sources. Case studies highlight local projects and programs delivered on the Mornington Peninsula, demonstrating the importance of tailored approaches to meet diverse community needs.

Children and young people

Children (0–10 years) are adaptable, curious and capable of learning how to respond in emergencies. If they understand what to do, they are more likely to stay safe and cope better. However, they rely heavily on caregivers for protection and support and may be especially vulnerable in unfamiliar or public settings such as relief centres. Their developmental, emotional and social needs require age-appropriate information, consistent care and safe environments to reduce the impacts of disasters.

Young people (10–24 years) are creative, resourceful and often eager to help during times of crisis. With the right support and information, they can provide meaningful assistance to their families, peers and communities. However, their needs and experiences are often overlooked in emergency planning. To support their wellbeing and resilience, it is important to provide them with targeted information, opportunities for participation and meaningful roles in preparedness, response and recovery efforts.

[Resources for parents and caregivers | Australian Red Cross](#)

[Youth Affairs Council Victoria | Young People and Disasters Resource Hub](#)

In 2021, there were 17,201 children aged 0–9 years and 27,567 young people aged 10–24 years on the Mornington Peninsula, making up 10.3% and 16.3% of the population respectively.

The neighbourhoods with the highest number of children and young people are Mornington (2,397 aged 0–9 years / 3,942 aged 10–24), Mount Eliza (2,257 aged 0–9 years / 3,798 aged 10–24), Mount Martha (2,225 aged 0–9 years / 3,862 aged 10–24) and Rosebud and surrounds (2,225 aged 0–9 years / 3,216 ages 10–24).

Older people

Older people are vital contributors to our community. Many lead volunteer efforts, support social cohesion and bring valuable lived experience, including from past disasters. However, they may also face greater risks due to chronic illness, limited mobility, reduced access to technology, low income or lack of support. On the Mornington Peninsula, where more older women live alone and older men may be less engaged in community life, tailored approaches are needed. Inclusive emergency planning should recognise the wisdom and strengths of older people, and provide relevant, accessible communication, as well as age-friendly and intergenerational initiatives.

[Age-Friendly Communities | Resources Publications Websites](#)

[Cooling off: exploring the use of community cooling centres by older people during heatwaves in Victoria](#)

In 2021, there were 68,876 people aged over 55 years on the Mornington Peninsula Shire, making up 40.4% of the population.

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%).

Case Study 4

Seniors Festival – community resilience and emergency preparedness sessions

In October 2024, the Shire's Community Resilience and Emergency Management team partnered with local emergency services to deliver targeted sessions for older adults during the Seniors Festival. These sessions focused on building resilience and practical emergency preparedness skills. Highlights included Red Cross RediPlan workshops, CPR and defibrillator demonstrations from Ambulance Victoria, CFA-led Fire Ready and Tech Ready sessions, mental health talks from HALT, and a community screening of How to Thrive. The interactive format was well received, with seniors gaining confidence in using mobile technology for emergency alerts and medical information.

In October 2025, the program returned with updated content and a new Water Safety Initiative offering 30 free swimming lessons for seniors in partnership with Belgravia Leisure. The ongoing focus remains on empowering older adults to prepare for emergencies, stay connected and access support. These sessions continue to strengthen individual resilience and community preparedness across the Peninsula.

People with disability

People with disability are resourceful and innovative but often face greater risks in disasters due to barriers related to communication, mobility, support needs and discrimination. These risks can be intensified by limited access to emergency information, reliance on public transport, challenges evacuating and heightened exposure to sexual and gender-based violence, particularly for women with disability. Emergency planning must be inclusive, accessible, safe and informed by people's lived experience to reduce harm and improve outcomes.

[Disability Inclusive Emergency Management \(DIEM\) Toolkit | Collaborating 4 Inclusion](#)

Due to an older demographic on the Mornington Peninsula, it is estimated that people with disability made up 23% (39,239) of the population in 2021.

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

People from multicultural communities

People from different multicultural backgrounds bring diverse skills, experiences and perspectives that can enrich local communities and strengthen disaster resilience. At the same time, individuals may face barriers such as past trauma, unfamiliarity with local systems or conditions, racism and discrimination or language and cultural differences. Effective preparedness engagement should be inclusive, culturally responsive and based on trust.

[Emergency Management - Ethnic Communities Council of Victoria](#)

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. The 2021 Census shows that 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%).

The language groups with the largest number of people with low or no English proficiency were Greek, Italian, and Mandarin.

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.

Case Study 5

Whitecliffs foreshore camping and CALD Water Safety Program

In response to data showing higher drowning risks among culturally and linguistically diverse (CALD) communities visiting the Mornington Peninsula, the Shire partnered with community groups and service providers to deliver a tailored water safety education program in April 2025.

The program was held over two weekends at the Whitecliffs Foreshore campgrounds and included accommodation, ranger-led environmental talks and two structured water safety sessions. On Day 1, participants learned theory and practical skills in a controlled environment at Yawa Aquatic Centre. Day 2 focused on beach safety and the differences between controlled and open water environments.

Early evaluation indicates a noticeable increase in participants' knowledge, skills and confidence around water safety. Participants reported a greater understanding of how to access water safety information and a deeper appreciation of marine and foreshore conservation. Many also expressed a stronger connection to local coastal environments.

This program aligns with global evidence-based drowning prevention strategies, including the value of formal swimming education and community-led public awareness initiatives. Key lessons include the importance of culturally tailored engagement, combining education with environmental awareness and sustaining communication over time to reinforce safe behaviours.

One participant reflected on a recent tragic incident involving three Chinese nationals at San Remo, saying:

"Your team has taught us to be aware of our surroundings, especially the rocks at the beach. That tragedy could have been prevented with more water safety awareness."

The success of this program highlights the importance of local, culturally relevant approaches to safety education—particularly in high-risk environments.

For more information visit Mornington Peninsula Water Safety on the Shire website

LGBTIQA+ and gender diverse

People who identify as LGBTIQA+ and gender diverse, while not a homogeneous group, are often very resilient and deeply value the importance of community. However, many LGBTIQA+ people experience more discrimination, social isolation, sexual violence and poor mental health than the broader population. These challenges can worsen during disasters due to things like lack of recognition/support of diverse family structures, misgendering, limited access to gender-affirming medication and unsafe social environments. Relief centres must be welcoming and safe, with facilities such as all-gender toilets and showers and staffed by volunteers trained in diversity and inclusion. Adequate planning and training are essential to reduce risks and support the health and safety of LGBTIQA+ individuals in emergencies.

[Gender and Sexual Minorities in Disaster Risk Reduction: A Reference Guide](#)

In 2017, it was estimated that 6,877* (5.4%) of the Mornington Peninsula adult population are openly LGBTIQ+ and live across all areas of the peninsula (*accurate data is limited and numbers may be higher).

Aboriginal and Torres Strait Islander peoples

Many Aboriginal and Torres Strait Islander communities hold strong cultural and social resilience, including kinship ties, cultural knowledge and connection to Country. However, the lasting impacts of colonisation mean not all individuals have access to these connections and can face additional risks in disasters such as re-traumatisation, lack of culturally safe support and limited access to resources. Distrust of government services may also be a barrier, meaning preparedness efforts must be led by trusted community leaders and Elders, using communication that is visual, local and culturally appropriate.

[National Indigenous Disaster Resilience - School of Social Sciences](#)

According to the 2021 Census, there were 1,720 Aboriginal and/or Torres Strait Islander people living on the Mornington Peninsula, representing about 1% of the total population. Hastings, Rosebud, Capel Sound, Tootgarook and Crib Point had higher percentages of up to 2-3%.

People experiencing or at risk of homelessness

People experiencing or at risk of homelessness often navigate a range of complex challenges daily. In the context of disasters, access to safe shelter, transport, communication and support services may become harder. On the Mornington Peninsula, where housing stress and homelessness are significant challenges, it is critical that emergency preparedness and response efforts consider the needs of these individuals and families to ensure their safety, dignity and inclusion.

[Housing and Homelessness – Mornington Peninsula Shire](#)

The Mornington Peninsula has the highest rate of homelessness in Victoria.

In 2024-25, 948 community members sought assistance for homelessness, an increase of 16% from the previous year. This is on top of a 37% increase in people experiencing homelessness from 2016 to 2021 (census data).

As of 30 June 2025, over 100 people were actively homeless; most of whom were sleeping rough and often on the foreshore.

Case Study 6

Heat relief packs for rough sleepers

In response to growing concerns about the impact of extreme heat on people sleeping rough across the Mornington Peninsula, the Shire worked with the three Community Information and Support Centres located in Hastings, Mornington, and Rosebud to develop a practical and compassionate solution.

Together, we identified an urgent need to support rough sleepers—many of whom take shelter in tents, cars or bushland along the coast during periods of hot weather. This collaboration led to the creation of ‘heat relief packs’: small, insulated bags containing summer essentials including a reusable water bottle, sunscreen, insect repellent, a hat, a handheld fan and a visual fact sheet called Hot Tips for Keeping Cool.

In 2023, a total of 300 packs were assembled and provided to the three support centres, who distributed them directly to individuals in their communities. While simple, this initiative offered meaningful support to vulnerable people at risk of heat-related illness.

The project also demonstrated a model that could be easily replicated in other communities and extended for seasonal needs, such as creating winter packs with the potential to be supported through community donations, service partnerships or local grants.

Single parents

Single parents demonstrate significant strength, resilience, and dedication as they juggle multiple responsibilities, often with limited support. In times of disaster, they may face heightened challenges such as reduced access to resources, difficulties evacuating or preparing with children, and limited financial or social safety nets. Recognising and prioritising the needs of single parents in emergency planning helps ensure they and their children are safe, supported and included before, during and after emergencies.

In 2021 there were 6,932 single parent families on the Mornington Peninsula (14.9% of all families). Approximately 82% or 5,684 of these were female-led and 18% or 1,248 were mal-led.

Areas with the highest percentage of single parent families were Hastings (17.4%), Rosebud (15.6%), Capel Sound (15.3%), Crib Point (14.8%) and Mornington (13.7%).

People on low incomes

People on low incomes (income under \$500 per week), including many aged pensioners, manage on limited resources which can lead to increased vulnerability during disasters, affecting access to safe housing, transport, insurance and recovery support. Prioritising the needs of low-income individuals in disaster preparedness and the services that support them, helps to reduce further inequity of those most at risk.

In 2021 there were 21,083 (12.5%) people in low-income households on the Mornington Peninsula.

Rosebud had the highest percentage of low-income households (31.2%) compared to an average of 24% across the entire Mornington Peninsula.

Carers

Carers play a vital role in supporting others and are often highly resourceful individuals. During a disaster, carers may face added pressure to keep loved ones safe, while also managing their own needs. Challenges can include disrupted routines, limited access to resources and difficulty evacuating or finding suitable accommodation.

[Preparing for emergencies | Carer Gateway](#)

In 2021, there were 17,982 people providing unpaid assistance to a person with a disability, long-term illness, or old age unpaid care on the Mornington Peninsula (16.1%), with 12,487 female carers (69.4%) and 5,495 male carers (30.6%).

There were higher rates of carers in Rosebud, Capel Sound, Hastings, Crib Point and Tootgarook.

Appendices

Appendix A - Glossary

Accessible/access - able to be easily used or understood by everyone, including people with cognitive, sensory, or physical disabilities.

Disaster - a sudden event that causes a lot of harm or damage, such as a flood, fire or earthquake and affects many people or the environment.

Emergency - a serious and unexpected situation that needs immediate action to keep people safe or prevent harm.

Equity/equitable - fairness that ensures everyone gets what they need to have the same opportunities, even if that means giving extra help to some people.

Resilience/resilient - the ability to recover quickly or adapt well after facing difficulties or challenges.

Appendix B - External stakeholders and partners

AirBnb Network
Ambulance Victoria
Australian Red Cross
Bunurong Land Council
Community Support Information Services
Country Fire Authority
Department of Families, Fairness and Housing
Department of Health
Emergency Management Victoria
Emergency Recovery Victoria
Fire Rescue Victoria
Forest Fire Management Victoria
Hill and Ridge Emergency Network
Lifesaving and Surf Lifesaving Clubs
Local Chambers of Commerce and business groups
Members of the Mornington Peninsula Resilience, Relief and Recovery Network
Shoreham Resilience Network
South East Water
State Emergency Services
Victoria Police
Victoria State Government
Willum Warrain

Appendix C – Example of an Emergency Dashboard

East Gippsland Shire [Dashboard](#)

(Also used by [Campaspe](#) Shire Council and most areas of Queensland and New South Wales)

Emergency Dashboard
In an emergency, call Triple Zero (000)

General | Your Community | Preparedness

Emergency Contacts

- VicEmergency
- Weather Warnings
- Road Closures
- Power Outages
- Water Outages
- East Gippsland Shire Council News

Drought Support Information

East Gippsland Weather Forecast | Rainfall and River Information | Weather Radar (BoM)

School Closures and Bus Service Changes | Emergency Relief Centres | Municipal Plans

CFA

Local Radio Stations
In case of Emergency, you can tune into your local radio stations.

District	Local Radio Stations
Buchan District	ABC Local 720, 828 AM, 100.7, 103.5 FM, REG 105.5, 90.7 FM, Orbost local 97.1 FM, 3TR 99.9 FM, ABC National 106.3, 98.7, 99.7, 103.5 FM
Cann Valley District	ABC Local 106.1 FM, 828 AM
Mallacoota District	ABC Local 828 AM, Mallacoota & Genoa Local 3mgb 101.7, 96.9 FM, ABC Bega 88.9 - 106.3 FM
Omeo District	ABC Local 720, 828 AM
Orbost District	ABC Local 97.1 FM, 3TR 99.9 FM
Bairnsdale, Bruthen, Twin Rivers, Lakes Entrance and Lindenow District	ABC Local 100.7 FM, 828 AM, ABC National 106.3 FM, Reg 105.5, 90.7 FM, 3TR 99.5, 99.9 FM
Erinunda to Snowy District	ABC Local 720, 828 AM, 100.7, 103.5, 106.3, 97.1 FM, ABC National 106.3, 98.7, 99.7, 103.5 FM, ABC News 89.7, ABC NSW 94.1, 100.9 FM

Social Media

VicEmergency | VicTraffic | ViPal | ABC Gippsland | EGSC

Fire Rescue | BoM | VicSES | CFA | SP Ausnet

COASTAL HAZARD WARNING
ABNORMALLY HIGH TIDES

For people in parts of Central, East Gippsland, South West and West and South Gippsland Forecast Districts.

Fire Danger Rating

NO RATING

Fire Weather District
Day
Fire Danger Rating
Last Updated
BoM

Appendix D - Example of a local plan

Local Incident Management Plan (LIMP) - East Gippsland Shire [Dashboard](#)
(Also known as a LEAP / Local Emergency Action Plan)

Visit EGSC website for a copy of LIMP Information booklet
<https://www.eastgippsland.vic.gov.au/community/emergency-management>

LOCAL INCIDENT MANAGEMENT PLAN

























































LAKES ENTRANCE

WHAT TO DO DURING A LOCAL INCIDENT: FIRE, FLOOD, STORM, ETC

GET READY NOW	WHEN TO LEAVE	STAY INFORMED	YOUR ASSEMBLY AREA DOES NOT REPLACE YOUR PERSONAL PLAN AND DECISION TO LEAVE EARLY	ASSEMBLY AREAS
<ul style="list-style-type: none"> Develop a personal incident plan Make sure vehicle has fuel Pack an emergency kit Prepare your house 	<ul style="list-style-type: none"> When you hear an incident will impact your area Close windows, doors, curtains, turn off gas and appliances When advised by CFA, SES, DEECA, Vic Police, Radio Notify family / friends when you leave <p style="text-align: center; background-color: yellow; font-weight: bold;">LEAVE EARLY</p> <p style="text-align: center; font-size: 0.8em;"> ✗ DO NOT rely on electricity to fight fires ✗ DO NOT drive in smoke or flood water </p>	<ul style="list-style-type: none"> ABC Local AM – 720, 828 FM – 100.7, 103.5 ABC National 106.3 FM REG FM – 105.5, 90.7 ORBOST – 97.1 FM 3TR – 99.9 FM UHF CB – Channel 40 VicEmergency App (Free) <p style="text-align: center; background-color: #1a3d4d; color: white; font-weight: bold;">CONTACTS</p> <ul style="list-style-type: none"> Police, Fire, Ambulance 000 VicEmergency Hotline 1800 226 226 Bushfire Info Line (VBIL) 1800 240 667 Regional Roads Victoria 13 37 78 State Emergency Service 132 500 	<ul style="list-style-type: none"> Assembly Areas offer no guarantee that emergency services will be present during an emergency Assembly Areas may not prevent death or injury from fire, embers or radiant heat Assembly Areas are a place to gain information Assembly Areas are a place to support each other Assembly Areas make people feel less isolated Assembly Areas can be a place for Authorities to leave information and maps Assembly Areas can be a place for Authorities to meet with community 	<p style="font-weight: bold; margin: 0;">FIRE</p> <p style="margin: 0;">LAKES ENTRANCE MECHANICS HALL 18 MECHANICS STREET, LAKES ENTRANCE</p> <p style="font-weight: bold; margin: 5px 0 0 0;">FLOOD</p> <p style="margin: 0;">LAKES COMMUNITY CHURCH 125 PALMERS ROAD, LAKES ENTRANCE</p> <p style="font-size: 0.8em; margin: 5px 0 0 0;">THIS PLAN DOES NOT REPLACE YOUR PERSONAL FAMILY EMERGENCY PLAN AND DECISION TO LEAVE EARLY</p> <p style="font-size: 0.7em; margin: 0;">SPECIAL ADVICE DUE TO SIZE LIMITATIONS, PEOPLE ATTENDING MAY BE ADVISED TO TRAVEL TO OTHER LOCATIONS IN LAKES ENTRANCE</p> <p style="font-weight: bold; margin: 10px 0 0 0;">STAY INFORMED</p> <ul style="list-style-type: none"> VicEmergency (Information) www.emergency.vic.gov.au Regional Roads Victoria (Traffic Information) www.regionalroads.vic.gov.au ABC (News/alerts) www.abc.net.au/emergency East Gippsland Shire Council www.eastgippsland.vic.gov.au Bureau of Meteorology (Weather) www.bom.gov.au

Appendix E - First 72 Hours campaign

[The First 72 Hours | Alpine Shire Council](#) - Developed by Alpine Shire Council, Moira Shire Council, in conjunction with Country Fire Authority (CFA), Victoria State Emergency Service (VICSES), and Albury Wodonga Ethnic Communities Council (AWECC) and in consultation with the Hume Region Municipal Emergency Management Enhancement Group.

1. Make an emergency plan 	2. Back up information 	3. Prepare a kit 	4. Stay informed 															
<p>WHO ... do I need to consider? do I need to tell?</p> <p>WHAT ... do I need to know? do I need to do?</p> <p>WHERE ... will I go? do I get information? do I keep my plan?</p> <p>HOW ... will I get there? will I get there - plan B?</p> <p>WHY ... do I need to make a plan?</p> <p>TO SUPPORT PLANNING:</p> <ul style="list-style-type: none">  To prepare for fire cfa.vic.gov.au  To prepare for flood and storm ses.vic.gov.au  Set up a watch zone emergency.vic.gov.au  Rediplan redcross.org.au/prepare 	<p>Important things to save:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Your emergency plan <input type="checkbox"/> Identification (to prove who you are) <p>DOCUMENTS</p> <ul style="list-style-type: none"> <input type="checkbox"/> Insurance policies <input type="checkbox"/> Property documents <input type="checkbox"/> Medical information and prescriptions <input type="checkbox"/> Financial records <p>HOME INVENTORY</p> <ul style="list-style-type: none"> <input type="checkbox"/> Photos of possessions <input type="checkbox"/> Photos of house assets <input type="checkbox"/> Receipts, warranties etc. <p>CONTACT LIST</p> <ul style="list-style-type: none"> <input type="checkbox"/> Family <input type="checkbox"/> Utility providers <input type="checkbox"/> Other: _____ 	<p>Gather and store items ready to support you and your family for 72 hours:</p> <table border="0"> <tr> <td> WATER</td> <td> MEDICATION</td> <td> RADIO & BATTERIES</td> </tr> <tr> <td> TORCH</td> <td> DOCUMENTS</td> <td> FOOD</td> </tr> <tr> <td> FIRST AID</td> <td> CLOTHES</td> <td> TOILETRIES</td> </tr> <tr> <td> MONEY</td> <td> PHONE & CHARGER</td> <td> PET'S NEEDS</td> </tr> <tr> <td> CHILDREN'S NEEDS</td> <td> GLASSES</td> <td> WHAT ELSE?</td> </tr> </table>	 WATER	 MEDICATION	 RADIO & BATTERIES	 TORCH	 DOCUMENTS	 FOOD	 FIRST AID	 CLOTHES	 TOILETRIES	 MONEY	 PHONE & CHARGER	 PET'S NEEDS	 CHILDREN'S NEEDS	 GLASSES	 WHAT ELSE?	<p>WARNINGS AND ADVICE</p> <p>It is important to tune in to official and accurate information channels to stay informed with the facts before, during and after an emergency.</p> <p> emergency.vic.gov.au Hotline: 1800 226 226 Press 9 for interpreter</p> <p> EMERGENCY RADIO BROADCAST</p> <p>Frequency: _____</p> <p>Warnings – It's important to read the whole warning for information on evacuations, Emergency Relief Centres and more.</p> <p> FLOOD STORM EMERGENCY 132 500 If life threatening call triple zero 000</p>
 WATER	 MEDICATION	 RADIO & BATTERIES																
 TORCH	 DOCUMENTS	 FOOD																
 FIRST AID	 CLOTHES	 TOILETRIES																
 MONEY	 PHONE & CHARGER	 PET'S NEEDS																
 CHILDREN'S NEEDS	 GLASSES	 WHAT ELSE?																

Community Disaster Resilience Plan Year 1 Action Plan



OBJECTIVE 1			
Strengthen community disaster preparedness by building capacity through networks, partnerships, and advocacy			
OUTCOMES			
<ul style="list-style-type: none"> - Stronger relationships, partnerships, and local networks that help communities stay connected and better prepared to work together before, during, and after emergencies - More effective local responses 			
INITIATIVE	ACTIONS	MEASUREMENT	DELIVERED BY
1.1 Local Resilience and Resource Networks	1.1.1 Continue to support and develop community-based resilience networks with CFA, SES and local community groups and members. 1.1.2 Collaborate with First Nations groups to identify and strengthen community-led approaches to disaster preparedness and resilience 1.1.3 Provide disaster related input to the Functional Zero network to support rough sleepers and connection to disaster preparedness services	- Number of resilience networks initiated and maintained by communities and supported by council	CREM – June 2026

Community Disaster Resilience Plan Year 1 Action Plan



<p>1.2 Mornington Peninsula Water Safety Alliance (MPWSA)</p>	<p>1.2.1 Develop a local water safety action plan to reduce drownings in peninsula waterways. 1.2.2 Strengthen the MPWSA through advocacy with and across community groups active in the marine environment. 1.2.3 Maintain involvement in the Bass Coast and Mornington Peninsula Cross Council Drowning Prevention Working Group</p>	<ul style="list-style-type: none"> - Number of services engaged in MPWSA - Number of water safety days involving groups at higher risk of drowning - Amount of Black Spot funding through LSV Water Safety Signage Project - Installation of Public Rescue Equipment at identified high-risk sites across the peninsula 	<p>CREM – June 2026</p>
<p>1.3 Psychological Support Network</p>	<p>1.3.1 Explore opportunities to re-establish a local network of psychologists and mental health experts to support communities to recover after disaster.</p>	<ul style="list-style-type: none"> - Initiate discussions to re-establish a local psychological support network - Number of people engaged in community meetings/training/information sessions 	<p>CREM– June 2026</p>
<p>1.4 Improved climate change adaptation</p>	<p>1.4.1 Continue to work with alliances to elevate advocacy to State and Federal</p>	<ul style="list-style-type: none"> - Number of Shire-wide climate resilience activities attended - Number of opportunities to advocate to state and federal governments through participation in agency forums 	<p>CREM; Climate Resilience – June 2026</p>

Community Disaster Resilience Plan Year 1 Action Plan



	government and other organisations for improved climate change adaptation and community preparedness		
1.5 Advocacy for funding to deliver targeted community resilience programs	1.5.1 Continue to advocate to the State and Federal Governments for funding of Community Resilience Officers and programs to deliver tailored programs at the municipal level to support community preparedness.	- Amount of funding secured by the Shire to improve current programs and develop new initiatives	CREM – June 2026
1.6 Emergency Preparedness Governance networks	1.6.1 Municipal Emergency Management Plan and Committee (MEMP and MEMPC) 1.6.2 Resilience, Relief and Recovery Network (RRRN)	- Chair quarterly meetings for each group - Conduct shire-wide risk assessments to identify emergency risks and develop sub-plans where appropriate	MEMPC – June 2026 RRRN – June 2026
OBJECTIVE 2			
Provide clear and inclusive information and training about disaster preparedness, response, and recovery.			
OUTCOMES			
- Information and training that enables all community members to find, understand, and act on disaster preparedness, response, and recovery advice			

Community Disaster Resilience Plan Year 1 Action Plan



- Safer, more inclusive, and well-prepared communities with greater awareness of the diverse needs of others during emergencies			
INITIATIVE	ACTIONS	MEASUREMENT	DELIVERED BY
2.1 Township Local Emergency Action Plans (LEAPs) and Maps	2.1.1 Develop individualised township plans/maps for residents and accommodation providers.	<ul style="list-style-type: none"> - Number of Township LEAPs prepared - Number of information packs distributed to community members 	CREM – June 2026
2.2 Emergency Management dashboard	<p>2.2.1 Develop a webpage for all local emergency/disaster-related information including preparedness, response, and recovery activities for individuals and communities.</p> <p>2.2.2 Develop a disaster preparedness package combining the First 72-hour program and 'Are You Prepared?'</p>	<ul style="list-style-type: none"> - Webpage developed and promoted through council and emergency services sites - Number of people engaging with website - - Number of preparedness information packs distributed to community members 	CREM; Strategic Communications & Advocacy – June 2026
2.3 Localised Emergency information	<p>2.3.1 Support local radio station RPPFM to become an emergency broadcaster and share disaster preparedness advice.</p> <p>2.3.2 Provide local emergency management information at the Baxter Service Centre (Peninsula Link), Dromana Visitor Information Centre and council funded information centres.</p> <p>2.3.3 Provide advice aimed at supporting short stay property owners and</p>	<ul style="list-style-type: none"> - Number of radio spots promoting community resilience and preparedness - Number of information packs distributed to community members - Number of local businesses engaged with council 	CREM; Strategic Communications & Advocacy; Community Partnerships & Activation – June 2026

Community Disaster Resilience Plan Year 1 Action Plan



	managers to prepare for emergencies and disasters on the Mornington Peninsula. 2.3.4 Inform and educate local businesses about disaster preparedness via the MP Business website, workshops, and other forums.		
2.4 Gender and Disaster Training	2.4.1 Deliver annual training to strengthen the capacity of health, community, and emergency sectors to challenge harmful gender stereotypes and inequalities and understand their relevance in a disaster context.	<ul style="list-style-type: none"> - Number of training sessions offered and delivered - Number of people engaged in training/information sessions 	CREM – June 2026
2.5 Community information and training	<p>2.5.1 Deliver annual psychological first aid training to community members, groups and services interested in learning how to support people during and after disasters.</p> <p>2.5.2 Deliver annual training to help people engage with the digital technology and learn about online tools that can help them prepare for, respond to, and recover from disasters.</p> <p>2.5.3 Conduct community-based</p>	<ul style="list-style-type: none"> - Number of training sessions offered and delivered - Number of people engaged in training/information sessions - Number of scenario training sessions held (including The Adaptation Game) 	CREM – June 2026

Community Disaster Resilience Plan Year 1 Action Plan



	scenario training to practice disaster response and recovery actions		
OBJECTIVE 3			
Identify, implement, and promote programs and activities that minimise the impacts of disasters and increase resilience in our community			
OUTCOMES			
<ul style="list-style-type: none"> - Increased community-led participation in local emergency preparedness programs and activities. - Greater awareness of disaster risks and available support services across diverse community groups. - Improved collaboration between Council, emergency services, and community networks to deliver targeted resilience initiatives. 			
INITIATIVE	ACTIONS	MEASUREMENT	DELIVERED BY
3.1 Emergency Relief Centres and Hubs	3.1.1 Identify safe and appropriate locations for establishing community meeting and information points during and after emergencies. 3.1.2 Maintain trailer in a deployment ready state to support communities during the response phase of an emergency.	<ul style="list-style-type: none"> - Criteria developed - Number of sites identified as suitable - Annual audit of Emergency Management trailer for continued suitability 	CREM; Strategic Planning team – June 2026
3.2 Energy Resilience	3.2.1 Apply for funding to enable energy resilience systems such as solar, battery and generator back up at identified Emergency Relief Centres and Hubs	<ul style="list-style-type: none"> - Audit existing Emergency Relief Centres for suitability for energy resilience - Number of council buildings/assets deemed suitable as resilience hubs - Number of new systems installed 	CREM; Climate Resilience; Strategic Planning – June 2026
3.3 Community -	3.3.1 Engage local communities,	<ul style="list-style-type: none"> - Number of kits supplied to community members 	CREM; Strategic Communications

Community Disaster Resilience Plan Year 1 Action Plan



<p>based preparedness programs</p>	<p>emergency services, and charities to provide and promote 'Go Bags' to community members that list essential items to take in an emergency.</p> <p>3.3.2 Working with Red Cross and local primary schools to deliver preparedness training to grade 3 and 4 children.</p> <p>3.3.3 Working with the Department of Education, youth services and secondary schools, provide Emergency information and water safety advice to young people attending end of year Schoolies celebrations.</p> <p>3.3.4 Conduct emergency preparedness sessions for Seniors to empower older adults with the knowledge and practical skills needed to stay safe and resilient during emergencies.</p> <p>3.3.5 Promote and facilitate sessions of The Adaptation Game to be played in</p>	<ul style="list-style-type: none"> - Number of Pillowcase sessions conducted -Number of Schoolies information sessions and kits made available to school leavers - Number of Seniors (over 55s) sessions conducted 	<p>& Advocacy – June 2026</p>
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Community Disaster Resilience Plan Year 1 Action Plan



	community settings and high schools		
3.4 Person-Centred Emergency Preparedness (P-CEP)	<p>3.4.1 Support and promote use of the P-CEP tool – a guide for people with disability to tailor emergency preparedness to individual support needs.</p> <p>3.4.2 Support and promote use of the Disability Inclusive Emergency Management Toolkit across local emergency response and recovery agencies.</p>	<ul style="list-style-type: none"> - Number of people and services engaged in community meetings/training/information sessions - Number of community demonstration/information days 	CREM; Strategic Communications & Advocacy; Community Partnerships – June 2026
LINKS TO MPS PLANS			
<p>Council Plan 2025-2029; People – Objective 2.1.6. Public Health and Wellbeing Plan 2025-2029; Priority Area 6 – Objectives 6.1; 6.2</p>			

Draft Community Disaster Resilience Plan

Community Feedback

Public consultation period 3 – 30 September 2025

#	Source	Feedback	Response/change to plan
1	Email	<p>I think the draft is good.</p> <p>But public transport is non-existent before 5.34am from Mornington.</p> <p>So in a emergency there needs to be a plan to get people out for those who rely on public transport to get around.</p> <p>As the peninsula has lots of tourists the public transport needs sorting not just for the local but visitors as well.</p> <p>Elderly and people with additional needs have no hope of getting to dryer ground in an emergency with the current public transport timetable.</p>	<p>Responded via email.</p> <p>Confirmed with Community Bus coordinator at the shire that the bus and drivers can be made available to transport people if required and are available 24/7.</p> <p>While this is an important point to raise and needs to be better documented in our response procedures, it probably doesn't fit in the CDRP, other than to mention that transport is a very limiting factor for people who rely on public transport on the peninsula.</p>
2	Online/Shape	<p>There are no cool burns being done to reduce fire loads in bush area parklands. In the parkland along Warringine Creek there is a heavy load of fallen trees and scrub that needs to be managed with a cool burn in winter to reduce the fire hazard in summer. Information about cool burns can be found here:</p>	<p>A Natural Hazards operational plan is being developed to inform council and community on the program for fuel reduction, including 'cool burns'</p>

		<p>https://www.watarrkafoundation.org.au/blog/aboriginal-fire-management-what-is-cool-burning If they are not done the fire risk to homes in the area is extreme.</p>	
3	Online/Shape	<p>There needs to be a cool burn in the bush land along Warrangine creek to lower fire loads which are high.</p>	As above
4	Email	<p>It seems that the draft is back to front. Why on earth are the Objectives not until Page 29? Surely a plan needs to *start* with its objectives? Then *how* the objectives are to be met have very little "air time". Although there is much discussion - not all of it seems to be relevant. Perhaps also clarify that this is a *resilience* plan and that Emergency Management will be discussed in a separate document. The difference between the two was not clear in the initial community consultation. Nor is there a clear distinction in this plan - with elements of both appearing. Similarly, resilience for Locals v Visitors also needs to be more clearly delineated. At the moment, strategies for the two are intermingled. Chunks of the document appear to be a regurgitation of a standard template and completely irrelevant to the subject being discussed. There is also no reflection of why the dire number of only 500 people - out of a population of 100+ thousand - responded to the initial community consultation, and how this can be improved. Given</p>	<p>Objectives section moved from page 29 to page 10. Details of how objectives will be actions are contained in an internal action plan that will be updated and reported on through the Council's Annual Reports. Added reference to the MEMP in the background section. Explained that we tried to get feedback and allowed for a longer engagement period.</p>

		that emergency management is such a fundamental aspect of life, it behoves the Shire to gain as much community input as possible.	
5	Online/shape	<p>The draft reads like a social study by a left wing socialist !!!!! Reams of commentary on issues which dance around the fundamental issues facing the MPS.</p> <p>I believe that there is no more important threat than wildfire starting in the coastal nature reserve which is loaded with tinder dry fuel. This does receive mention. Liaising with the state gov. to reduce this threat and manage it does not receive adequate attention.</p>	<p>We do liaise with CFA, FRV, FFMVic, DTP amongst others on their plans, and where possible work across tenures to ensure our best bang for our buck.</p> <p>Most works on the Peninsula look at the interface between Public and Private property, this will ensure there is less impact on private dwellings. Coastal National Parks surprisingly do not have that big an impact on dwellings near by. This is counter intuitive, but fire modeling on high fire risk days shows that it will take a number of hours to come out of the park in a threatening manner.</p> <p>Again like our NatSys works if private properties have done the work they should remain safe.</p>
6	In person	<p>Resilience section repeated. Role of the community missing.</p>	<p>Removed repeated section and added section on Role of the community.</p>
7	In person	<p>What about recovery? Consider adding recovery to the aim. Include preparedness, response, relief, recovery cycle somewhere. Reference National Recovery Principles. Process section is more principles – what is “the process”? Needs vertical AND horizontal integration Bob Stilger – New Stories. Resilience.org</p>	<p>Added recovery to aim: Empower individuals and communities to share responsibility for disaster preparedness and recovery, and actively contribute to local resilience.</p>
8	Email and Letter	See attached - below	1. Melways only cover Melbourne Metro, and are no longer being reprinted.

			<p>2. South East Water maintain over 9,000 hydrants on a 4 year cycle. Shopping centres responsible for their own hydrants and maintenance.</p> <p>3. Stopping burnoffs would add to the fuel load</p> <p>4. CFA determine fire restriction periods, not Council</p> <p>5. We could look at offering/subsidising First Aid Training as part of preparedness training, however it is also offered through multiple providers on a regular basis.</p> <p>6. This plan is not responsible for car park signs and graffiti.</p> <p>7. "Living in the Sun" app doesn't appear to be on the iPhone list of apps. Most people with mobiles and mobile reception</p> <p>8. Jail sentences are not Council's jurisdiction</p> <p>8.</p>
9	Email	<p>Looks great, terrific job</p> <p>As a complimentary plan to the MEMP it is a Council plan with community input, rather than a plan related to a specific building or service, but that's fine.</p> <p>Different to a relief and recovery plan</p> <p>MornPen's CDR Plan highlights shared responsibility but helpfully frames it in a way that offers practical support to communities seeking to take responsibility</p> <p>Like the 3 objectives, particularly networking, which has strong potential, also relief hubs</p>	<p>Added financial counselling</p> <p>Strengthened references to shared responsibility.</p>

		<p>Commitments made in a written Complementary Plan may impose a legal duty to comply with those commitments. There may be a risk of legal liability where there is a failure to do so</p> <p>Look at who is funded to do case management for DFFH in our region (is this missing in the CDRP)</p> <p>Consider inviting South East Monash Legal service to our Resilience, Relief and Recovery Network as well as Peninsula Community Legal Centre (SEM have more disaster experience)</p> <p>Legal support goes well beyond insurance, e.g. property, family, etc. and can be very hard to get pro-bono help with insurance cases.</p> <p>Financial counselling usually first point of help before legal (consider adding this to the CDRP).</p>				
10	Email	<p>If the opportunity to feedback on the Community Disaster Resilience Plan extends to FCVic, we would love to see reference to financial counselling somewhere within the document.</p> <p>From my reading, this information might best sit in the table under Objective 2.</p>	<table border="1"> <tr> <td style="background-color: yellow;">Financial Counselling</td> <td>Resources to support people to access financial recovery information and assistance following a disaster</td> <td>Current / Ongoing Disaster Recovery and Financial Counselling Financial Counselling Victoria</td> </tr> </table>	Financial Counselling	Resources to support people to access financial recovery information and assistance following a disaster	Current / Ongoing Disaster Recovery and Financial Counselling Financial Counselling Victoria
Financial Counselling	Resources to support people to access financial recovery information and assistance following a disaster	Current / Ongoing Disaster Recovery and Financial Counselling Financial Counselling Victoria				

11	Online/shape	<p>Who is the audience for this plan? If it's community, you may need to elaborate on items such as ISO 31000:2018. Also, is there space for a 'how you can get involved' section? What do you want community to do after reading this?</p> <p>Defining risks and hazards may be more useful before mentioning the risks</p> <p>Objective 3 intended outcome 1 mentions 'community-led participation'. Isn't that an oxymoron? In 'our approach to disaster resilience', the first principle is community-led. Throughout the plan, it is unclear how that principle is enacted.</p> <p>I love the case studies – they're very helpful!</p>	<p>Changed wording slightly to better explain what ISO 31000:2018 is.</p> <p>Moved section on Hazard x Vulnerability = Risk to come before the list of risks.</p> <p>Changed intended outcome under objective 3 –</p> <ul style="list-style-type: none"> • Increase in community-led emergency preparedness programs and activities.
12	Email	<p>This draft Plan looks comprehensive. I have nothing to add, except I'm assuming that you include emergency services like the local Coastguard organisations.</p> <p>Other than that, I hope it will come with a budget when emergencies occur!</p> <p>Please undertake a roadshow that is inclusive of Men's Sheds. They could be a real good resource when it matters.</p>	<p>Responded with thanks. Budget for CDRP secured, response budget on an as-needs basis.</p> <p>Community preparedness allows Council funds to go further. Will consider a roadshow as part of multiple engagement activities. Coastguard involved in projects such as Drowning Prevention / Water Safety Plan.</p> <p>No change to plan.</p>
13	Online/shape	<p>It's an excellent plan. I especially am supportive of –</p> <ul style="list-style-type: none"> – the focus on supporting residents to build local networks that support mutual aid. This community building ticks so many boxes and is a great social cohesion exercise too! – the really practical items that Council would fund like fridge magnets with response details on them, if 	<p>Have included reference to the National Climate Risk Assessment as a national priority.</p>

		<p>the power and phone reception was out. Also the appendix D resource would be excellent for household distribution</p> <ul style="list-style-type: none"> - The Hill and Ridge case study is really excellent, I'd love to see this made more visible across the whole Peninsula so that other areas can be inspired by their organising and incubate their own local network, particularly into the more built up areas that border bushlands - Being reminded of how much our population swells in summer, Council needs to find a way to reach the holiday homes and air bnbs for effective emergency response planning including evacuation routes and emergency communications. Again making this plan really visible and throwing Council's weight behind it will really help with this. This is also where a climate emergency declaration would really have helped us - so that people visiting the Peninsula are aware of how acute the risks are in this area and what the Shire is doing in response. Elevating the seriousness of the risk and how aware visitors need to be for their own preparedness. A declaration would also allow for fast tracking of the implementation of this resilience plan - I hope that Council can support that even though they've rescinded the declaration. - A comms plan for the excellent emergency resources on the website would be great, many residents don't know the wealth of information that is there 	
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		<p>- Overall I'm hugely supportive of the focus on local household preparedness and network development, and community-based emergency relief hub preparation, and making this resilience plan community-led with the support of Shire</p> <p>My only suggestion would be to add more to the plan in terms of a recovery phase.</p> <p>I hope that Council not only funds and resources effectively the implementation of this excellent, well researched plan, but that they really make this front and centre as a priority - don't leave it to sit with one person or on a shelf, a bushfire or other major extreme weather event is likely to hit very soon and our response and recovery will be much more far reaching for all residents if this plan is properly resourced and given the visibility it really requires.</p> <p>Where Council can't appropriately resource this plan with people and funds, I would encourage the Council to make this an advocacy priority to state and federal governments.</p>				
14	Email	<p>please put me on the RRR network loop</p> <p>Some comments on community disaster plan p13 Bushfire overlay needs re-configuring. We have been in conversations with some of the shire officers to get this re-assessed as it is an inaccurate depiction of the risk eg paddocks behind Rye are more at risk than the backbeach vegetation; the natural vegetation of the Nepean Peninsula is one of the lowest fire risk areas in the state except for</p>	<table border="1"> <tr> <td style="background-color: #f4a460;">Resource networks</td> <td>Find/develop/promote the most effective methods to ensure local services and supports can be easily accessed and drawn on by</td> <td>New / Emerging</td> </tr> </table>	Resource networks	Find/develop/promote the most effective methods to ensure local services and supports can be easily accessed and drawn on by	New / Emerging
Resource networks	Find/develop/promote the most effective methods to ensure local services and supports can be easily accessed and drawn on by	New / Emerging				

	<p>where it is weed invaded or cypress hedges have been planted; Mornpen fire risk status compared to other areas of the state is low; while the freeway easement with its dense weeds is demonstrably of high fire risk.</p> <p>There needs to be a greater emphasis on reducing risk along our coast and on coastal infrastructure. This will be exacerbated by the return to beach raking which will destroy incipient dunes which protect and grow primary dunes and then secondary dunes.</p> <p>Storm induced asthma from exploding pollen has become an increasing problem with climate change and maybe needs to be added to the weather alert map</p> <p>p26 I'd like to add the concept of a register friendly driveways for homeless or people escaping domestic violence</p> <p>p29 not sure how safe, natural and biodiverse environments fits into these objectives. Wildlife is often impacted on by emergency events and a weed free biodiverse environment is of lower fire risk.....would be good to mesh these elements together (often they are seen as opposing but that's not the reality)</p> <p>happy to chat about any of these aspects</p>		<p>community during or after disasters.</p> <p>Encourage local residents to share resources and support each other in times of crisis.</p>	
		<p>Support safe, natural, and biodiverse environments</p>	<p>Address risks to coasts and in the environment by reducing weed species, increasing native habitat for wildlife, and protecting coastal environments.</p>	<p>Current / Ongoing</p>
		<p>Suggest adding a section to Objective 3:</p> <p>Add thunderstorm asthma to Key Hazards section: "A single event such as a storm, may trigger flooding, landslides, power outages or health events such as thunderstorm asthma."</p> <p>(Vic Emergency App provides warnings already)</p>		

15	In person	Need to address climate risk as a priority, including National Climate Risk Assessment.	<p>Added the following sections:</p> <p>Introduction – additional paragraph. This Plan also aligns with emerging national priorities, including Australia’s National Climate Risk Assessment (NCRA), which recognises that local councils are on the front line of managing climate-related risks and community impacts. By integrating national insights into local action, the Shire aims to ensure that preparedness efforts are evidence-based, equitable and future-focused.</p> <p>Background – additional paragraph This approach recognises that climate and disaster risk cannot be managed by any one organisation. It requires shared responsibility, with coordinated planning across governments, agencies, businesses and communities.</p> <p>Community resilience – additional paragraph The NCRA emphasises that adaptation and preparedness must evolve continually – with councils and communities learning from each event, updating plans, and addressing the needs of those most vulnerable.</p> <p>Context – changing climate. Added paragraph:</p>

			<p>The National Climate Risk Assessment identifies the need for consistent, coordinated risk management across all levels of government – with local governments expected to play a critical role in understanding and communicating local risks, building resilience capacity, and protecting vulnerable populations.</p> <p>New – Role of the community section under Community resilience.</p>
16	Email	<p>Sorry, my initial feedback is that there is a lot of waffle and political correctness in this draft plan and little substance, eg page 2, "walk alongsideTorres Strait Islander communities". MPS is 3,700kms from Torres Strait!</p> <p>Who is MPS serving? Again, I say the starting point for emergency management is a table showing a list of towns and permanent occupants, peak holiday extra people, pets etc. Helps to prepare a real plan with calculations eg how many people and animals to evacuate? In a major bushfire how many people have lost their principal residence and need housing?</p>	<p>This demonstrates our commitment to reconciliation both within the shire and across the country. Whilst acknowledging the plan is for the Mornington Peninsula Shire, governments across the country include an acknowledgment Aboriginal and Torres Strait Islanders as First Nations people. This will not be removed.</p> <p>Localised plans (LEAP) will contain this information</p> <p>Not relevant to the CDRP. This will largely depend on the emergency being faced and be dictated by</p>

	<p>What are your targets? Eg open an emergency centre on ½ hour notice, even in the middle of the night, for thousands of people.</p> <p>What are your resource people, ie MPS staff? How many? What distance are their homes, say within 20kms, ie can they get to an emergency quickly? How many qualified first aid? Qualified emergency resuscitation? etc</p> <p>What are the community people resources? Which organisations? Again, what distance are their homes, ie can they get to an emergency quickly? How many qualified first aid? Qualified emergency resuscitation? Etc</p> <p>What and where are stocks of supplies? Eg face masks, resuscitation oxygen bottles, emergency beds, emergency food, radios, backup generators etc.</p> <p>Page 34, develop town plans (LEAPS), it is extremely disappointing that year after year MPS fails to set up a network of prepared towns. Get it done in 4 weeks! Identify the high-risk towns and the buildings which could be relief centres eg surf life saving clubs, yacht clubs, inland buildings like sports clubs, community centres. Call reps together. Tell</p>	<p>the Incident Controller, access available to designated relief centres/hubs, and safe access for staff/volunteers.</p> <p>Not relevant to this plan. This information would not be broadcast to any member of the public and is unrealistic to expect it would be. If an MPS staff member is 'within 20 kms' there is a high likelihood they will also be impacted by the emergency.</p> <p>Not relevant to this plan. This information would not be broadcast to any member of the public and is unrealistic to expect it would be. Large cost to set-up and maintain</p> <p>There are two community network groups that have begun organically; Hill & Ridge, and Shoreham. Setting up these groups takes time and must be driven by the community, with council helping.</p> <p>Identification of potential and/or future relief hubs is being explored through the emergency relief hub energy resilience project.</p>
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	<p>them, don't ask them, that in a major emergency, say extreme day with many bushfires in MPS at the same time, roads blocked, thousands of people may seek assistance from their organisation/buildings. Those people may be desperate with children, elderly, others with health issues choking on thick smoke. They can reasonably expect that organisations occupying community buildings in a bushfire zone, on public land, will be well prepared and ready to assist large numbers of desperate people. Desperate people will not be interested in excuses and may break into buildings or become violent if community buildings are not prepared. MPS needs to lead this. You are government of Australia, at the local level. Please, just get it done. It is not difficult, Bermagui is a great example and I have given MPS a simple manual based on their experience. Prepare the town plans, version 1, improve them over time, don't aim for perfection immediately.</p> <p>What are the types of emergencies to be prepared for? Reasonably well listed at p13-14, but excludes "warlike act", refer Emergency Management Act 2013, section 3. MPS needs to be prepared for rationing fuel, food etc, likelihood may be low, but impact is massive. Rationing is also necessary in other emergencies like major bushfires.</p>	<p>Individuals and communities respond better when governments assist, not direct, as highlighted through the pandemic response. If council step in and 'tell them' council then bears the associated costs with preparing buildings, upgrading internal infrastructure, training staff/volunteers, maintaining facilities, etc.</p> <p>The Bermagui example demonstrates how a community group (in this case, the Bermagui SLSC) can assist when there are no other options. It should be noted, however, that the geography and topography of the area is vastly different to the peninsula, as were the circumstances of the fire and the ability for the NSW RFS to resource the fire fight</p> <p>Terrorism and warlike acts (including siege and riot) are included in the Emergency Management Act as Class 3 Emergencies to distinguish them from a Class 1 Emergency (Major fire or major emergency where CFA/FRV/VicSES are the Control Agency) and Class 2 Emergency (any major emergency that is not a Class 1 or Class 3). Act that are considered terrorism or 'warlike' are led by the Commonwealth, including relief and recovery. Fuel/food rationing is not a function of</p>
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		<p>Also excludes boating safety, a lot of boats in MPS, boating organisations missing from list on p37.</p> <p>Scenario: Sorrento Queenscliff ferry catches major fire, 300 people in the water, do Police have arrangements with our local yacht/boat clubs to get a large number of boats to the scene quickly? What's the target response time etc? Is there a real plan or is there just a reaction?</p> <p>RSLs again missing from list at page 37. Again I say that RSLs have members experienced in extreme emergencies, they're called soldiers or veterans. There are many hundreds in MPS, a few incapacitated but many able to serve despite being elderly. RSLs expect to assist in a major emergency.</p> <p>Actions page 30-36. The critical actions need to be clearly defined, achievable, clear deadlines. Otherwise it means we'll do it when we get round to it, and years go past and it doesn't get done! Town plans, case in point!</p>	<p>local government, even during major campaign events.</p> <p>The local water safety plan, an action within the CDRP, contains information on boating safety</p> <p>This is a response scenario and is not included in the resilience plan</p> <p>Returned services personnel are not necessarily experienced in 'extreme emergencies' at a civilian level. Military action is very different from a civil response to a disaster.</p> <p>RSLs are being considered within the Emergency Relief Hub project mentioned above</p> <p>The action plan reportable to Council is included as an internal document for reporting purposes.</p>
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17	Email	<p>This is great. You are on the right track. I have made a bunch of suggestions throughout, take them as you will.</p> <p>Major comments, use the national disaster risk reduction framework as your guidance doc, rather than NCRA. NCRA only focuses on climate risk, NDRRF (<i>National Disaster Risk Reduction Framework</i>) is broader and more relevant (still mention NCRA tho). I'm not a fan of the 72hrs concept. There's no evidence for it. Its something that has been embedded into practice at some point, but I could find no evidence for it Disruptions are generally longer than 72 hours (think about the Dandenongs Storms). What happens at 72 +1 hours, and services are not back on etc?. You might set yourselves up for criticism, and the community to fail. I would suggest focus more on prolonged disruption.</p> <p><i>(This feedback was provided by the Executive Director of the Australian Institute for Disaster Resilience, the peak national body for researching and guiding all activities under the banner of Emergency Management. The plan that was returned has numerous comments which can be forwarded on request.)</i></p>	<p>Re: the 72 hours program. Disruptions are a lot longer than 3 days; the Dandenongs, Feb 24 storm at Mirboo North, October 22 storm on the Peninsula, etc... I'm not exactly sure when the 72 hours theme emerged, although I have recollections of the former CFA Chief officer saying that in the lead up to the Black Summer fires.</p> <p>The first 72 hrs program built by Alpine and Campaspe Shires has, in my view, merit. It assists people in getting a plan together for what they might do, and buys services, particularly councils, time to mobilise alternate arrangements (e.g. portable power, information points, water, ablution blocks, etc). By getting into a community within that 72 period and providing information, we can keep people updated on progress. Lack of information is, I believe, as great a problem communities face.</p>
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- ① THERE ARE 79 COUNCILS IN VICTORIA, BUT ONLY 40 COUNCILS LISTED IN THE (MELBOURNE), THE OTHER 39 COUNCILS IN VICTORIA ARE MISSING. FOR BETTER REFERENCE FOR TRAVELLERS AND TOURISTS WHO MIGHT WANT INFORMATION ON DIRECTIONS, PLEASE RECTIFY. THE MAYOR REFUSED TO ANSWER MY SENSIBLE QUESTION 3 YEARS AGO. *out of print.*
- ② WHEN IT COMES TO FIRE PREVENTION, A LOT OF FIRE HYDRANTS HAVE NOT BEEN SERVICED OR MAINTAINED FOR YEARS WHETHER THEY ARE PRIVATE, COUNCIL, EDUCATION OR CAR PARKS, SUPERMARKET MANAGERS, CFA FIRE CHIEF, SOUTH EAST WATER OFFICIALS, AND THE EMERGENCY SERVICES MINISTER HAVE BEEN NOTIFIED. THIS ISSUE HAS BEEN GOING AROUND IN CIRCLES. FIRE CABINETS, HOSES AND EQUIPMENT IS A DISGRACE! JUST ASK THE CFA CHIEF AT THE HASTINGS DEPOT. COLAS SUPERMARKET ONE EXAMPLE! *fact.*
- ③ STOP ALL BURN-OFFS ON FARMS INDEFINITELY. FARM AT COONAM RD, CHAYDEN'S ROAD ROUNDABOUT WAS LIGHTING BIG BONFIRES AMID NATIVE TREES. BURN-OFF WENT OUT OF CONTROL, AND THE CFA WAS CALLED OUT. I WITNESSED THIS INCIDENT PERSONALLY. *fact. Road lands?*
- ④ ALL COUNCIL FIRE LAWS COME OUT AT DIFFERENT MONTHS ESPECIALLY DANDENONG AND THE CITY OF CASEY. DANDENONG IN JANUARY AND CASEY IN OCTOBER. MAKE ALL FIRE LAWS THE SAME ON ALL COUNCILS BEFORE THE HOT SEASON IS ON TOP OF US. "PREVENTION IS BETTER THAN CURE" *fact. CFA determines time.*

NEXT PAGE

PAGE 2

12.9.2025

COMMUNITY DISASTER RESILIENCE PLAN (CONTINUED)

- ⑤ MORE FIRST AID TRAINING FOR COMMUNITY. ENCOURAGE MORE SCHOOLS AND PARENTS TO BECOME INVOLVED. *we can't do this. encourage schools to become involved.*
- ⑥ MORE REGULAR ROAD AND SHORE APPROX TO SCALE STREETS, AND SHORE LINES FOR DAMAGES, GRAFFITI, BROKEN AND IMPORTANT CAR PARK SIGNS AND RECTIFY AS SOON AS POSSIBLE.
- ⑦ ENCOURAGE TRAVELLERS TO AND TOURISTS IF THEY GET LOST OR CONFUSED IN BUSHLANDS. TAKE MOBILE PHONE AND LOCK IN APPS. "LIVING IN THE SUN". THIS WILL PRODUCE ON A GOOD PHONE A COMPASS READING SO THEY CAN SEE NORTH, SOUTH EAST AND WEST ON THE PHONE. *can look at map! should exist?*
- ⑧ ASK THE STATE GOVERNMENT MINISTER TO EQUIP WILLING CFA VOLUNTEERS WITH BETTER RESOURCES AND BETTER COMMUNICATION WITH PUBLIC - SENDS ARSONISTS TO JAIL FOR A LONG TERM PRISON SENTENCE. *fact? (not our jurisdiction).*
- ⑨ MORE DISCIPLINE WITH BOAT OPERATORS. CHECK SAFETY EQUIPMENT, BOAT LICENSING AND COURSES TO BE MADE ABSOLUTE LAW! *not our jurisdiction.*
- ⑩ 150 PENALTY NOTICES WERE ISSUED BY COUNCILS FOR TOO MUCH LONG GRASS ON PRIVATE FARMS. CONTRACTORS IN VIC ROADS ABOUT CLEARING DEBRIS FROM UNDER TREES TO REDUCE THE RISK OF FIRE. THIS WOULD NEVER HAPPEN WHEN I WAS AT BENDIGO. *fact.*

I WAS AT BENDIGO YOURS SINCERELY