

Hastings, Mornington and Rosebud Parking Precinct Plans: feedback and responses

In January 2020, Mornington Peninsula Shire set out to develop draft Parking Precinct Plans to improve how car parking works in the Major Activity Centres (MACs) of Hastings, Mornington and Rosebud. These plans were developed using a background review and with comprehensive community engagement. This engagement included the local community, businesses, the development sector and Mornington Peninsula Ward Councillors.

What we heard: key themes

From all the engagement activities a number of key themes emerged across the different townships. Notably, while problems do exist in particular locations near the centre of townships, parking in Hastings, Mornington and Rosebud is not seen as a major issue by the community. However, the community is eager to see parking being managed proactively so it does not worsen in the future. This is particularly true in Mornington, where parking issues raised the most concern.

The key themes that emerged across all townships included:

- **Accessible parking:** Ensuring disabled parking spaces are well-located, well-designed and parking for those with a disability is enforced is very important.
- **Availability of parking:** While all townships experience issues with the availability of parking in town centres at peak periods (particularly during the summer months due to increased visitation), parking is not usually a problem across the MACs. Problems like difficulty finding parking, and congestion in car parks, are more prevalent in Mornington, compared to Hastings and Rosebud.
- **Length of restrictions:** Feedback indicates people are generally happy with current time restrictions. The Plans' recommendations to shorten restrictions in order to increase turnover were met with some concern, citing this would not allow enough time to support local businesses and would disadvantage older people or parents with young children.
- **Attitudes to change:** Many people do not want to change their routine. Visits to the centre of town are a crucial aspect of most people's day-to-day lives. Parking in the MAC enables people to socialise, carry out important errands and shop for their families.
- **Planning for the future:** Another focus for the community is ensuring new parking is provided in line with the development of the MACs, to support the future vitality of the townships. There is a concern that parking may become more difficult as commercial and residential development in the townships increases, leading to more congestion and making the townships less liveable.

Feedback and responses to Parking Precinct Plans recommendations

As noted previously, most of the recommendations for each of the Precinct Parking Plans across the three townships were generally well supported by the community. There were, however, some recommendations that were modified in response to feedback that was received. The recommendations that have been amended in response to feedback received for each of the three MACs are shown in the table below.

Hastings Parking Precinct Plan

Recommendation	Feedback received	Response
<p>11: Council to adopt Column B parking rates (except for residential visitor use which would retain Column A rate) within the commercial zones of the activity centre as the appropriate parking provision for new development.</p>	<ul style="list-style-type: none"> • <i>Reducing the number of required spaces is short-sighted and doesn't reduce the number of vehicles parking in Hastings</i> • <i>This may create worse congestion problems in the future</i> • <i>In the context of the other recommendations, this doesn't make sense - businesses should provide enough parking for their customers and employees</i> • <i>This may not keep up with future population growth</i> 	<p>While the original rationale for the recommendation remains valid, the recommendation should be amended to clarify that Column B rates would apply to all Commercial, Industrial and Mixed Use zoned land in the commercial core within the boundary identified in Clause 22.24: Hastings Activity Centre Policy.</p> <p><u>Amended Recommendation:</u> Council to adopt Victorian Planning Provisions Column B parking rates (except for residential visitor use which would retain Column A rate) within the Commercial, Industrial and Mixed Use Zones for land within the boundary identified in Clause 22.24: Hastings Activity Centre Policy.</p>

Mornington Parking Precinct Plan

Recommendation	Feedback received	Response
<p>1: Increase the supply of short / medium stay parking within off-street car parks to the rear of Main Street. This would include converting some unrestricted parking to a 4 hour limit and some 4 hour parking closest to Main Street to a 2 hour limit.</p>	<p>Considerations for opposing the recommendation include:</p> <ul style="list-style-type: none"> ● <i>Staff parking is already bad and this will make it worse</i> ● <i>There isn't enough long-term parking in Mornington as it is</i> ● <i>Reducing the limits will drive people out</i> ● <i>The more often shoppers need to go back to their car to move it, the more likely they are to leave the township at take their business elsewhere</i> <p>Considerations for supporting the recommendation include:</p> <ul style="list-style-type: none"> ● <i>Seems like a good idea to allow more people to access businesses on Main Street</i> 	<p>The original rationale of the recommendation remains valid; the recommendation is not about removing staff parking, but rather re-balancing the mix of parking opportunities for all users.</p> <p>Propose to update the wording of the recommendation to ensure it fully supports and reflects the report content and map.</p> <p><u>Amended recommendation:</u> Increase the supply of short/ medium stay parking within off-street car parks to the rear of Main Street. This would include converting some unrestricted and 4P parking closest to Main Street to 2P limit.</p>
<p>2: Restrict all Main Street parking to ½ hour</p>	<p>Considerations for opposing the recommendation include:</p> <ul style="list-style-type: none"> ● <i>Not long enough for people to shop on Main Street</i> ● <i>This will push people to the rear off-street parking, which is too far to walk for a lot of our older customers</i> ● <i>Older people will not be able to complete their tasks within 30 minutes</i> <p>Considerations for supporting the recommendation include:</p> <ul style="list-style-type: none"> ● <i>People who want to park on Main Street should make a quick stop and leave again</i> ● <i>If people want to park longer, they just need to park out the back</i> 	<p>Original rationale remains valid. However, in response to exhibition feedback, it is proposed that the recommendation be amended to enable Council to take further account for changing land use trends along Main Street and to respond in the most appropriate manner to COVID-19 recovery.</p> <p><u>Amended recommendation:</u> Council to consider opportunities to convert 1P Parking to 30-minute Parking along Main Street having regard to adjacent land uses. Time restrictions should be continually monitored and reviewed to ensure Main Street parking restrictions encourage vehicle turnover and support customer access.</p>

Recommendation	Feedback received	Response
<p>16: Council to adopt Victorian Planning Provisions Column B parking rates (except for residential visitor use which would retain Column A rate) within the commercial zones of the activity centre as the appropriate parking provision for new development.</p>	<ul style="list-style-type: none"> • <i>The Shire should be responsible for providing parking by increasing the requirements of businesses to provide enough parking spaces</i> • <i>Even now, at busy times, finding a parking space is impossible – you need to be able to find a long-term parking space if you work in the centre of Mornington.</i> 	<p>Original rationale remains valid, however, it is recommended that the recommendation be amended to clarify that Column B rates would apply to all Commercial, Industrial and Mixed Use zoned land in the commercial core within the boundary identified in Clause 22.18: Mornington Activity Centre Policy.</p> <p><u>Amended Recommendation:</u> Council to adopt Victorian Planning Provisions Column B parking rates (except for residential visitor use which would retain Column A rate) within the Commercial, Industrial and Mixed Use Zones for land within the boundary identified in Clause 22.18: Mornington Activity Centre Policy.</p>
<p>18: Council to further investigate the financial feasibility and community views relating to the re-provision of existing car parking, which was lost through the redevelopment of existing car parking sites (as identified in the Mornington Structure Plan). This is to inform the need for a cash in lieu scheme to be introduced.</p>	<p>The <u>strongest level of community support</u> was for: Re-provide some parking (Option B).</p> <p>The <u>second strongest level of community support</u> was for: Re-provide all parking (Option A).</p> <p>The <u>lowest level of community support</u> was for: Re-provide no parking (Option C).</p> <p>Local planning consultants and development sector representatives strongly opposed a cash in lieu scheme.</p>	<p>Owing to the limited feedback from the community, strong opposition from local planning consultants and development sector representatives, and the background analysis which shows that there is sufficient publicly available parking to accommodate projected growth over the next 15 years, it is proposed that the recommendation be amended.</p> <p><u>Amended Recommendation:</u> It is recommended that a Cash In Lieu of Car Parking scheme not be pursued at this time rather requiring (as above in Recommendation 17) new development to provide car parking on their own development sites and ensuring no net loss in publicly available parking as a result of private development.</p> <p>It is also proposed that the report be reviewed to ensure it explains more clearly and comprehensively why a cash in lieu scheme is not required at this time, and the key issues for Council’s consideration.</p>

Rosebud Parking Precinct Plan

Recommendation	Feedback received	Response
<p>2. Restrict existing 2P parking along the southern side of Point Nepean Road (between Adams Ave and Borneo Rd) to 1hr. Restrict all parking along the northern side and within the centre median of the road to 2P.</p>	<p>Considerations for opposing the recommendation include:</p> <ul style="list-style-type: none"> ● <i>Staff parking will be a major issue</i> ● <i>If this happens, there will be nowhere workers can park</i> ● <i>Making workers walk longer distances back to their cars is unsafe at night</i> ● <i>Most staff currently park on the beach side of Point Nepean Road, the only all-day parking in the area</i> ● <i>The Shire should provide appropriate parking to employees of small businesses who pay council rates of shops they are leasing and all other charges relating to commercial properties</i> ● <i>I don't believe this is necessary</i> ● <i>The beach side of Point Nepean Road is fine</i> ● <i>One hour is too short particularly for people using the beach</i> ● <i>This will be a major issue for older people and people with children.</i> <p>Considerations for supporting the recommendation include:</p> <ul style="list-style-type: none"> ● <i>This is good, but we also need plenty of 15-minute spaces for takeaway shops</i> ● <i>It opens up Point Nepean Road in places where it's currently very difficult to find a park</i> ● <i>People will complain about staff parking, but this needs to happen</i> ● <i>Staff overstay in parking spaces, taking up the parks that customers could use - businesses just need to sort it out.</i> 	<p>The rationale to increase turnover of parking and create greater consistency along Point Nepean Road as set out within the report remains valid and appropriate. However, in response to feedback received during the exhibition, it is proposed to amend the recommendation to enable Council to take further account for complex user needs along Point Nepean Road. These modifications would be expected to alter only approximately 26 spaces within the Point Nepean Road centre median (southern side) between Fourth Avenue and Fifth Avenue from Unrestricted to 2P parking.</p> <p><u>Amended Recommendation:</u> Council to consider and monitor the time restrictions of car parking along Point Nepean Road to create increased consistency, align with user needs and create turnover and access by more drivers as follows:</p> <ul style="list-style-type: none"> ● Northern side of Point Nepean Road to provide unrestricted parking unless currently time restricted ● Northern side of Point Nepean Road centre of road parking to be unrestricted unless currently time restricted. ● Southern side of Point Nepean Road centre of road parking to be restricted to 2-hours ● Northern side of Point Nepean Road service road parking to be restricted to 2-hours ● Southern kerb of Point Nepean Road to provide a maximum 1-hour restriction unless alternate deem necessary by Council to support adjacent land use needs.

Recommendation	Feedback received	Response
<p>12: Council to adopt Victorian Planning Provisions Column B parking rates (except for residential visitor use which would retain Column A rate) within the commercial zones of the activity centre as the appropriate parking provision for new development.</p>		<p>Original rationale remains valid, however, it is proposed that the recommendation be amended to clarify that Column B rates would apply to all Commercial, Industrial and Mixed Use Zoned land in the commercial core within the boundary identified in Clause 22.23: Rosebud Activity Centre Policy.</p> <p><u>Amended Recommendation:</u> Council to adopt Victorian Planning Provisions Column B parking rates (except for residential visitor use which would retain Column A rate) within the Commercial, Industrial and Mixed Use Zones for land within the boundary identified in Clause 22.23: Rosebud Activity Centre Policy.</p> <p>It is also recommended that the final Plan explain the rationale of the recommendation more clearly, consistent with the corresponding recommendations for the Mornington and Hastings Parking Precinct Plans.</p>