

Mornington Peninsula: Western Port Coastal Villages and Surrounding Settlements Strategy

FINAL Design & Character Frameworks

September 2019

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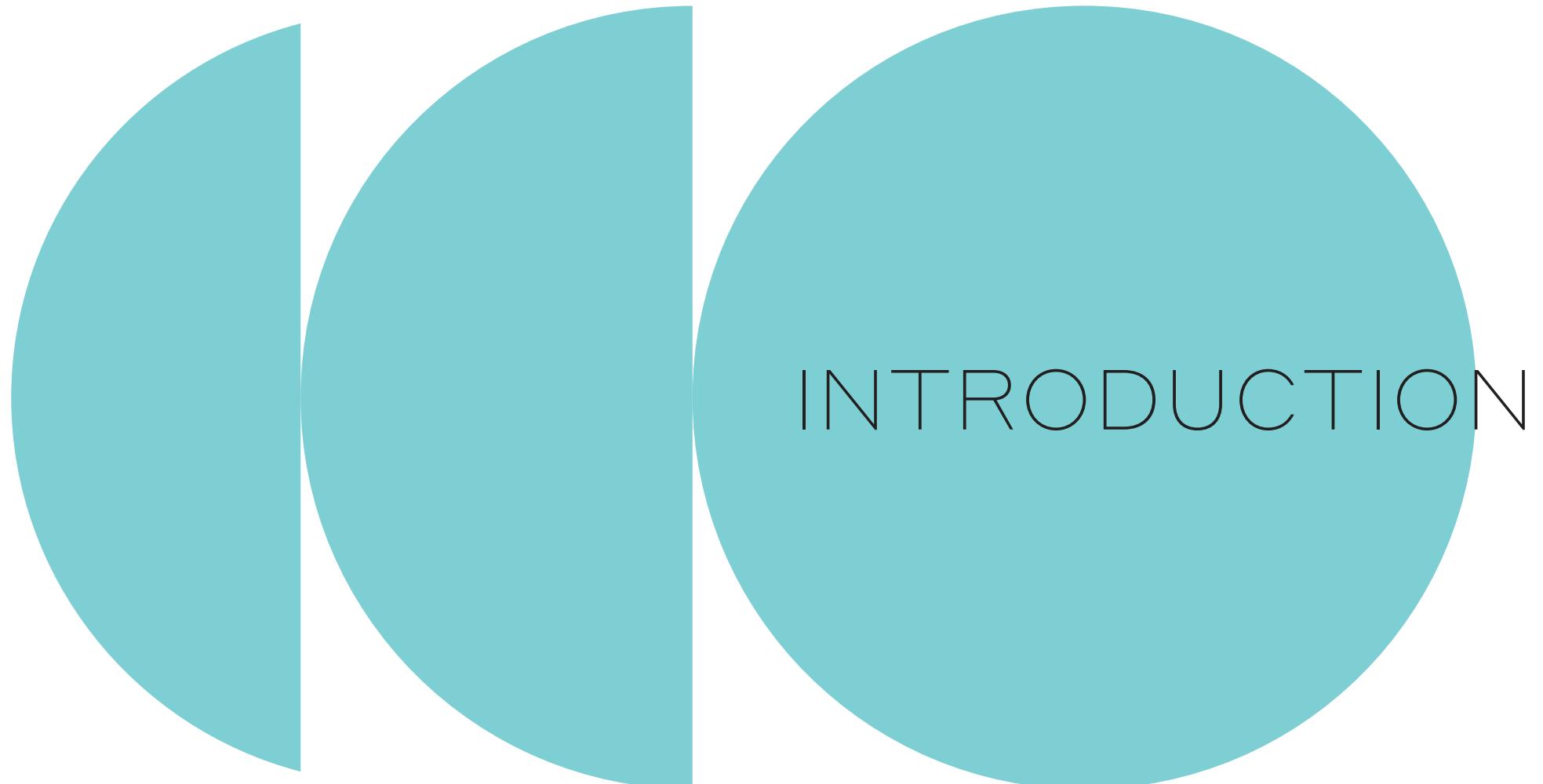
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1.0



1.0 Introduction

1.1 Overview

The Mornington Peninsula is one of Melbourne's greatest assets, characterised by unique townships, highly valued green wedge land, areas of national and international conservation significance and featuring around 10% of Victoria's coastline.



50km South-East of Melbourne



163,847 current residents

*ABS Estimated Residential Population - 2017



12,383 additional residents by 2031

*ID Forecast

The Strategy seeks to address the following two issues for townships in and around Western Port Bay within the Mornington Peninsula Shire:

- Climate change impacts relating to sea level rise (specifically coastal inundation and erosion), and
- Managing development to retain and enhance township character in response to pressures for change.

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

It is noted that the Strategy has been prepared alongside the *Mornington Peninsula Neighbourhood Character Study and Design Guidelines* (2019) (The NCS). The NCS provides detailed design assessment and guidance specific to residential areas throughout the Shire, whilst the Strategy addresses commercial, industrial, residential and public foreshore land within select Western Port townships and surrounding settlements. The findings of both projects are reflected within this document, providing comprehensive township built form frameworks for each

settlement.

The project has been commissioned by the Mornington Peninsula Shire Council, in partnership with the Department of Environment, Land, Water and Planning (DELWP).

The project helps to deliver on the Shire's commitment in the 2017-21 Council Plan to 'demonstrate leadership in climate change mitigation and adaptation', at a time when the Shire has officially declared a Climate Emergency, calling for immediate and urgent action to reverse global warming.

Role of the Design and Character Frameworks

The Mornington Peninsula contains approximately 720 square kilometres of land with a coastline that extends over 190 kilometres and encompasses approximately 10% of Victoria's coastline. The landscapes, settlement pattern and the urban design attributes and character of individual settlements provide a sense-of-place that is greatly valued by local communities, and visitors to the area. This is recognised in the Mornington Peninsula Localised Planning Statement:

"The Peninsula continues to experience strong residential growth and increasing population.

There are substantial areas set aside for new development, as well as the pool of vacant lots and holiday houses, that may be developed and redeveloped for permanent occupancy. The increasing population builds the economic base to support town centres and other economic activity, but also brings with it demands for services, facilities and infrastructure. Increasing development also increases pressures on local environments and green spaces. There is a need for coordinated planning in the development of new growth areas, and in the improvement of established areas. This may be achieved through integrated local area planning, which encompasses social, economic and environmental dimensions, and aims to create new communities rather than residential estates."

In addition to the pressures for development and change, climate change resulting from global warming is exacerbating coastal hazards such as rising sea levels, storm surges and coastal erosion. *The Victorian Coastal Strategy (2014)*, and the State Planning Policy Framework, both mandate planning for sea level rise of not less than 0.2m by 2040 and 0.8m by 2100 for urban infill areas. *The Western Port Local Coastal Hazard Assessment (2014)* provides highly detailed and often complex

information on the likely extent of coastal hazards to be faced by these communities.

To respond to these challenges and the need for coordinated planning, the Strategy provides Design and Character Frameworks for each settlement. The Frameworks will guide development over the next 15-20 years in a way that responds to climate change and enhances the overall design, character and the sense-of-place of individual settlements, town centres, neighbourhoods and key places.

The Frameworks will be used to:

- Inform changes to the Mornington Peninsula Planning Scheme to provide planning controls to better manage character issues.
- Identify any discrepancies with existing township and structure plans.
- Provide the strategic basis for planning scheme amendments.
- Enable proper evaluation of the urban design and neighbourhood character merits of planning permits or planning scheme amendments.
- Inform the allocation of Council funding for public infrastructure.
- Build the Shire's capacity to respond to climate change by identifying the possible



01 Merricks Beach Foreshore

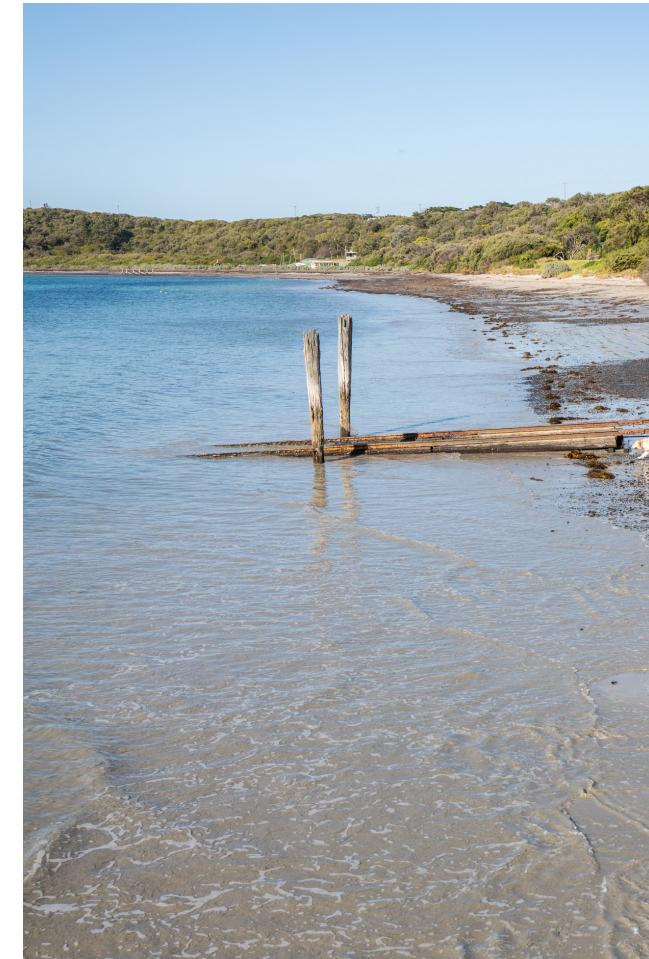
extent of erosion and inundation hazards. The Frameworks affect all public and private land within each settlement that is zoned residential, commercial and industrial as well as neighbouring foreshore areas within public park and conservation zones. Surrounding Green Wedge land is excluded from the Strategy as development of this land is governed by the Shire's adopted *Green Wedge Management Plan* (April 2019). The project recognises the significant contribution of residential areas to the character of each settlement, integrating the findings and design guidelines of the NCS into each Framework.

The project has been developed with extensive input from residents, visitors and stakeholders within each settlement, and is designed to ensure community values inform and are reflected in the project's final recommendations. Indeed, successful development of the Strategy involves:

- Understanding the lived values of the communities within and around Western Port Bay.
- Understanding the nature and extent of potential coastal climate change hazards (ie. coastal erosion and inundation) on settlements around Western Port Bay.

- Communicating potential climate change impacts to local communities.
- Quantifying and appreciating the likely extent of population and housing change.
- Assessing the design elements and standards most critical to the character of the local area.
- Providing greater clarity and certainty about the preferred character and built form outcomes for settlements through the Design and Character Frameworks.
- Evaluating existing provisions and developing new planning and communication tools to give effect to the Frameworks.

Together with the Neighbourhood Character Study, the Strategy provides comprehensive built form frameworks for each settlement to ensure potential coastal climate change impacts are planned for, and the unique and highly valued character of each township is protected and enhanced.



02 Flinders Foreshore

1.2 Study area and settlements

The Strategy applies to urban and foreshore land within settlements along the Western Port Bay and nearby areas as shown in Figure 1.

Most of these settlements are set within a coastal or rural environment, and all are considered to be locations with a distinct sense of place, containment and identity.

Clause 21.07 (Guiding Future Township Development) of the Mornington Peninsula Planning Scheme identifies a hierarchy of townships and villages within the Shire, whilst *Clause 21.04 (Mornington Peninsula Strategic Framework Plan)* recognises the different roles each area plays in servicing the needs of the community. The hierarchy, as relevant to the study area, is summarised in Table 1.

It is recognised that whilst Green Wedge land is not included in the Strategy, and instead informed by the Shire's adopted *Green Wedge Management Plan* (April 2019), such land provides an important context to appreciate the role and associated character of townships within the study area.

Table 1 – Hierarchy of townships and villages included in the Study

	Residential	Commercial	Ind. / Bulky
Major Activity Centre			
Hastings	X	X	X
Small Township Activity Centre			
Balnarring	X	X	
Local Township Activity Centre			
Tyabb	X	X	X
Bittern	X	X	X
Crib Point	X	X	X
Flinders	X	X	
Villages			
Balnarring Beach	X		
Merricks, Merricks Beach, Merricks North	X		
Point Leo	X		
Red Hill & Red Hill South	X	X	
Somers	X		
Shoreham	X	X	

For more information regarding the hierarchy of activities centres please refer to the Issues & Opportunities Report.

Major Activity Centres

- Large settlements (more than 10,000 people) that complement Principal Activity Centres
- Provide the majority of business and employment opportunities, supermarket and regional services

Small Township Activity Centres

- Medium size settlements (5,000 - 10,000 people) that complement Major Activity Centres
- Commercial land uses typically include a major supermarket, office based services and some restricted retail premises (bulky goods)

Local Activity Centre

- Smaller settlements (less than 5,000 people) that complement larger centres
- Commercial land uses typically include a small supermarket, few office based services and some restricted retail premises (bulky goods)

Villages

- Small settlements (less than 2,500 people) that complement local activity centres
- Typically do not have commercial or industrial premises, but may have a convenience / general store.

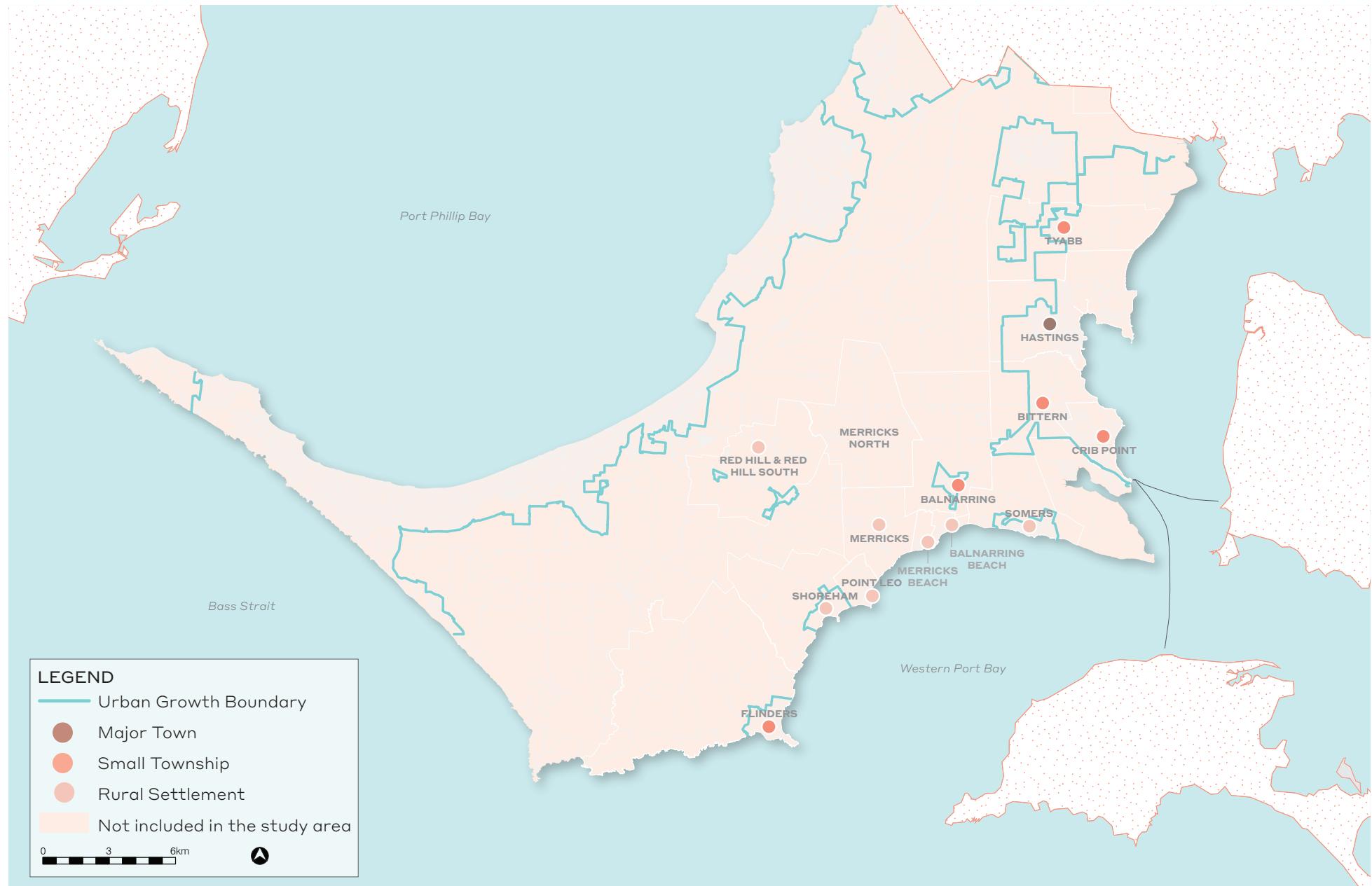


Figure 1. Study area and settlements

1.3 Project Aims & Objectives

The aim of the project is to:

- address climate change impacts relating to sea level rise - specifically coastal inundation and erosion; and
- manage development to retain and enhance township character in response to pressures for change.

This is facilitated by the preparation of Design and Character Frameworks for each township and settlement within the study area, having regard to the findings of the *Western Port Local Coastal Hazard Assessment* (2014).

The Frameworks are informed by the various plans and strategies that already exist for some settlements, and in turn help to shape the strategic directions for any future plans to be developed for these areas.

The Project Brief contains the following objectives that contribute to meeting the overall aim:

- Develop Design and Character Frameworks for the specified townships to ensure that future growth and development within the public and private realm is responsive to possible coastal hazards.

- Provide concise statement of general design directions and principles for the townships and settlements.
- Develop a method for the description and assessment of design qualities at the township, town centre, neighbourhood and precinct level.
- Provide an assessment and recommendations for each settlement, its commercial centre (where relevant), and other key locations/precincts including residential areas.
- Consider existing adopted Structure Plans and township plans and identify any discrepancies/gaps.
- Inform the allocation of Council funding towards the improvement of settlements, including funding for public infrastructure.
- Ensure the development of the Design and Character Framework will maintain consistency with the Housing and Settlement Strategy adopted by the Shire.



03 Point Leo Foreshore

1.4 Limitations & Context

It is important to acknowledge the context and limitations of this project from the outset. The Strategy is not a comprehensive climate change adaptation strategy complete with measures to mitigate climate change impacts. Rather, the Strategy:

- builds the Mornington Peninsula Shire's understanding of, and capacity to respond to coastal climate change issues by identifying and planning for inundation and erosion hazards that may occur as a result of predicted sea level rise; and
- provides a framework to protect and enhance the distinct sense of place, containment and identity of settlements in response to pressures for change.

With this in mind, the Strategy does:

- Review and utilise the *Western Port Local Coastal Hazard Assessment (2014)*.
- Present the identified erosion and inundation hazards in each coastal village (as per the LCHA).
- Recommend potential further work due to uncertainties.
- Provide a suite of generic adaption options for the Shire to consider and investigate further in partnership with

State Government and relevant regional authorities.

- Provide recommendations to strengthen the provisions of the Mornington Peninsula Planning Scheme to manage coastal climate change and township character issues from a land use and development perspective.

The project does not:

- Undertake additional detailed flood or erosion modelling (beyond that provided by the *Western Port Local Coastal Hazard Assessment 2014*) or include corresponding bespoke engineering adaptation responses.
- Provide a detailed risk assessment of hazards.
- Consider or provide specific adaptation responses beyond the land use planning framework.
- Address other climate change issues such as bushfire risk, food security, health impacts, salinity or loss of biodiversity.
- Address amenity issues such as traffic and car parking, noise or litter.

Coastal climate change science and adaptation planning remains a specialised field. The *Western Port Local Coastal Hazard Assessment (2014)* provides the first step in understanding and quantifying climate change-induced inundation and erosion hazards as they relate to the Westernport embayment. Funded by the State's *Future Coasts Program*, the hazard assessment provides the best available scientific data, modelling and mapping demonstrating that the coastal zone and townships along Western Port face increasing risk from inundation and erosion due to sea level rise (and possible changes to wind and wave climates).

The hazard assessment does, however, have limitations. The assessment modelled impacts in four representative locations of the region only (which included land from Balnarring to Somers within the Mornington Peninsula Shire). Part of the work in developing this Strategy, therefore, has been to examine and extrapolate this modelling to each of the remaining settlements within the study area.

It is important to note that the Strategy does not include additional detailed flood and erosion modelling based on the specific local conditions of each township (i.e. landforms, contours, soil types, geotechnical analysis and the like). As such, current modelling contains inherent

uncertainties in some areas necessitating further investigation, as outlined in Chapter 5 of this report.

It is also noted that this Strategy comes at a time when State government and allied agencies are undertaking a range of projects and policy enhancements to build the capacity of responsible authorities to manage coastal hazards at a State, regional and local level. This Strategy may therefore need to be amended or supplemented over time in response to this evolving framework.

Currently, State planning policy (Clause 13.01-2S: Coastal inundation and erosion) requires responsible authorities to plan for sea level rise of not less than 0.8 metres by 2100 under the framework of the *Victorian Coastal Strategy* (Victorian Coastal Council, 2014). The specificities of how this is to be achieved in partnership with local government will be further informed and refined by the following key State Government initiatives:

- Finalisation of the new *Marine and Coastal Policy* and associated *Strategy* under the auspices of the new *Marine and Coastal Act 2018* and its *Victoria's Marine and Coastal Reforms Final Transition Plan* (August 2018), due for delivery by the end of 2020 and 2021 respectively.

- Finalisation of the *Port Phillip Bay Coastal Hazard Assessment (Plan Melbourne Action 87)* and the *Port Phillip Bay Coastal Planning Project* (a related project funded by DELWP through the *Coastal Planning Grants Program*).
- Work carried out by:
 - the Department under Actions 85 and 86 of Plan Melbourne regarding the improvement of natural hazard, climate change and environmental adaptation and risk-mitigation strategies in planning schemes and whole-of-settlement adaptation and risk-mitigation strategies; and
 - the recently appointed Victorian Marine and Coastal Council.
- Updates to statutory planning tools currently used to manage erosion and inundation (as discussed in Chapter 5 of this report).

It is noted that the above framework may be subject to further refinement following release of the United Nations' Intergovernmental Panel on Climate Change (IPCC) Special Report on the Ocean and Cryosphere in a Changing Climate (SROCC) in late 2019. This special report is expected to contain revised sea level rise projections which may differ from the current '0.8 metres by 2100' policy scenario.

Irrespective of the pending advancements in climate change science and adaptation at a State, regional or international level, the Mornington Peninsula Shire must respond to State planning policy of the Victoria Planning Provisions as it exists today. That is, whilst State Government has primary responsibility for addressing sea level rise impacts and providing planning guidance, the Shire must also plan for and manage potential coastal climate change impacts using the best available data and science.

The Western Port Coastal Villages & Surrounding Settlements Strategy represents a major initiative to fulfil the Shire's responsibilities under this framework, acknowledging that future advancements in climate change science and policy will further strengthen the Shire's capacity to respond to climate change challenges in partnership with State Government.

1.5 Western Port Built Form Framework

Project Methodology

The *Western Port Coastal Villages & Surrounding Settlements Strategy* has been prepared alongside the Shire's Neighbourhood Character Study (NCS), with the NCS feeding into the Strategy's built form frameworks.

The NCS provides a detailed and comprehensive street-by-street assessment of the character of residential areas across the Mornington Peninsula and associated design guidelines. The analysis and recommendations of the NCS have been integrated into the precinct-scale analysis of residential areas undertaken as part of the Strategy. The Strategy also assesses and provides design guidance for all commercial, industrial, foreshore and public realm areas of settlements within and around Western Port Bay.

The interrelation of the design elements, assessment analysis, strategic directions and implementation for both projects is shown opposite. The outputs of both projects will result in comprehensive built form frameworks for Western Port coastal villages and surrounding settlements with associated recommendations for improvements to policy and controls within the Mornington Peninsula Planning Scheme.

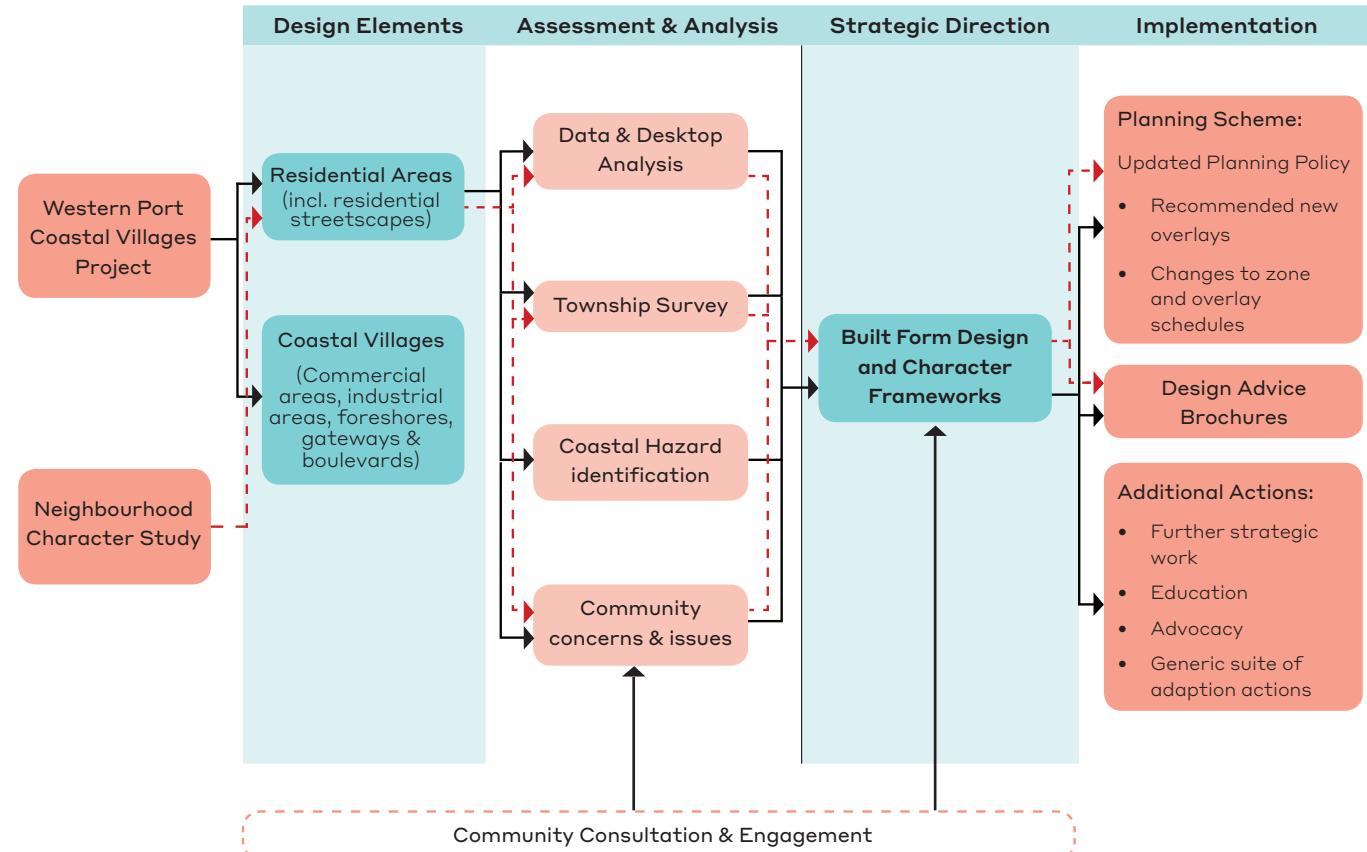


Figure 3. Project Methodology

1.6 Process for preparing Design & Character Frameworks

In order to prepare the Design and Character Frameworks for each settlement, a Design & Character Framework Assessment Matrix was used to assess and identify the important design elements which contribute to the look, feel and function of public and private realm attributes of the identified Western Port Coastline settlements.

Stage 1 entailed an initial high level desktop analysis for each township that assessed the following:

- Dwellings per hectare
- Site Coverage
- Tree Canopy Coverage
- Existing Overlays (if applicable)
- Existing Framework (if applicable)
- Gaps in existing controls
- Proposed sub-precincts (if applicable)

A further desktop analysis (if applicable) was undertaken for all sub-precincts identified within the initial desktop study. This step involved the refinement of Built Form Typology boundaries and the identification of key characteristics, attributes and design elements of each sub-precinct.

Stage 2 involved a site survey of all townships affected by the strategy, in order to ground truth the initial desktop analysis. The site survey further refined sub-precinct boundaries and assessed the following elements at a more detailed Built Form Typology level:

- Context and Setting
- Public Realm
- Landscaping and Parking
- Built Form

The detail gained from these assessment matrices informed the preparation of the Design and Character Frameworks for each settlement. It also informed any potential public realm adaptation and / or design responses, due to hazards associated with coastal erosion, flooding, sea level rise and storm surge.

Community consultation outcomes have been fed directly into the development of the Design and Character Frameworks. Refer to section 1.9 for further details.



04 Red Hill General Store

1.7 Coastal climate change impacts

Overview of Climate Change

It is well known that climate change and extreme events affect all Australians, in particular coastal communities. Globally much is being done to reduce carbon emissions to reduce the extent and impact of climate change, but the need to adapt remains. Our climate varies – it always has and always will. This climate variability means that some periods are cooler and wetter than average (as was the case in the 1970s), while others are hotter and drier (such as during the Millennium Drought). However, due to climate change, the long-term average is changing. Future climate will be different from that in the past.

Climate and sea levels change over timescales from decades to millions of years, in response to solar variations, changes in the Earth's orbit around the Sun, volcanic eruptions, movement of the continents and natural variability such as El Niño and La Niña events. However, since the start of the industrial revolution, humans have been having an increased influence on climate change due to their activities adding significantly to greenhouse gases (e.g. carbon dioxide, methane, nitrous oxide, ozone etc.) in the atmosphere. Greenhouse gases are transparent to much of the radiation from the Sun and allow it to pass through the

atmosphere to warm the Earth. Some of the outgoing radiation from the Earth is absorbed by the greenhouse gases, warming the atmosphere and the Earth's surface. This is known as the greenhouse effect and contributes towards global warming and potentially other effects on our climate such as changes in rainfall distribution and storm intensity.

Around 93% of the additional heat created by global warming has so far been absorbed into the oceans. As water warms, it expands. This expansion has been the major cause of sea-level rise, with a smaller contribution from land-based glacier and ice sheet melt. In the twentieth century, average sea levels around Victoria have increased by 22.5 cm. Over time, the contribution from ice melting is expected to increase substantially. Some of the additional carbon dioxide in the atmosphere (around 30%-40%) dissolves into the oceans, where it decreases the alkalinity of the water (an effect known as ocean acidification). The effect is at present slight, but it is predicted to increase in the future unless action is taken to reduce carbon dioxide emissions. Ocean acidification has the potential to make it more difficult for some organisms that build shells, such as coral and some plankton, to form calcium carbonate, the material used for shell making. There are

potentially knock-on effects for marine food chains and for tourism and fishing industries.

Climate change related observations in the Greater Melbourne and Mornington Peninsula region include:

- The rate of warming has increased over the past 50 years, rainfall has decreased, something which is especially noticeable in Autumn;
- Rainfall has declined since the 1950s, especially in autumn. The harsh Millennium Drought (1996 to 2009) followed the wet decades of the 1950s and 1970s;
- The pattern of rainfall has also changed with more extreme wet and dry periods;
- The greater heat and longer heatwaves have increased evaporation and led to harsher fire conditions;
- Sea level has risen and continues to do so, intensifying coastal hazards and influencing the dynamics of physical environments and ecological dynamics of low laying areas; and
- Ocean and land storms tending to become more intense, with prediction of more extreme events for rainfall flood, storm surge and coastal erosion in the coming century, exacerbating coastal hazards.

These changes have created challenges for planners, local government and associated authorities who need to understand the implications for land based and ocean derived inundation and erosion, as well as for ensuring that heat and fire conditions are mitigated. This requires consideration of green and water infrastructure, water sensitive urban design, both aimed at ensuring cooling and a regular water supply, while ensuring areas prone to inundation and erosion are avoided and the potential for bushfire is reduced.

These changes highlight the pressing need to consider adaption strategies for changing climate and increasing coastal hazards that allow us to maintain cool and risk-free environments but do not increase our resource usage (e.g. water, electricity and fuel use) or development in hazard prone areas. In this regard, sustainability is a critical consideration of planning for the long-term and can have important benefits for communities.

The coastal climate change impacts which this project focuses on are inundation and erosion. The definition for each is as follows:

Inundation

Defined as:

The area of land covered in water either through flooding from elevated coastal water levels or catchment generated flows.

For this project, inundation will be assessed by analysing the potential impact of projected mean sea level rise this century on the extent of inundation hazards associated with storm surge events and catchment streamflow within the Western Port Study area.

Erosion

Defined as:

Degradation and recession of shorelines caused by tidal waters and the action of waves, including the interaction of those waters with catchment streamflow.

For this project, erosion will be assessed through detailed analysis including hydrodynamic modelling integrating key physical forces and processes, as well as considering the relative importance of these processes depending on the shoreline geology and morphology.

It is noted that erosion and inundation are distinct coastal hazards that depend on both shared and independent processes and factors. As such, the extent of each hazard may vary between each other, even within the same location. The corresponding mapping of hazards will reflect this variation.

It is further noted that key factors considered in hazard assessment include the response of shoreline geology and morphology to tidal water variations, sea level rise, storm surges, wind and wave action.

The study area covered by this Strategy involves seven different major geomorphic shoreline classes that each respond differently to the above physical processes.

Further detail about the nature of hazard mapping can be found in the *Western Port Local Coastal Hazard Assessment (2014)*.

Summary of Impacts

The following summarises the key findings of the Strategy with respect to possible inundation and erosion impacts across the settlements and townships within the study area:

- The townships of Tyabb, Bittern, Red Hill and Merricks do not have any identified erosion or inundation risks.
- None of the commercial or industrial areas within any of the townships are impacted by erosion or inundation risks.
- It is primarily public land (foreshore environs) and select residential areas in Point Leo, Merricks Beach, Crib Point and Flinders that are affected.
- Erosion risks are identified for foreshore, residential and / or public land within Flinders, Crib Point, Merricks Beach, Point Leo and Shoreham, while uncertainties around both erosion and inundation risks are identified for Hastings, Balnarring Beach and Somers.

Table 2 – Nature and extent of risk across townships

Township	Inundation Risk	Erosion Risk
Flinders	No identified risk	Potential impacts on the Eastern beach platform and residential properties along The Esplanade, Splindrift Avenue and Golf Links Road. Potential for increased landslides on the southern shoreline.
Hastings	Risks uncertain, requires further investigation. Existing natural and man-made shoreline may not withstand future sea level rise.	
Tyabb	No identified risk	No identified risk
Bittern	No identified risk	No identified risk
Crib Point	No identified risk	Potential impacts on bushland reserves and Stony Point Road (limiting access to the ferry terminal).
Balnarring Beach	Risks uncertain, requires further investigation. Locality only partly protected by man-made coastal structures which may not withstand future sea level rise.	
Balnarring	No identified risk	No identified risk
Red Hill & Red Hill South	No identified risk	No identified risk
Somers	Risks uncertain, requires further investigation. Existing natural and man-made shoreline may not withstand future sea level rise.	
Merricks	No identified risk	No identified risk
Merricks Beach	No identified risk	Potential impacts on the foreshore reserve area, possibly affecting residential properties along Surf Street, Cliff Road and Bayview Road.
Point Leo	No identified risk	Potential for significant impacts on the platform beach, affecting Western Parade, adjacent residential properties and the Point Leo Foreshore Reserve, as well as around the point where the Point Leo Boat Club, camping grounds and surf lifesaving club are located.
Shoreham	No identified risk	Potential for significant impacts on the platform beach, impacting the Shoreham Foreshore Reserve campground. Potential for increased landslides around the Hard Rock Cliff area.

Managing Impacts

Given the continually evolving framework of climate change adaptation, Table 2 provides a summary of the recommended pathways for the Mornington Peninsula Shire to pursue in managing the impacts of coastal erosion and inundation upon adoption of this Strategy.



05 Point Leo Foreshore

Table 3 – Summary of recommended pathways

Action	Indicative timeframes	Key Government Stakeholders
Apply the Erosion Management Overlay (EMO) to areas identified as being subject to erosion impacts to trigger the need for detailed geotechnical assessment before further development or subdivision is permitted.	1-2 years	Mornington Peninsula Shire
Rely upon the Land Subject to Inundation Overlay (LSIO), which was applied to areas identified as being subject to inundation as per Amendment C216 to the Mornington Peninsula Planning Scheme in March 2019, to triggers the need for assessment and approval by the floodplain management authority before further development or subdivision is permitted.	Ongoing	Mornington Peninsula Shire Floodplain Management Authority
Avoid further intensification of development in areas identified as being at risk of inundation or erosion, including through the maintenance of existing minimum residential subdivision lot sizes.	Ongoing	Mornington Peninsula Shire Floodplain Management Authority
Subject to appropriate funding, undertake further detailed modeling and assessment to clarify current uncertainties regarding erosion risk for Flinders, Hastings, Crib Point, Balnarring Beach, Somers, Merricks Beach, Point Leo and Shoreham, and inundation risk for Hastings, Balnarring Beach and Somers which may result in the need for future amendments to the LSIO, EMO and other adaptation responses including coastal engineering.	5-10 years	Mornington Peninsula Shire Floodplain Management Authority Department of Environment, Land, Water and Planning
Continue to work with State Government to determine appropriate measures to help manage erosion and inundation impacts along affected beach and foreshore areas.	Ongoing	Mornington Peninsula Shire Floodplain Management Authority Department of Environment, Land, Water and Planning
Continue to work with State Government to investigate the need to relocate assets or buildings likely to be affected by significant erosion or inundation scenarios.	Ongoing	Mornington Peninsula Shire Floodplain Management Authority Department of Environment, Land, Water and Planning

1.8 Climate Change Adaptation and Planning Considerations

Adaptation Measures

Ongoing and future climate change is likely to have significant effects on coastal Australia including in the Mornington Peninsula region. These effects, which include sea-level rise and changes in the occurrence of extreme events, are predicted to increase coastal hazards (e.g. coastal inundation and erosion), bushfires and extreme heat events, and the potential to significantly impact the livelihoods and lifestyles of coastal residents and the natural environment. Strategies and actions that help to prepare for the adverse impacts of climate change, as well as to take advantage of the opportunities, are generally known as climate change adaptation. The Intergovernmental Panel on Climate Change defines climate change adaptation as 'the process of adjustment to actual or expected climate and its effects' (IPCC, 2014). Note the difference with the term mitigation, which refers to efforts to cut or prevent the emission of greenhouse gases (or to remove greenhouse gases from the atmosphere, to limit the magnitude of future climate change and global warming).

Climate changes on a various timescale from short-term fluctuations such as El Niño events through to glacial-interglacial fluctuations lasting many thousands of years. Humans, and the environment in which we live, have adapted and continue to adapt (naturally) to these changes. However, the current rate of change is considered high (and increasing), challenging the ability of both human and the environment to cope with the pace of change, and hence, to adapt sufficiently quickly to avoid negative impacts.

When planning adaptation, it is important to consider:

- The timing of proposed strategies and actions; because future climate change is uncertain and thus acting in too much anticipation can risk locking into inappropriate outcomes, but then again acting too late can risk locking into considerably higher impacts.
- Avoiding maladaptation; i.e. actions or strategies that may lead to increased risks and impacts from climate change and associated hazards (i.e. flow-on effects).

- There are various levels of barriers (which may be surpassed with different levels of effort) and limits (which are insurmountable) to adaptation, in particular when climate change becomes too rapid or too severe and the adaptation actions available cannot prevent the effects.
- A pathways approach to adaptation is often recommended for adaptation planning and has been successfully applied in adaptation planning for local governments, infrastructure, water resources and cross-sector management. The pathways approach looks at scheduling decision-making in relation to adaptation, by identifying the decisions that need to be taken now and those that may be taken in future; hence, enabling a sequence of strategic, flexible and structured decision-making as well as allowing decision makers to plan for, prioritise and stagger investment in adaptation options. Good practice of the pathways approach includes defining trigger points and thresholds to help identify when the current adaptation actions are no longer effective and another action (often more expensive or more engineered or controversial) may be required. These thresholds also enable managers to revisit decisions or actions.

Examples of pathways approaches can be translated into visual aids such as 'route maps' that support communication and consultation with stakeholders.

- Adaptation strategies and options should be considered in the context of core business and existing management plans (e.g. coastal zone management plan, organisational risk management plan, etc.) to ensure good with core goals and objectives.
- CoastAdapt outlines a six steps process for developing and implementing climate change adaptation plans, Coastal Climate Adaptation Decision Support (C-CADS, Figure 8). This is a long-term risk-based approach which requires further work and is consistent with international risk management frameworks.



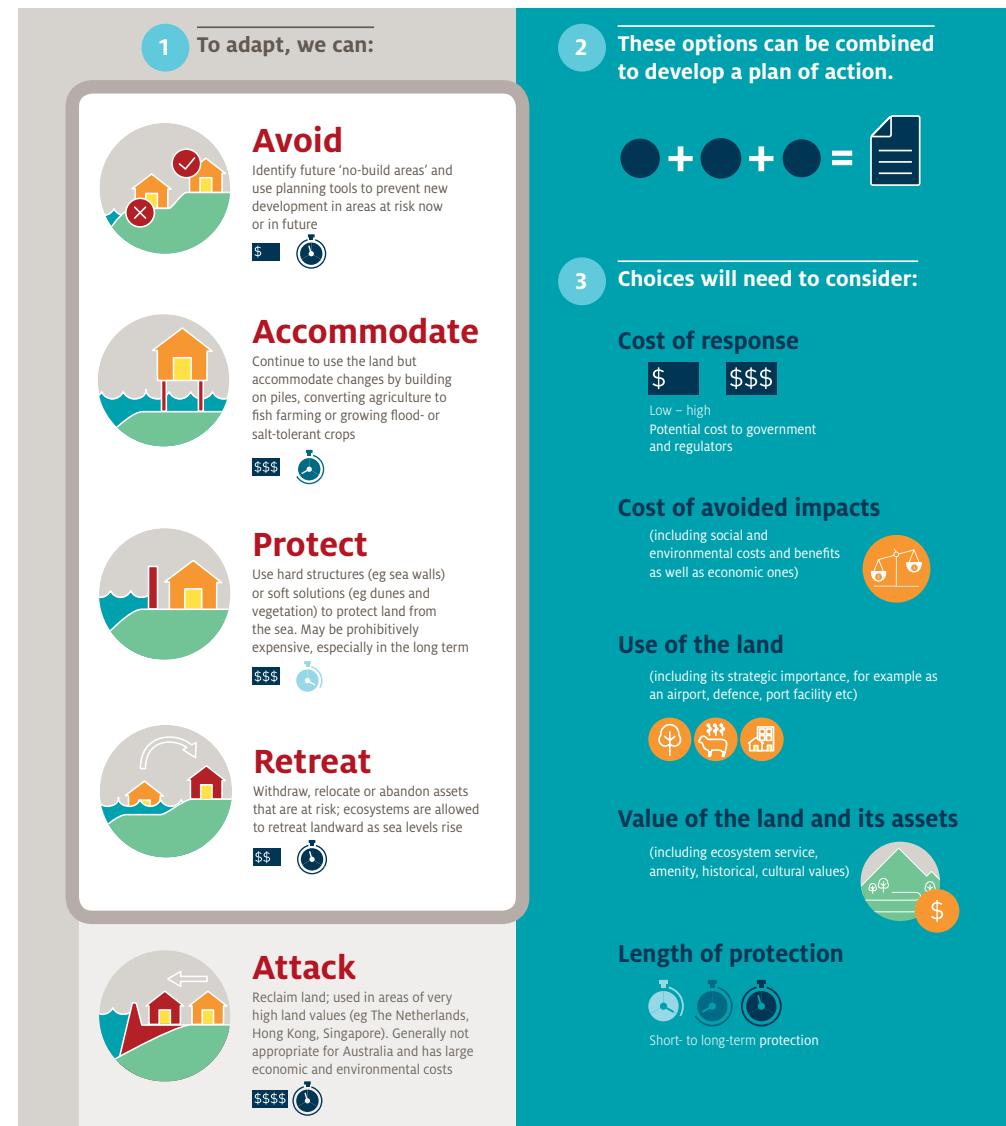
06 C-CADS (Coastal Climate Adaptation Decision Support) process for developing and implanting a climate change adaptation plan
(Source: CoastAdapt)

The Western Port Local Coastal Hazard Assessment (2014) indicates that the coastal zone and townships along the Mornington Peninsula, in general, face increasing risk from coastal hazards, i.e. inundation and erosion, due to sea level rise (and possible changes to wind and wave climates). This highlights the need of undertaking adaptation planning in response to increasing risks.

An adaptation plan for coastal areas needs to consider a range of different adaptation strategies and options to enable selection of those best suited to the identified risks, the resources available, and the values that are important to local the stakeholder groups and community.

In general, there are five classes of adaptation strategies (also known as adaptation response categories) to climate change in the coastal zone:

- Avoid (identify and avoid development in areas subject to risks)
- Accommodate (or limited intervention)
- Protect (or 'hold the line', using either 'hard structures' or 'soft solutions')
- Retreat (managed withdraw)
- Attack (reclaim land)



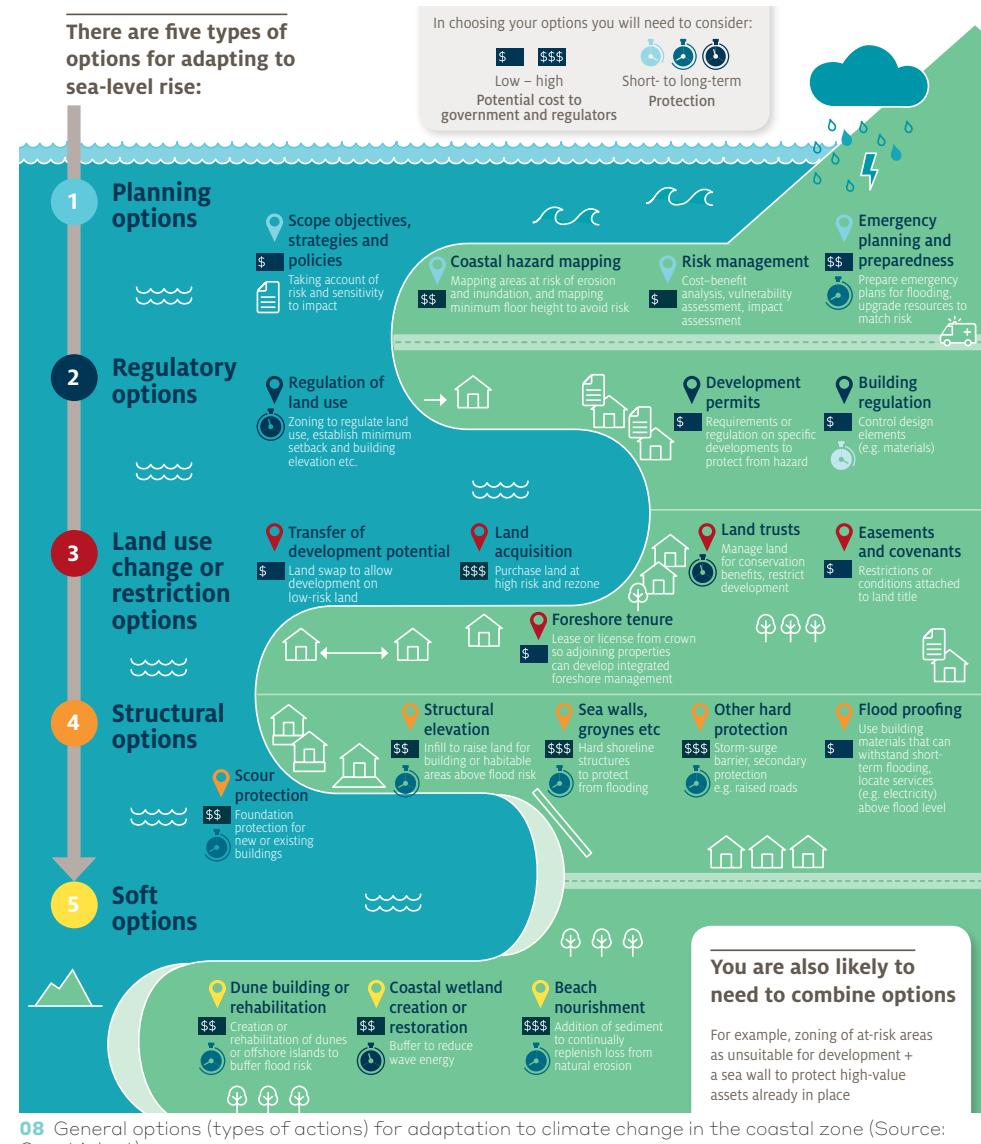
07 General strategies (or response categories) for adaptation to climate change in the coastal zone
(Source: CoastAdapt)

The infographics shown in Figure 10 provides further details about the strategies listed above and a qualitative indication of their associated relative cost and time endurance.

It is worth noting, an additional response or strategy sometimes considered is loss acceptance (or 'do nothing'), i.e. a deliberate decision to take no action, this should be only adopted based on a systematic analysis showing either that the risks are low and do not require action, or that the decision to act can be delayed because trigger points for action have not been reached.

In association with each of the above listed adaptation strategies, there is a range of potential adaptation options (actions), which can be grouped in the following five subjects (or types):

- (1) Planning options (e.g. policies, objectives, mapping, risk management, emergency preparedness);
- (2) Regulatory options (e.g. land use, development and building regulations);
- (3) Land use change options (e.g. land transfer, acquisition, lease, licensing, easements);



(4) Structural options (e.g. seawalls, groynes, barriers, raised roads, land infill, flood and scour proofing);

(5) Soft options (e.g. beach renourishment, dune rehabilitation, coastal wetland creation or restoration).

The infographics shown in Figure 9 provides further details about these listed above and a qualitative indication of their associated relative cost and time endurance.

Adaptation options can be also further classified and specified in terms of their focus of actions, i.e. planning, engineering, environmental management and community awareness and education.

Often a combination of adaptation options may deliver the best outcomes. In this regard, during the adaptation planning process and as part of the pathways approach, identifying a wide range of options enables consideration of pros, cons, and interactions, in order to best achieve co-benefits and to avoid negative flow-on effects.

Generally, options should be selected to match the broader goals of the location, region and stakeholders. It is crucial to take a holistic view, to identify opportunities that might derive from the selected options and any co-benefits

that can be achieved. Environmental and social outcomes should be explored and taken into account in planning, with options that deliver poor outcomes either discarded or given a low priority. An example of a simple pathway for a coastal erosion issue might include, replanting dune vegetation to stabilise dunes, beach nourishment once the beach is lost and dunes begin to recede, eventually designing and building a sea-wall to prevent further encroachment, and ultimately relocating an area if the sea-wall is no longer able to prevent impact.

Planning Scheme Implementation of Climate Change Hazards

In preparing this Strategy, DELWP advised the Land Subject to Inundation Overlay (LSIO) and Erosion Management Overlay (EMO) are the best available planning tools to implement flood and erosion-related requirements arising from the *Western Port Local Coastal Hazard Assessment (2014)*.

The LSIO triggers referral of planning applications to a technical specialist (ie. the floodplain management authority), which generally results in the requirement for land owners to provide an engineering or finished floor level response. Other possible options include specified setbacks and building design parameters, subject to the advice of the floodplain management authority. The Shire has already implemented the LSIO along the Western Port coastline in accordance with the hazard assessment via Amendment C216 to the Mornington Peninsula Planning Scheme which was gazetted on 21 March 2019. This LSIO is shown as “inundation hazard” on all township Built Form Framework Maps.

The EMO is used to protect areas prone to erosion processes by minimising land disturbance and inappropriate development. Schedules to the EMO can be used to trigger the requirement for a Land Capability Report and/or Geotechnical Investigation Report and associated Quantitative Risk and Hazard Assessment in affected areas. Application of the EMO is indicated by “erosion hazard” on all township Built Form Framework Maps.

It is noted that DELWP is currently progressing updates to the LSIO, EMO and related planning guidance to build the capacity of these tools to manage coastal climate change responses through the planning scheme. Updates are being informed by consultation with coastal local governments, floodplain managers, the Municipal Association of Victoria (MAV) and the Association of Bayside Municipalities (ABM). Subject to the Minister for Planning's approval, the changes will support the continued use of the LSIO, in particular, in implementing state-funded coastal hazard assessment data and risk analysis.



09 Stony Point Boat Ramp

1.9 Consultation Process

Community opinion is a vital component of the process, particularly in understanding the concerns and 'lived values' of the residents, local workers and visitors within the settlements and townships of Western Port Bay. The method of engaging the broader community needs careful consideration, as the issues around climate change and sea level rise are complex, as are the methods and techniques available to address design and character issues. Part of the process of consultation is therefore educative, and part is consultative.

Therefore, the overall consultation objectives of this project are:

- To stimulate community interest and involvement in the project.
- To identify the lived values of the community and stakeholders (Phase 1).
- To refine and prioritise the lived values of the community and stakeholders, within the context of the project (Phase 2).

A range of communications and face to face strategies have been identified as ways to communicate with the people of the municipality, and therefore will form the basis of both phases of community engagement in this project.

Phase 1 consultation

The first round of consultation was conducted as part of Stage 2 of the project, providing input into the identification of issues and opportunities in each settlement.

Phase 1 of engagement was held with members of the community and all relevant stakeholders. It involved conducting, organising and attending community information sessions. This stage was designed to identify key design values and issues that are experienced in individual settlements, and to gain local knowledge to implement in the Issues and Opportunities Report.

This stage of engagement:

- Raised awareness about the project and promoted opportunities to be involved in the first round of engagement activities.
- Created opportunities for people to contribute information about:
 - What they love about their township.
 - Invite feedback on township settlement character and design issues.
 - Understand the potential impact on residents from sea level rise.
 - Future opportunities for the town.

- Shared preliminary information and local knowledge, and develop the community's understanding of the project.
- Promoted the next stages of the project and identify the next opportunity for people to get involved.
- Ensured consultation had a broad reach of voices and geographies across the study area.
- Used a range of different consultation techniques to produce a high level of responses.
- Targeted locals by holding consultation through out a number of local villages.

A range of tasks and activities, as well as listening posts were undertaken.

A summary of findings has been prepared following the completion of Phase 1 engagement activities. The Summary outlines the activities undertaken and provides an analysis of feedback received that has been incorporated into the Issues & Opportunities report and the Design & Character Frameworks report.



10 Shoreham Listening Post - Phase 1 Engagement



11 Flinders Listening Post - Phase 1 Engagement

Phase 2 consultation

This section provides a summary of the Phase 2 community consultation process undertaken from 27 May - 7 July 2019. For further detail, see the *Western Port Coastal Villages and Surrounding Settlements Strategy Engagement Summary Report*.

Council Project Webpage

For this phase of engagement, Council's website included:

- A project summary and information
- A link to the PolicyScape platform
- Details of the Listening Posts
- Associated project documents, including the Draft Western Port Coastal Villages Strategy

The project webpage has been live since Phase 1 of the project. For Phase 2, the site included a link to the PolicyScape mapping tool and survey, which was the main platform for gathering feedback in this round of engagement.

Council's Have Your Say webpage was viewed by nearly 3,000 people over 6,700 times throughout exhibition.

The webpage has been updated throughout the project, including an update on the survey results, in order to complete the “feedback loop”.

PolicyScape Website and Survey

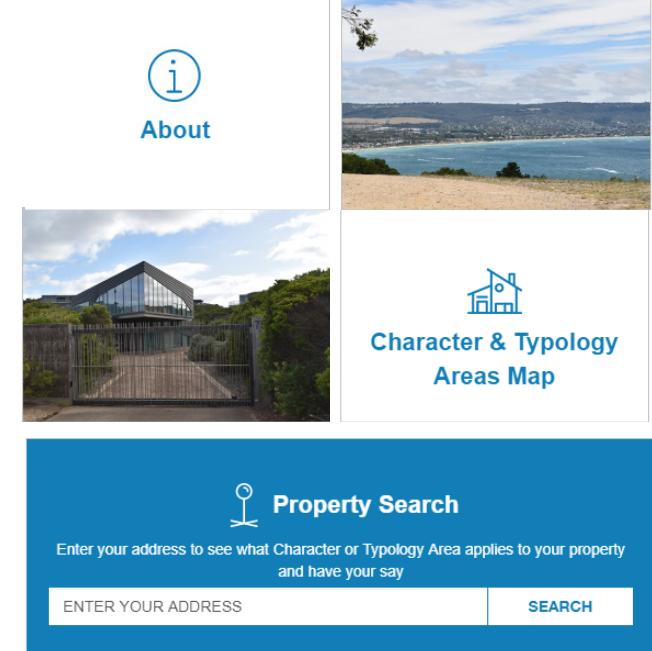
The mpcharacter.com website on the PolicyScape platform was made live 27 May 2019.

The site includes the following components:

- Information about the project, including a copy of the Draft Western Port Coastal Villages Strategy
- Typology Areas mapping tool which allowed visitors to view boundaries and information across the Shire
- Property search tool to identify which character typology was proposed for a specific property address
- Survey form to provide feedback on the Preferred Character Statement, Character/Typology Area Boundary, and Design Guidelines relevant to a specific address or Township.

The PolicyScape website for the project was linked at Council's Have Your Say webpage.

The survey component of the website was available for the duration of the Phase 2 consultation period online and in hard copy at the Drop-in sessions.



The screenshot displays the mpcharacter.com website. It includes a sidebar with an 'About' link and an information icon. Below the sidebar are two images: a scenic coastal landscape and a modern building with a glass facade. The main content area features a 'Property Search' section with a search bar and a 'Character & Typology Areas Map' section with a map icon. The bottom of the page has a blue footer bar with a search input field and a 'SEARCH' button.

[12 Policy Scape Website](#)

Drop in Sessions

A total of seven (7) Drop-in sessions were held during Phase 2 in the *Western Port Coastal Villages & Surrounding Settlements Strategy* study area of the Mornington Peninsula. Each one is identified in Table 14.

The sessions provided an opportunity for community members and stakeholders to engage in discussions with project leaders and provide feedback on the Draft WPCVS.

Table 4 – Summary of drop-in sessions

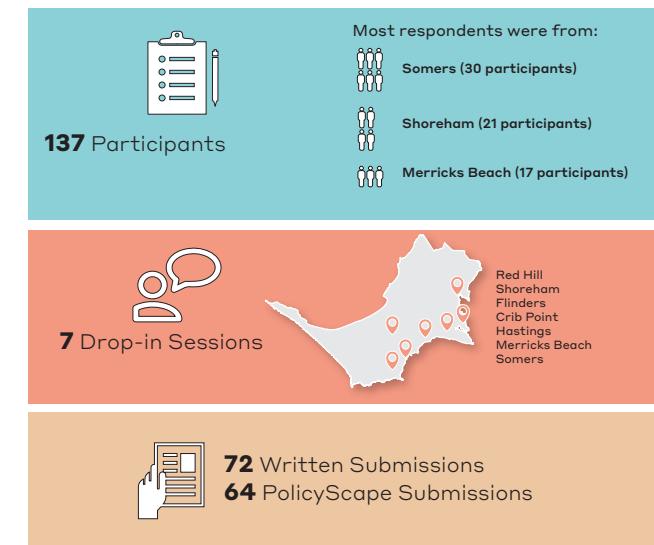
LOCATION	DATE	TIME
Hastings Shire Office	Sat., 22 June	10am - 12pm
Crib Point Community House	Sat., 22 June	10am - 12pm
Red Hill Mechanics Hall	Wed., 26 June	1:30pm - 3:30 pm
Shoreham Old School Community Hall	Sat., 29 June	1:30pm - 3:30 pm
RW Stone Pavilion, Somers	Sat., 29 June	10am - 12pm
Merricks Yacht Club	Sat., 29 June	10am - 12pm
Flinders Civic Hall	Sat., 29 June	1:30pm - 3:30 pm

Submissions

Submissions were mailed, emailed, or dropped off at Council offices during Phase 2 (excluding submissions that were surveys).

Submissions were generally made by community members or representative groups on their behalf, or community groups. Often, the feedback was provided in a submission format because it did not conform to the prompts on the PolicyScape survey form.

Summary of Phase 2 Consultation





13 Mapped Western Port Coastal Villages & Surrounding Settlements Strategy survey responses

Recommendations for the Final Strategy

While many submissions expressed support for the project and proposed guidelines, the key issues identified indicated that refinements were needed to the draft Strategy before it could be finalised and adopted by Council.

Recommendations changes include:

- Typology boundary changes
- Design Guidelines changes
- Amendments to Township Visions
- Amendments to Preferred Character Statements
- Clarification of the nature of proposed township entrance treatments
- Recognition of the tension between the Design Guidelines and vegetation removal, due to bushfire exemptions
- Explanation as to the differences between the inland extent of the erosion and inundation hazards.

For further detail see *Western Port Coastal Villages & Surrounding Settlements Strategy Engagement Summary 2019*.



14 Rye Drop-in Session - Phase 2 Engagement



15 Mt Eliza Drop-in Session - Phase 2 Engagement



16 Sorrento Drop-in Session - Phase 2 Engagement

1.10 Structure of this Report

Chapter 1: Introduction

Introduces the project purpose, scope, aims and objectives and identifies the study areas.

Chapter 2: Western Port Villages & Settlements

Provides an overview of key strategic directions, collective community aspirations, trends, issues and opportunities (including coastal climate change impacts) and provides an overarching vision and objectives for Western Port

Chapter 3: Township Built Form Frameworks

Provides a summary of each town as well as existing strategic context and issues, coastal climate change hazards and community values. A vision and built form framework map is

provided for each township and settlement in the study area.

Chapter 4: Character Typologies

Provides a comprehensive overview of all character typologies in Western Port coastal villages and surrounding settlements. Each typology identifies key attributes, a desired future character statement and design guidelines.

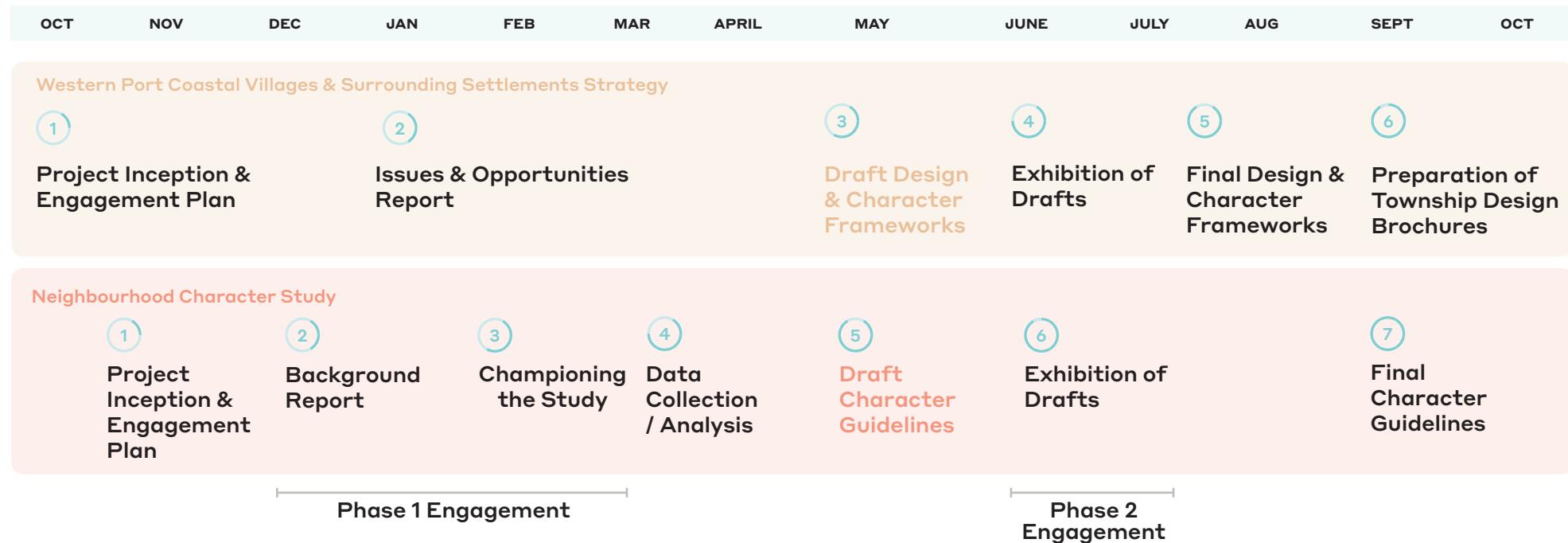
Chapter 5: Next Steps + Implementation

Details recommended statutory and non-statutory measures to implement the Strategy, including amending the Mornington Peninsula Planning Scheme, as well as further work that Council should consider undertaking.



17 Somers Foreshore

Project Timeline



2.0



WESTERN PORT
VILLAGES &
SETTLEMENTS

2.0 Western Port Villages & Settlements

2.1 Key Strategic Directions

2.1.1 Metropolitan Policies & Strategies



18 Plan Melbourne (refresh), 2017-2050

Plan Melbourne (refresh) 2017-2050

Plan Melbourne is the overarching state planning strategy for Victoria and is implemented throughout the State Planning Policy Framework. It defines the future shape of the city and state over the next 35 years. It aims to integrate long term land use, infrastructure and transport planning and sets out the strategy for supporting jobs and growth, while building on Melbourne's legacy of distinctiveness, liveability and sustainability.

Plan Melbourne recognises the valued landscape attributes of the Mornington Peninsula and outlines the intention to prepare a localised planning statement which has now been prepared and forms part of the Mornington Peninsula Planning Scheme. This statement ensures a strong economic base for the Mornington Peninsula, driven by tourism, recreation, agribusiness and lifestyle choices all within close proximity to Melbourne.

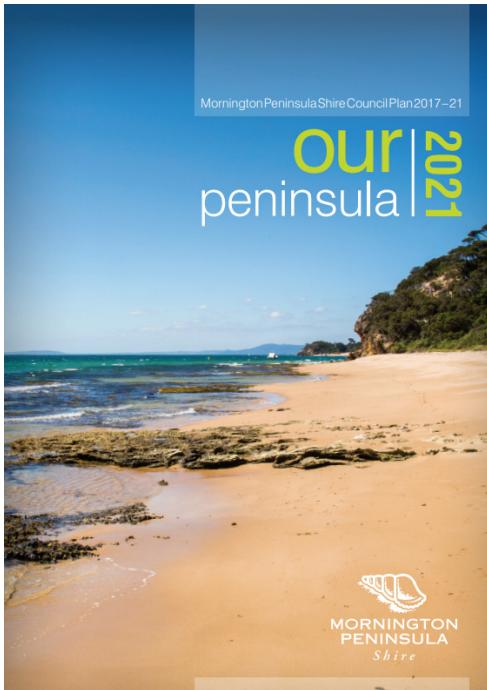
The Plan identifies the urgent need for Melbourne to adapt to the effects of climate change. Importantly, the Plan identifies the need to reduce the likelihood and consequence of natural hazards, as well as integrating urban development and water management.

Implications

State Policy largely directs population growth away from the Mornington Peninsula Shire and into surrounding municipalities including Cardinia and Frankston.

This will assist with the protection of the unique environmental character of the Mornington Peninsula, by reducing housing development pressures and other associated amenity losses directly attributable to population growth.

2.1.2 Council Plan



19 Council Plan

The Mornington Peninsula Shire Council's Plan sets out to protect and improve upon the unique characteristic and way of life of the peninsula.

The Plan sets out objectives and strategies focused around four key directives: Place, Connectivity, Wellbeing and Prosperity.

Of particular relevance to this study is Directive 1: Place. This directive seeks to protect and enhance the Mornington Peninsula's natural and built environments.

As part of this directive, Council outlines the importance of developing and implementing strategic and integrated coastal policy programs that assist the Shire in adapting to future climate change hazards.

Through eventual design guidelines, the Strategy will directly respond to Council's vision for Place, by ensuring that new development preserves and enhances the existing character of townships, while also working to minimise the effects of climate change and coastal inundation.

Our place

Our connectivity

Our prosperity

Our wellbeing

2.1.3 Localised Planning Statement

Implications

The Localised Planning Statement ensures that the Mornington Peninsula will be planned for as an area of special character and importance with a role clearly distinct from and complementary to metropolitan Melbourne and designated growth areas.

Population growth will be directed away from the municipality, reducing future development pressures. This policy also ensures that the natural ecosystems and biodiversity of the municipality will be further enhanced and protected from inappropriate development.

The Localised Planning Statement also aims to ensure that environmental risks and hazards, particularly erosion and inundation, are properly considered.

This highlights the importance of the Mornington Peninsula Coastal Villages and Neighbourhoods Strategy.

The Mornington Peninsula Shire Localised Planning Statement is a key document that supports the Mornington Peninsula Planning Scheme and assists with implementing legislation. It is an incorporated document in the Mornington Peninsula Planning Scheme and is embedded within the State Planning Policy Framework.

The Statement recognises the critical role and unique value of the Mornington Peninsula to the State of Victoria. The Mornington Peninsula is one of Melbourne's greatest assets, characterised by contained townships, a substantial and diverse local economy, and areas of national and international conservation significance.

The Localised Planning Statement is one of the key documents providing context to the preparation of this Strategy. Accordingly there are a number of pertinent aims and strategies.

Integrated Planning

To recognise that maintaining the special values of the Mornington Peninsula is dependent on integrated and balanced planning, involving all agencies and having regard to the needs and aspirations of current and future generations.

Strategies:

- Maintaining and enhancing the character and role of the settlements, towns and villages on the Mornington Peninsula, both individually and as part of a hierarchy of settlements, and to effectively manage the future change.
- Conservation and enhancement of natural systems and biodiversity.
- Protecting coastal areas for their special recreational, community and conservation values.
- The Mornington Peninsula will not accommodate major population growth and the existing Urban Growth Boundary and Green Wedge rural area will be maintained.
- Urban development, including residential and low density residential development in whatever form, will be limited to areas within the Urban Growth Boundary.
- The establishment of a strong and consistent overall policy framework for future land use and development is essential, including the use of mandatory controls and standards where necessary, due to the particular pressures on the Peninsula's rural landscapes, coasts, towns and villages, and the risk of unintended and unplanned change through cumulative impacts.

- Sustainability in the context of this Statement will be considered in terms of the economic, social and environmental dimensions of land use and development, and their interaction.

Conservation of natural systems and biodiversity

To ensure conservation of natural systems and biodiversity on the Mornington Peninsula.

Strategies:

- Planning for the coast will recognise that this is an inherently dynamic environment, and that it is important to clearly identify the role and function of different sections of the coast, consistent with the environmental capacity of different areas.
- Maintenance of environmental quality and protection against pollution and degradation of every description will be primary considerations.
- Planning for the area will take into account information from scientific studies and other research into the area and adjacent bays and catchments.
- The proper consideration of environmental risks, including bushfire, erosion and inundation will be included in all planning decisions.

- Careful consideration of the environmental implications and other impacts of all proposed development will be carried out.

Protecting the character and role of the settlements, towns and villages

To protect the role and character of the Mornington Peninsula's settlements, towns and villages.

Strategies:

- The hierarchy of settlements on the Mornington Peninsula will be recognised and maintained, with provisions to reinforce the distinction between major activity centres and other townships through appropriate density, height and built form controls and provisions to avoid out of centre commercial development.
- The townships of the Mornington Peninsula are expected to accommodate at most moderate and generally low levels of housing growth, with many smaller towns and villages intended to accommodate very limited further development.
- Development within the Urban Growth Boundary, whether within residential, commercial or other areas, will be of a type and scale that maintains the existing valued

character of each town or settlement, or supports a change to a preferred future character that is clearly established through community consultation and the adoption of a relevant local area plan.

- The character and functions of the towns and villages will be protected and there will be no linear development between towns along the coast or expansion into the areas between townships.
- Future planning for the settlements on the Peninsula will be based on principles of good design, Integrated Local Area Planning and Environmentally Sustainable Development, and in accordance with the character, scale, role and functions of each settlement.

Protecting landscape and cultural values

To protect landscapes and cultural values.

Strategies:

- Areas of special character, beauty and significance will be designated and protected
- The character of the Peninsula's rural area, rural landscapes, coastlines and seascapes will be protected.

- All development will be designed to respect and, where possible, enhance the natural environment, the rural landscape and scenic values of the Green Wedge.

Providing for sustainable agriculture

To recognise and protect the value of the Mornington Peninsula for agriculture and to support and encourage sustainable agricultural land use.

Provision for recreation and tourism

To recognise and protect the recreational role of the Mornington Peninsula and to make provision for appropriate tourism based use and development.

Planning for the port area

To ensure the appropriate use and development of the Hastings port area and adjacent hinterland

- Planning will ensure the appropriate development of the Hastings port area and adjacent hinterland.
- Planning will provide for the protection of the important values and resources of Western Port and its land catchment having regard to the importance of recreation, nature conservation and tourism.

- Residential development in the port planning area will be strictly limited and contained to selected existing township areas within the existing Urban Growth Boundary.
- Port and port related industrial development will be carefully designed to limit environmental and visual impact.



20 Tyabb Town Centre



21 Crib Point Shops



22 Hastings Foreshore

2.1.4 Local Planning Policy Framework

Implications

The LPPF contains a number of policy provisions that aim to both guide township development and provide protection to the environmental features and ecosystems present within the Shire.

Key policy directions include providing for the social and economic needs of the Shire's townships through integrated planning initiative, as well as the protection of foreshore and coastal areas by coordinating development to ensure the sustainable use of these areas.

The Local Planning Policy Framework (LPPF) builds on provisions outlined in the PPF, providing specific guidance and direction for localities within the Shire of Mornington Peninsula.

The Municipal Strategic Statement (MSS) outlines a number of objectives and strategies relating to various land use and development themes including, settlement, open space, rural areas, foreshore and coastal areas, built environment, heritage and housing. It recognises the key issues relating to each theme and provides policy directions and objectives. Of particular relevance are the following clauses.

Mornington Peninsula Strategic Framework Plan (Clause 21.04) provides a framework for balanced development and sustainable land use on the Peninsula. It aims to maintain the long term economic, social and environmental values that been identified in the LPPF. The aim of the framework is to define a positive role for each area of the Peninsula having regard to the particular characteristics of each area and the full range of the community's needs and values. The plan indicates a basic land use structure consisting of:

- Townships
- Coastlines and foreshores

- Rural areas
- Port development areas.

Planning for each of these areas requires consideration of social, economic and environmental dimensions as well as acknowledgement of major strategic directions which are also identified in the Strategic Framework Plan.

Guiding Future Township Development (Clause 21.07) recognises that the Shire's towns and villages provide for many of the social and economic needs of the community. Planning of the townships will have a critical influence on environmental outcomes. Planning for these townships requires a range of factors to be considered and include:

- Housing and integrated local area planning
- Local area character
- Activity Centres
- Industrial areas

The network of activity centres is shown in Figure 25.

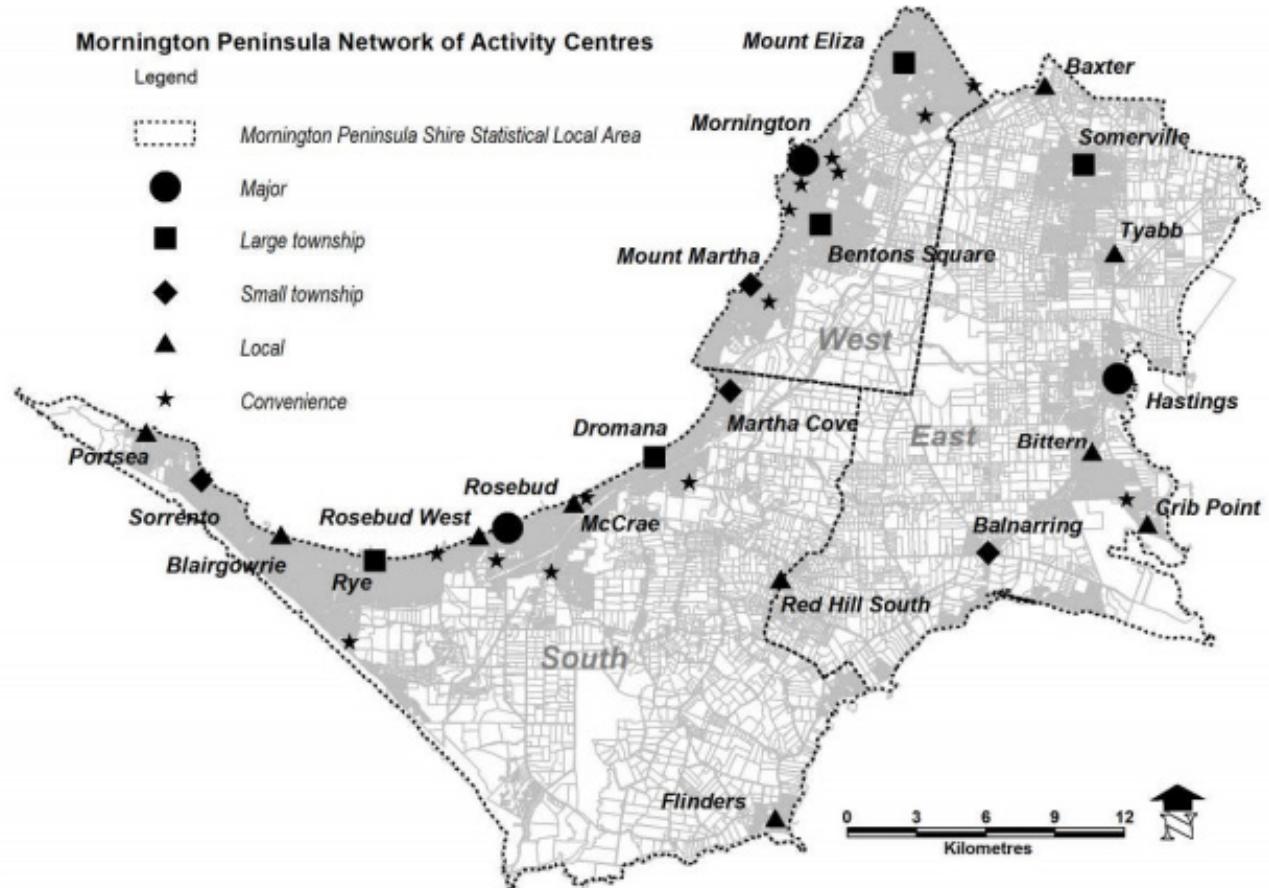
Foreshores and Coastal Areas (Clause 21.08)

acknowledges the Shire is surrounded on three sides by coastlines that substantially define the character of the Peninsula. Many of the coastal areas are environmentally sensitive and contain unique landforms and diverse species of flora and fauna. The coastal areas also have rich cultural and scenic value.

The objectives of this policy are to:

- To protect and enhance the natural ecosystems and landscapes of the coast for the benefit and enjoyment of present and future generations and;
- To achieve coordinated development of public and private facilities that increases the sustainable social, economic and recreational value of the coast and foreshore to the community.

These objectives are to be implemented with zones and overlays, policy and the exercise of discretion.



23 Activity Centre Hierarchy

2.1.5 Environment and Climate Change Policy

State Strategies:

- Victorian Coastal Strategy 2014
- Planning for Sea Level Rise Guidelines - Port Phillip and Western Port Region 2017
- Victoria's Climate Change Adaptation Plan 2017 - 2020

Council /Shire Strategies:

- Western Port Local Coastal Hazard Assessment
- Mornington Peninsula Green Wedge Management Plan
- Mornington Peninsula Biodiversity Conservation Plan
- Mornington Peninsula Shire Carbon Neutral Policy

Local Strategies:

- Hastings South Coastal Management Plan 2015
- Flinders Foreshore Reserve Coastal Management Plan 2008

Council Position

The impacts of climate change on the Mornington Peninsula are acknowledged by Council, with the Shire working towards a goal of zero net carbon emissions across all operations by 2021.

In February 2016, Council adopted the *Carbon Neutral Policy* which articulates the overall approach to achieving the Shire's goal of zero net carbon emissions.

This policy will have a direct impact on townships within the study area, with changes including street lighting upgrades, solar panel roll out and energy efficient Council buildings all having an impact on the built form and design of Mornington Peninsula Shire townships.

The Shire has already implemented the LSIO along the Western Port coastline in accordance with the hazard assessment via Amendment C216 to the Mornington Peninsula Planning Scheme which was gazetted on 21 March 2019.

State Policy Direction

At the State level, the overarching *Victorian Coastal Strategy* outlines key strategic directions for communities and settlements located along the foreshore areas of the Mornington Peninsula.

The Strategy makes clear that adaptation to climate change be a significant consideration when planning for communities, settlements and ecosystems along foreshore areas.

A key implication of this Strategy will be to ensure that future development and growth is planned with climate change adaptation front of mind, sustainably utilising natural resources and preserving the distinctive character of coastal townships and plan for sea level rise of not less than 0.8m by 2100.

The *Planning for Sea Level Rise Guidelines - Port Phillip and Western Port Region 2017* maps the potential extent of inundation along the Western Port foreshore. The policy outlines specific design requirements for development located within areas at risk of coastal inundation. These include freeboard requirements that increase the floor level height of development to reduce hazard risk, raised basement car park frontages that block water flows, and floor level concessions.

Victoria's Climate Change Adaptation Plan 2017 - 2020 identifies priorities, allowing the Victorian Government to manage current impacts, and prepare for the long-term risks of climate change. It lays the ground work for a new approach to adaptation from 2020, under the proposed new *Climate Change Act*. The

Plan identifies that the LCHA for Western Port provides a detailed analysis of the risks and impacts of climate change on this area.

Shire / Local Direction

Implications of Shire and Local level environmental and climate change policy include the protection of existing Green Wedge land by maintaining the current hierarchy of settlements and avoiding linear development between towns and villages.

The Draft Biodiversity Conservation Plan 2017 seeks to protect and enhance existing environmental assets across the Mornington Peninsula. Implications of this Strategy will largely see a change in community attitude and behaviour, with incentives being put in place for the community to take ownership of land and manage it for conservation purposes. Another key implication of this strategy will be the protection and renewal of urban street trees, ensuring the existing character of townships remains unchanged.

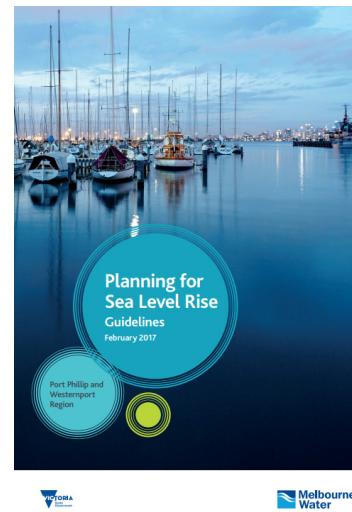
At the township level, *The Hastings South Coastal Management Plan* recommends that the foreshore be developed with tourism in mind, considering the value it brings to the economy. Importantly, the management plan contains guidelines that require development to

take sea level rise into account.

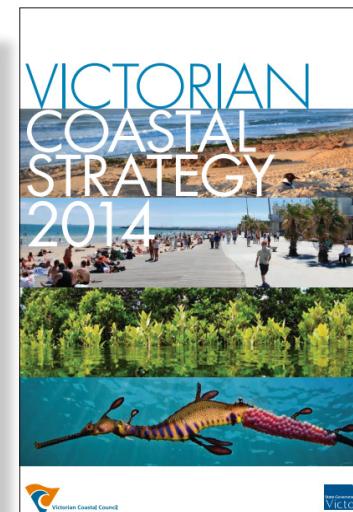
Park's Victoria are responsible for the Flinders Pier (and other piers/structures around the Peninsula's Coast) and are also involved in local foreshore matters. The *Flinders Foreshore Reserve Coastal Management Plan* provides management priorities and cost estimates for the future use and development of the Flinders Foreshore Reserve. A number of objectives include protecting Flinders natural

environmental values, maintain and improve existing infrastructure and access within the foreshore reserve, and upgrading the iconic Flinders Pier to improve access.

The Draft Marine and Coastal Policy was released for public consultation in July 2019. Until finalised, the existing Victorian Coastal Strategy, 2014 still operates.



24 Planning for Sea Level Rise 2017



25 Victorian Coastal Strategy 2014



26 Victoria's Climate Change Adaptation Plan 2017 - 2020

2.1.6 Housing & Settlement Policy

Council/Shire Strategies:

- Mornington Peninsula Housing & Settlement Strategy

Mornington Peninsula Housing and Settlement Strategy 2017

December 2017
This strategy aims to outline directions for future housing and population growth on the Mornington Peninsula over the next 15 years, ensuring its values and character are protected.



27 Mornington Peninsula Housing and Settlement Strategy, 2017

Key Issues

Housing Demand & Supply

The Housing Strategy considers both the Victoria in Future (ViF) and Forecast Id housing demand projections alongside key assumptions regarding development within the Mornington Peninsula. Findings from the Strategy suggest that potential housing yield will exceed both ViF and Forecast Id demand projections.

Managing Change & Protecting Neighbourhood Character

The Strategy identifies a number of existing neighbourhood character types including:

- **Garden** - where streetscaping elements are key landscaping features
- **Bayside** - areas near the bays with flatter topography
- **Coastal** - similar to bay, with a stronger land form influence

Having regard to these character types, the Strategy advocates for the continued use of Design and Development Overlays (or equivalent local planning controls) for the continued protection of the identified character.

Strategic Principles

The strategic response to the unique issues surrounding development within the Mornington Peninsula outlined by the Strategy include:

- Maintain clear township boundaries
- Utilise zones and overlays to designate expected levels of change within residential areas
- Provide greater housing diversity within Major Activity Centres
- Retain existing areas and precincts within the LDRZ

Implications

A key implication of the Strategy for the study area is the initiation of Amendment C219 - Neighbourhood Residential Zone. This amendment seeks to apply the Neighbourhood Residential Zone to a number of townships. If approved, this will ensure that the character of the Mornington Peninsula Shire is protected from inappropriate development.

All coastal villages townships are affected by this proposed amendment. The Neighbourhood Character Study of the Shire may assist in refining these controls and requirements.

2.1.7 Economic and Infrastructure Policy

State Strategies:

- 2018 Port Development Strategy (Port of Hastings Development Authority)

Council/Shire Strategies:

- Mornington Peninsula Activity Centre Strategy 2018
- Mornington Peninsula Economic Development Strategy 2016-2019
- Mornington Peninsula Industrial Areas Strategy
- Pedestrian Access Strategy 2019
- Roadside Equestrian and Mountain Bike Trail Strategy 2014-2019
- Unmade Car Park Construction Strategy (2015)
- Unmade Roads Construction Strategy (2006)

Local Strategies:

- Port of Hastings Land Use and Transport Strategy 2009

State Strategies

The 2018 Port Development Strategy prepared by the Port of Hastings Development Authority establishes a vision for land use planning in the port over a 30 year period.

Whilst State Government has confirmed that

Bay West is the preferred location for Victoria's second container port, it also confirmed that the Port of Hastings is to be kept as an option in reserve. As such, the 2018 Port Development Strategy outlines a mission and associated objectives to ensure the long-term growth and sustainability of the Port of Hastings.

The Western Port Coastal Villages & Surrounding Settlements Strategy cannot provide for any planning outcomes that would prejudice the use and development of Port-related land otherwise set out in the strategic directives of 2018 Port of Hastings Development Strategy.

Council/Shire Strategies

The *Mornington Peninsula Activity Centres Strategy 2018* outlines the following objectives and actions to ensure the continued implementation of the activity centre policy:

- Continue to support the activity centres hierarchy;
- Ensure the hierarchy services residents, tourists, and other visitors;
- Consolidate a diverse range of activities in centres;
- Confirm the primacy of Mornington Peninsula's Major Activity Centres; and
- Closely monitor out-of-centre development.

Linking with the *Activity Centre Strategy*, the *Mornington Peninsula Economic Development Strategy 2016-2019* identifies the need to ensure support for increased economic development within townships, particularly higher order settlements such as Hastings. The *Economic Development Strategy* also outlines the need to support development outside of townships including in industrial areas and the Port of Hastings.

Infrastructure strategies at the Council/Shire level include the *Draft Pedestrian Access Strategy 2018* and the *Roadside Equestrian and Mountain Bike Trail Strategy 2014-2019*. These strategies aim to provide for increased walkability and cycle-ability across the Mornington Peninsula, benefiting both existing residents and boosting tourism within the Shire.

The *Mornington Peninsula Industrial Areas Strategy* sets out principles to guide the future growth and expansion of the Shire's industrial land. A key direction of this strategy is to ensure that industrial land use planning is complementary to the existing activity centre strategy.

The *Unmade Footpaths and Roads Strategy* and *Unmade Car Park Construction Strategy* seek to identify instances of unmade areas that could provide community benefit if improved.

2.1.8 Design and Built Form Policy

Local Strategies:

- Hastings Activity Centre Structure Plan 2014
- Tyabb Township Plan
- Tyabb Airfield Precinct Plan 2017
- Flinders Village Centre Design Guidelines for New Development
- Draft Crib Point Township Plan 2011
- Siting and Design Guidelines for Structures on the Victorian Coast 1998

Hastings

The Urban Design Framework within the *Hastings Town Centre Structure Plan* outlines a number of built form guidelines, these are:

- **Building Heights & Setbacks** - Maximum building height of 3 storeys or 11 metres within the activity core, third storey setbacks to integrate with existing built form (preferred minimum 5m setback from High Street), zero metre preferred minimum building setback for first and second storeys fronting High Street and 6 metres from the ring road.
- **Built Form Policies** - Establish Hastings as a walkable centre, improve pedestrian amenity, enhance laneways and upgrade existing public spaces.

Tyabb

The Tyabb Township Plan sets out the future direction for the growth of the township and includes the following objectives:

- **Land Use** - Protection of existing township boundaries, support proposals that contribute to housing diversity, ensure the intensity of development is compatible with local character area and enhance the role of the Tyabb town centre.

- **Built Form** - enhance the look and feel of the township's character and provision of buffer treatments in new development that include setbacks and landscaping.

Flinders

The *Flinders Village Centre Design Guidelines for New Development* sets out the following design principles:

- Limit site coverage and maximise landscaping to maintain building separation.
- Building forms to present a single storey impression to the street
- Adopt an understated aesthetic with simple materials
- Maintain landscape views
- Adopt sloping roof forms
- Adaptive re-use of buildings

Crib Point

The Draft *Crib Point Township Plan 2011* aims to guide change in land use and built form within the township. The relevant objectives of this plan are:

- Turn parks and recreational spaces into a key element of social space
- Designate Stony Point Road as a major element of public space, in addition to its role as a transport corridor
- Provide for design controls and guidelines within commercial areas that are key focal points
- Provide pedestrian links and trails connecting key destinations and environmental features.

Significantly, this plan has not been finalised or adopted by Council. As such, the draft plan has limited relevance to the Strategy.

It is noted that, given the draft is now 9 years old, Council intends to prepare a new structure plan for Crib Point, commencing in 2020.



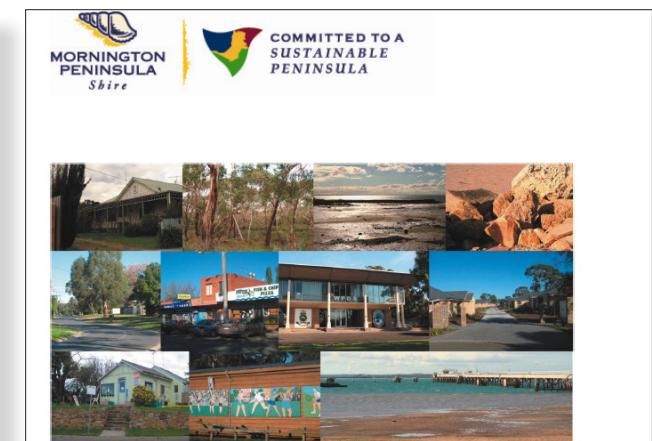
28 Hastings Town Centre Structure Plan



30 Tyabb Township Plan



29 Flinders Village Centre Design Guidelines for New Development



31 Draft Crib Point Township Plan

2.2 Collective Community Aspirations & Values

Community Aspirations and Values for each township and settlement have been identified from a range of sources including feedback provided during the development of this Strategy as well as:

- The Shire's Council Plan 2017-2021,
- The Mornington Peninsula Neighbourhood Character Study,
- Housing and Settlement Strategy (December 2017); and
- Various individual structure plans and masterplans.

Community consultation *It's Your Peninsula* occurred from August - September 2016 to provide input to the *Council Plan 2017 – 2021* and *Municipal Health and Wellbeing Plan*.

Community consultation *Have Your Say* (round one) occurred from November 2018 – January 2019 to provide input into the *Mornington Peninsula: Western Port Coastal Villages & Surrounding Settlements Strategy* and the *Mornington Peninsula Neighbourhood Character Study*.

Overall some strong values have emerged from the combination of all consultation undertaken in the first phase of the Coastal Villages project.

Community Groups play a strong role within many of the townships, most notably the Red Hill Community Association (RHCA), the Shoreham Community Association (SCA), the Somers Residents Association (SRA) and the Merricks Beach Residents Association (MBRA).

Climate Change

The community are varied in their knowledge about climate change. The impact of bushfires and threats to local ecosystems were identified as the predominant concerns, followed by coastal erosion, health impacts, sea level rise, salinity and food security.

In terms of the impacts of climate change on each township, bushfires and ecosystems were predominantly the main concerns, most likely due to these being prominent impacts that the community can currently see within their townships, whereas there was less awareness of impacts such as salinity and food security as these are less visible and long-term events.

Public Area Character Values

Communities along Western Port Bay and surrounds clearly and consistently identified the following key values for their respective townships and settlements:

- The “village feel” with small communities and minimal, often low-scale development,
- The coastal, bush and/or rural character,
- Natural assets, especially “unspoilt” beaches and foreshore areas, and established native vegetation (particularly canopy trees),
- The integrity of their local commercial areas and town centres, or conversely, the conspicuous lack of a commercial land.

Other elements of value include unsealed roads and informal car parks, local reserves and walking trails, and yacht clubs which act as local landmarks.

The communities' main concerns are:

- the threat of overdevelopment,
- development that is out-of-character (particularly the trend for large built form and imposing fencing associated with new residential development),

- development “creeping” towards and encroaching on the coastline, and
- clearing of native vegetation.

Other commonly recognised concerns include the impact of litter and weed infestation, however, as previously mentioned these issues are beyond the scope of this project.

For those townships with industrial areas, the community identified concern regarding the impact of large and obtrusive advertising signage on local character.

Residential Area Character Values

The communities of Western Port express similar themes with respect to what they value about their residential areas. Many identify themselves as either a ‘coastal’ or ‘rural’ township which differs depending on how central or highly valued the coastal environment is to their town. Natural vegetation was the most highly valued characteristic of most townships, whilst the threat of overdevelopment was the most commonly identified concern.

Analysis of consultation by township area is in Chapter 3 of this report.



32 Community Consultation, Merricks Beach

2.3 Common Features, Issues and Opportunities

The identification of the issues and opportunities facing Western Port are diverse and arise from a number of different sources and pressures, including:

- The review of relevant strategic documents;
- The review of major statutory reforms;
- Interviews and workshops with Councillors;
- Interviews and consultation with resident's groups;
- Consultation and engagement with the community.
- Demographic trends
- Analysis of planning permit applications
- Consultant identified trends and issues, based on the assessment of the Local Coastal Hazard Assessment and inspections and evaluations of the local built form.

Each of the above sources have been reviewed and summarised in Appendix C of the Issues & Opportunities Report.

Key Features

- **12 DDOs affect the coastal villages settlements**
 - DDO1 has height controls but no density controls
 - DDO2-7 have height controls and density controls
 - DDO14-15 and 19-21 affect specific town centres
- **Distinct difference in industrial development, including:**
 - Larger lots with shed construction, space for landscaping and permeable surfaces around the perimeter of the property
 - Business Park industrial developments, with small subdivisions, title slab double storey construction
- **Medium density housing around larger township activity centres e.g. Hastings**

Key issues and threats

- **Increase in allowable built form height**
Introduction of a default mandatory height of 11m and no more than 3 storeys in the General Residential Zone (GRZ), adopted under Amendment VC110 VC110 could

negatively impact the overall character of residential areas by allowing more substantive built form.

- **Replacement development of residential dwellings**

Holiday conversions are becoming more prevalent. This typically includes the demolition and replacement of small-scale beach / holiday shacks with much larger residential buildings. The loss of traditional coastal housing typologies and replacement with "McMansion" style development results in the loss of space around built form, views through to backyards and surrounding landscapes and vegetation coverage.

- **Incremental loss of vegetation**

- Properties are being either substantially or wholly denuded of vegetation (ie. "moonscaped") either through illegal clearing, or the use and abuse of as-of-right vegetation removal exemptions in the planning and building systems (primarily bushfire protection exemptions). This is leading to unplanned loss of the highly valued treed character of settlements.

- There is currently no prescription for canopy trees and / or deep soil areas in planning controls, meaning

there is no tool to enforce substantive re-planting where appropriate.

- **Coastal climate change impacts**

Potential future erosion and inundation hazards could pose a threat to development within proximity to foreshore areas, including beaches, yacht clubs, public reserves and some pockets of residential land.

Key opportunities

- To enhance pedestrian access, lighting and wayfinding, amenities and landscaping in foreshore areas.
- To enhance commercial and industrial areas with additional landscaping and vegetation improvements.

Public Realm

- **Foreshore improvements**

Pedestrian access, lighting and wayfinding, amenities and landscaping

- **Commercial and industrial area improvements**

Landscaping and vegetation improvements

- Potential to sensitively improve the entrances to select coastal villages and settlements with low-key design or landscape treatments



33 Flinders Pier

2.4 Vision and Design Objectives for Western Port Coastal Villages

Vision

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

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

Design Objectives

Character and Built Form	Coastal Hazard	Natural Environment	Access / Public Realm
Protect the role and character of the Mornington Peninsula's settlements, towns and villages	Respond appropriately to the threat of erosion and slope failures	Respect and enhance the natural landscapes, foreshore and abundant open space	Encourage a public realm that enhances each townships' unique identity and supports local village life



2.5 Neighbourhood Character Types

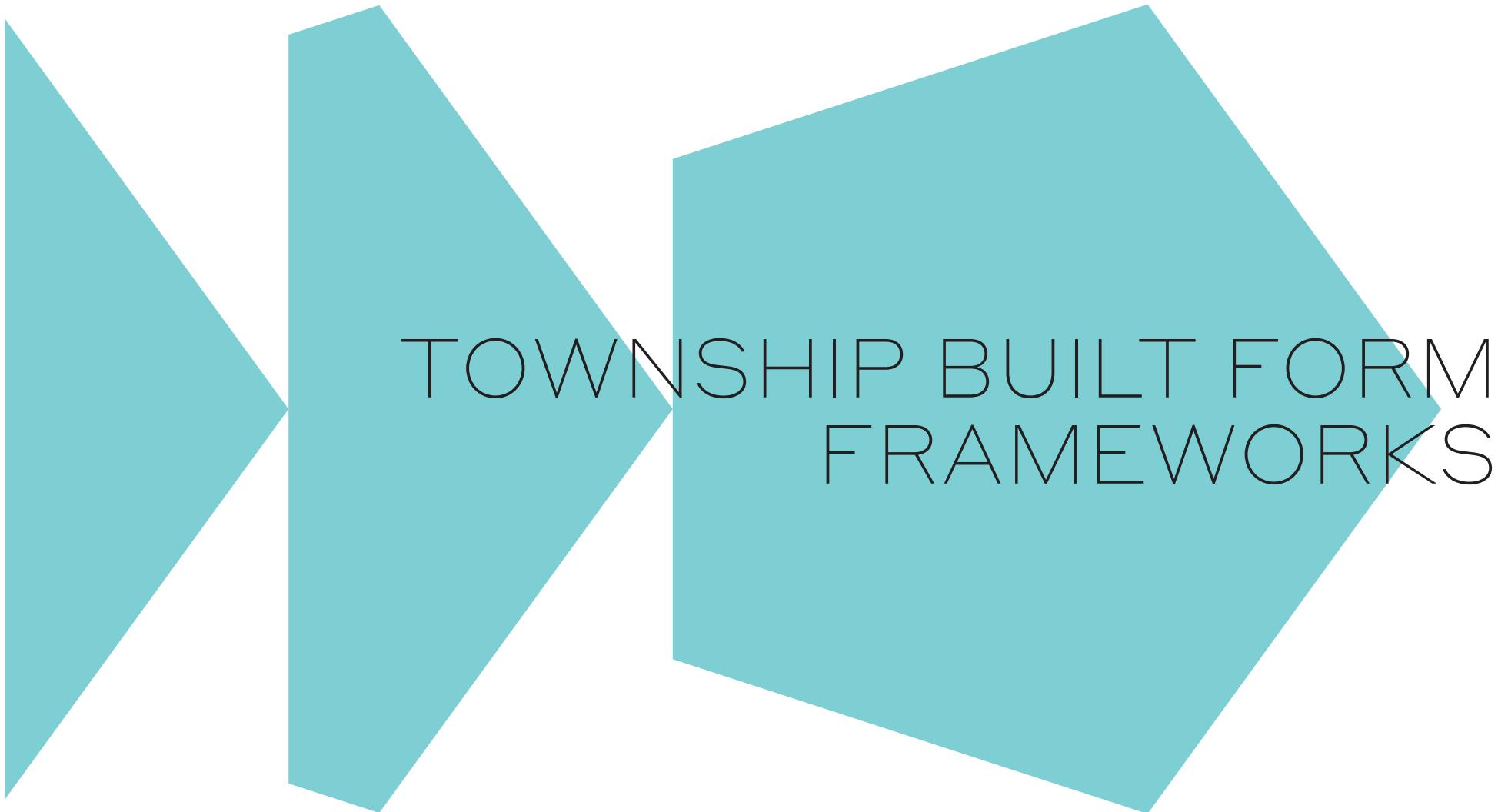
The Mornington Peninsula contains a variety of unique landscape settings that underpin and greatly contribute to the character of its residential neighbourhoods. The six primary residential Neighbourhood Character types identified as part of the Mornington Peninsula Neighbourhood Character Study are outlined in Table 5.

More detailed information can be found in Appendix A of this report.

Table 5 – Neighbourhood Character Types

Character Type	Summary	
Garden Residential	Consists of spacious residential areas with consistently sited dwellings in a garden setting and formal street pattern; generally modified grid and avenue style streets.	
Garden Court	Features spacious residential areas with sometimes informally sited dwellings in a garden setting and curvilinear street layout (courts / cul-de-sac), with a mix of flat and undulating topography.	
Bush Residential	Defined by heavily vegetated residential areas with generally consistent sited dwellings in a bush setting and sometimes informal street pattern; generally modified grid and curvilinear style streets.	
Bush Coastal	Typically consists of heavy coastal shrub and woodland dominated streetscapes, with dwellings often screened from view.	
Bush Coastal Contemporary	Defined by individually designed dwellings, often capitalising on topography to maximise water views, set within medium to large lots that in some areas contain substantial coastal vegetation.	
Rural Settlement	Typically consists of ranch-style dwellings on large residential lots, set within rural areas of the municipality. Dwellings are generally single storey with large floor plates and inconsistently sited on curvilinear street patterns.	

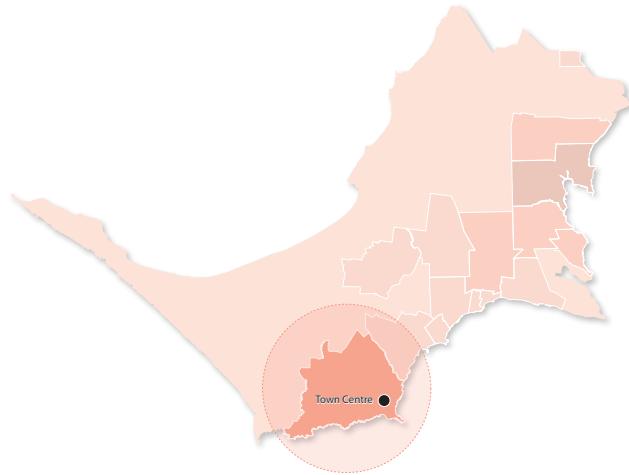
3.0



TOWNSHIP BUILT FORM
FRAMEWORKS

3.0 Township Built Form Frameworks

3.1 Flinders



Summary

Flinders township is located close to the southern tip of the Mornington Peninsula, bound by the Western Port foreshore to the west and a rugged coastline of cliffs and ocean beaches along its southern frontage onto Bass Strait.

Flinders is characterised by:

- An ageing permanent population.
- A dwelling occupancy rate of 38%; significantly lower than other study townships and Greater Melbourne indicating a high non-permanent resident and holiday home ownership.
- Significant remnant vegetation and overall vegetation coverage.

Flinders incorporates a small residential area, largely comprised of holiday homes, and a small town centre located along Cook Street. The area is affected by multiple planning zones and overlays. The Flinders foreshore is located to the east of Cook Street.

Flinders town centre has a robust planning framework that guides the built form and the natural environment. Built form is characterised by consistent pitched roofs, low-scale development and heritage architecture.

Existing Strategic Context & Issues

A detailed analysis of the strategic planning context, demographic trends and community values affecting Flinders reveals the following key themes:

- *Flinders Town Centre Design Guidelines (2010)* sets out detailed guidelines for landscaping, including:
 - Built form including height, street frontage width, colours, pitch of roof, etc.
 - Landscaping, including minimum sizes and width-to-depth ratios for garden areas, vegetation coverage percentage, preservation of substantial trees, and use of locally indigenous species.
 - Active frontages, transitional space from public to private realms, pedestrian
- Flinders foreshore is currently included in the PPRZ which restricts use and development to public recreational purposes. ESOs and SLOs control the environmental, visual and aesthetic character of area and include:
 - ESO17: Streamlines
 - ESO20: Cliff and Beach
 - SLO4: Scenic Recreation Sites
- The Shire has adopted strategies regarding the sealing of unmade infrastructure (roads, pedestrian paths, carparks) in select areas over time to address issues regarding safety, accessibility or environmental hazards.

linkages, integrated signage that complements the village streetscape character and the retention of a unified built form along Cook Street.

- Residential areas within Flinders are currently within the GRZ1 and LDRZ, and affected by a suite of DDOs that control the built form and character of the area, including:
 - DDO2: Bayside and Village Design
 - DDO3: Coastal and Landscape Design
 - DDO6: Low Density: Landscape
 - DDO14: Flinders Village Centre

For more information regarding Flinders, please refer to the MPSC CV & NS Issues & Opportunities Report.

Coastal Climate Change Hazards

- The *Western Port Local Hazard Assessment (2018)*, identifies that, due to the geomorphology of Flinders, the majority of the township is located far enough above sea level that there are no significant inundation hazards. However, approximately 18 lots to the north of Flinders are partly affected by inundation hazards.
- Coastal erosion does pose a hazard particularly along the eastern beach where sea level rise conditions could result in the platform beach being eroded significantly. Such erosion would impact on the Flinders Pier area, potentially resulting in significant impacts along The Esplanade, Splindrift Avenue and Golf Links Road. At least one residential property at the southern end of King Street may also be impacted by coastal erosion. There is also potential for increased slope failures (landslides) on the southern shoreline.

Community Values

The Flinders community particularly values the beautiful natural environment, safe rural atmosphere, sense of community and range of amenities. Challenges identified by the local community included preserving the township

character and balancing the environment with new developments.

Concerns and Threats

Engagement with the community and Councillors has identified the below key threats and concerns in relation to climate change, design and character in Flinders.

The top concerns mentioned across all forms of community engagement were:

- Over-development of both commercial and residential areas
- Excessive site coverage in residential areas
- Maintenance of *unsealed roads*

Other concerns and threats include:

- Infrastructure provision that may provide support for additional, new development in the area.
 - “Making public transportation more frequent to towns like this will help to support and encourage day visitors.”

Aspirations

Engagement has revealed that respondents highly value the following elements of Flinders, which should be maintained and enhanced through this strategy and other actions:

General Character and Places of Interest:

- The beach and pier precinct
- Retention of low-density residential neighbourhoods
- Tree-lined streets that add to the rural character of Flinders
- Grassy verges that add to the small village character
- Development land contained by the Green Wedge areas

Commercial and Industrial areas:

- Uniform design along Cook Street

Civic realm, amenity, environment and foreshore areas:

- Local shops provide amenity for both locals and visitors
- Native vegetation along the shoreline contributes to the “natural” coastal character

Residential areas:

- Uniform scale and built form
- Open character of houses created by low or no front fencing
- Native street trees and vegetation in gardens

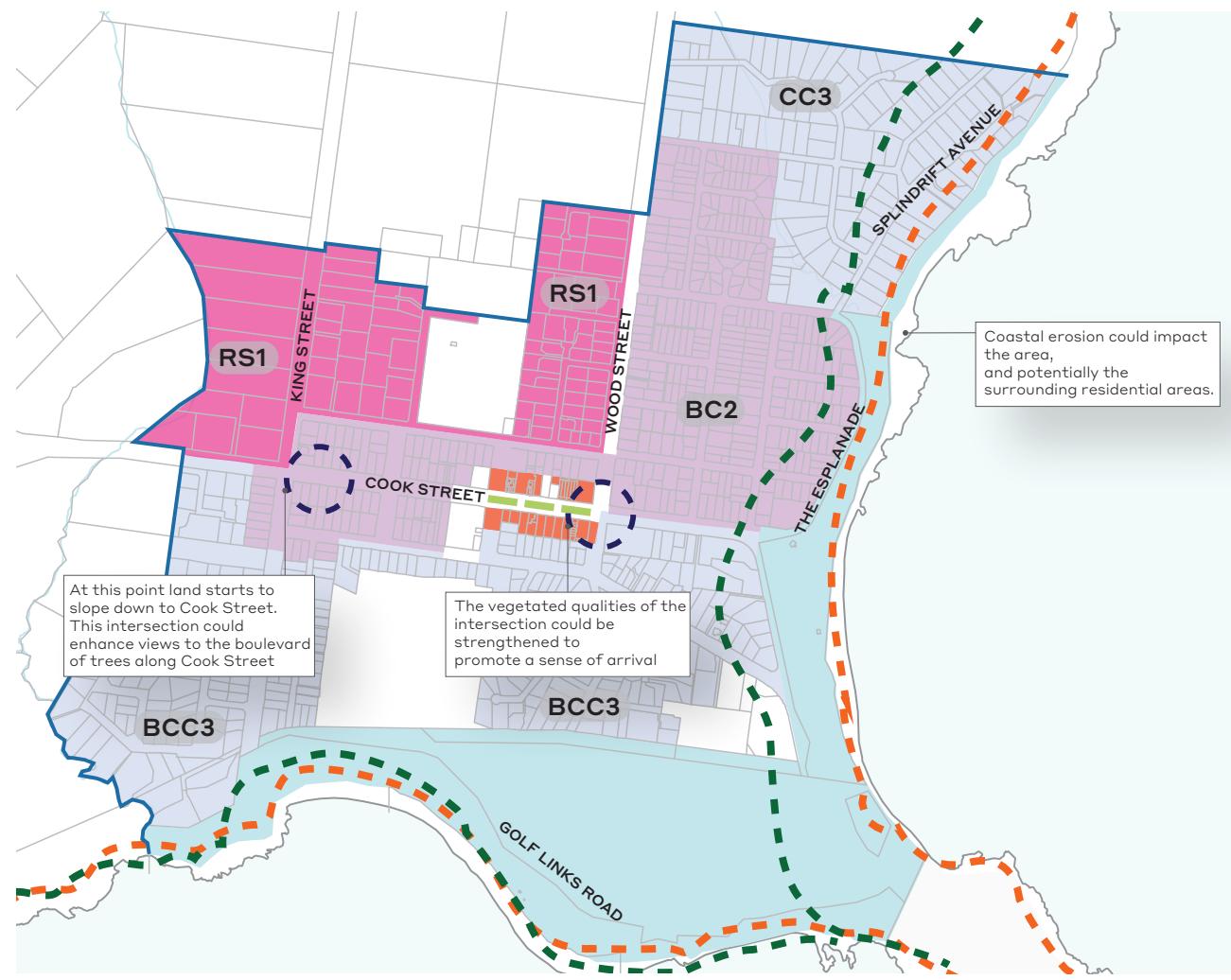
For more information regarding neighbourhood character, please refer to the MPSC Neighbourhood Character Study.

Vision

Flinders township will retain its strong rural-coastal village feel, and spacious streetscapes dominated by vegetation. New residential development will be low-scale and reflect the coastal location. Development will have regard for the town's gridded street pattern, heritage fabric, connections and public views to the foreshore.

Flinders Village Centre will remain distinct from the rest of the town through its small cluster of closely spaced heritage buildings with verandahs and active frontages oriented towards Cook Street. The public realm will be dominated by native coastal vegetation and mature canopy trees in wide nature strips.

LEGEND	
—	Urban Growth Boundary
—	Boulevard of Trees
—	Erosion Hazard (Hazard Extent 0.2-0.8m SLR)
—	Inundation Hazard (1% AEP Storm Tide Mean Sea Level)
○	Town Entrance
Township Typologies	
●	Foreshore - Local Beach
●	Commercial - Coastal Village Strip
Neighbourhood Character Areas	
●	Residential - Bush Coastal 2 (BC2)
●	Residential - Bush Coastal Contemporary 3 (CC3)
●	Residential - Rural Settlement 1 (RS1)





35 Flinders Town Centre



36 Flinders Foreshore

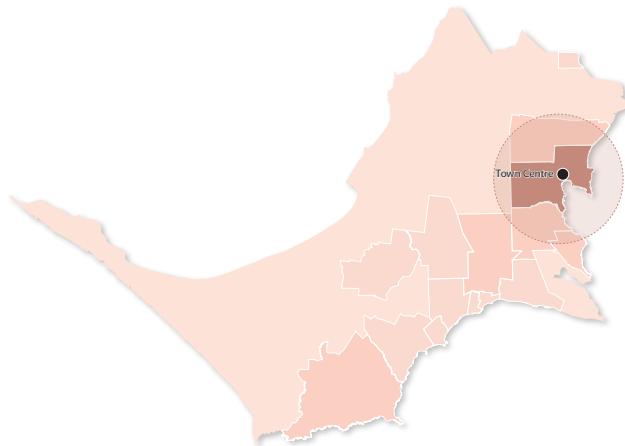


37 Flinders Town Centre



38 Flinders Housing

3.2 Hastings



Summary

The Hastings township is situated on an inlet on Western Port and is considered to be one of the 'town entrances' to lower Mornington Peninsula. It is a major port and area of environmental significance.

Hastings is predominantly residential in character with a retail and commercial centre concentrated along the High Street spine with anchor stores located behind the High Street shops. Industrial uses are located to the east of the town centre along Frankston-Flinders

Road, and Marine Parade to the north of the commercial precinct.

Hastings foreshore is located to the east of the commercial precinct and offers a formal recreation reserve and regional boat ramp facilities. Local educational, community and recreational facilities are dispersed throughout.

Other features of Hastings include:

- A middle-aged to ageing population with 29.7% of residents aged 35-59 and 25.5% of residents aged 60-84.
- High levels of relatively recent development activity with 24% of dwellings constructed from 2000-2010 and 17% in the last 8 years.
- Foreshore and commercial centre that could be better integrated.
- Loss of vegetation due to incremental residential infill.
- Emerging townhouse / unit development along southern foreshore edge.
- Incremental residential infill within the centre of the township.
- Small lot residential subdivision primarily on the township periphery.
- Trend in volume home development (off-the-plan estate development).
- Sensitive interfaces between industrial and residential land.

Existing Strategic Context & Issues

A detailed analysis of the strategic planning context, demographic trends and community values affecting Hastings reveals the following key themes:

- *Hastings Town Centre Structure Plan (2017)* recognises Hastings role as a Major Activity Centre and aims to shape future growth to provide a more attractive, accessible, safe and sustainable centre. The strategy provides guidelines for:
 - Built form including height, setbacks, character, density etc.
 - Active frontages, pedestrian linkages, public open space and enhancing town entrance sites through architecture, signage, landscaping and public art
 - Protecting and enhancing vegetation, especially around foreshore areas and car parks to incorporate
- *High Street Hastings, Streetscape Design Framework (2015)* applies to the length of High Street from Frankston-Flinders Road to Marine Parade. It seeks to develop a Master Plan which reinforces High Street as both the commercial and community hub of Hastings. The Plan provides design guidelines for:
 - Creating a vibrant street through town entrances, reducing speed

For more information regarding Hastings, please refer to the MPSC CV & NS Issues & Opportunities Report.

- limits, streetscape improvements and public space
- Connecting the rail to the bay to strengthen High Streets link to its industrial and maritime heritage
- Celebrating the coastal village context of the area, through public art, durable palette of materials and native vegetation
- Hastings town centre is located along High Street and is currently included in the C1Z which encourages retail and commercial uses.
- Land along Frankston-Flinders Road and Marine Parade is currently included in the IN3Z and C2Z which caters for larger, industrial oriented businesses.
- Residential areas within Hastings are currently within the GRZ1 and LDRZ, and a suite of DDOs that seek to control the built form and character of the area, including:
 - DDO1: Township Design
 - DDO6: Low Density - Landscape
 - DDO7: Low Density - Environmental
- Hastings foreshore is currently included in the PPRZ which restricts use and development to public recreational purposes.
- The Shire has adopted strategies regarding the sealing of unmade infrastructure (roads, pedestrian paths, carparks) in select areas over time to address issues regarding safety,

accessibility or environmental hazards.

Coastal Climate Change Hazards

- The *Western Port Local Hazard Assessment (2018)*, identifies that the township of Hastings is currently protected from coastal erosion and inundation hazards by man-made coastal structures (mainly rock revetments) and the presence of coastal wetlands.
- Coastal hazards are expected to increase in the future as sea levels rise, with uncertainty identified around the ability of the natural and built shoreline to respond to the increasing potential for inundation and erosion potential.
- There is the potential for erosion and inundation hazards to impact on residential properties along Salmon Street.

Community Values

The Hastings community particularly values the quiet, small country town feel and relaxed lifestyle with easy access to nature, retail options and amenities. Needs for Hastings include more retail, dining and entertainment options, enhanced leisure and recreation facilities and more activities and support services for all ages.

Concerns and Threats

Engagement with the community and Councillors has identified the below key threats

and concerns in relation to climate change, design and character in Hastings.

The top concerns mentioned across all forms of community engagement were:

- Lack of vegetation compared to surrounding townships
- High shop vacancy rates in commercial areas
- Litter and weeds

Aspirations

Engagement has revealed that respondents highly value the following elements of Hastings, which should be maintained and enhanced through this strategy and other actions:

General Character and Places of Interest:

- Marina
- High Street
- Pelican Park

Commercial and Industrial areas:

- Wide streets

Civic realm, amenity, environment and foreshore areas:

- Views to the beach and foreshore

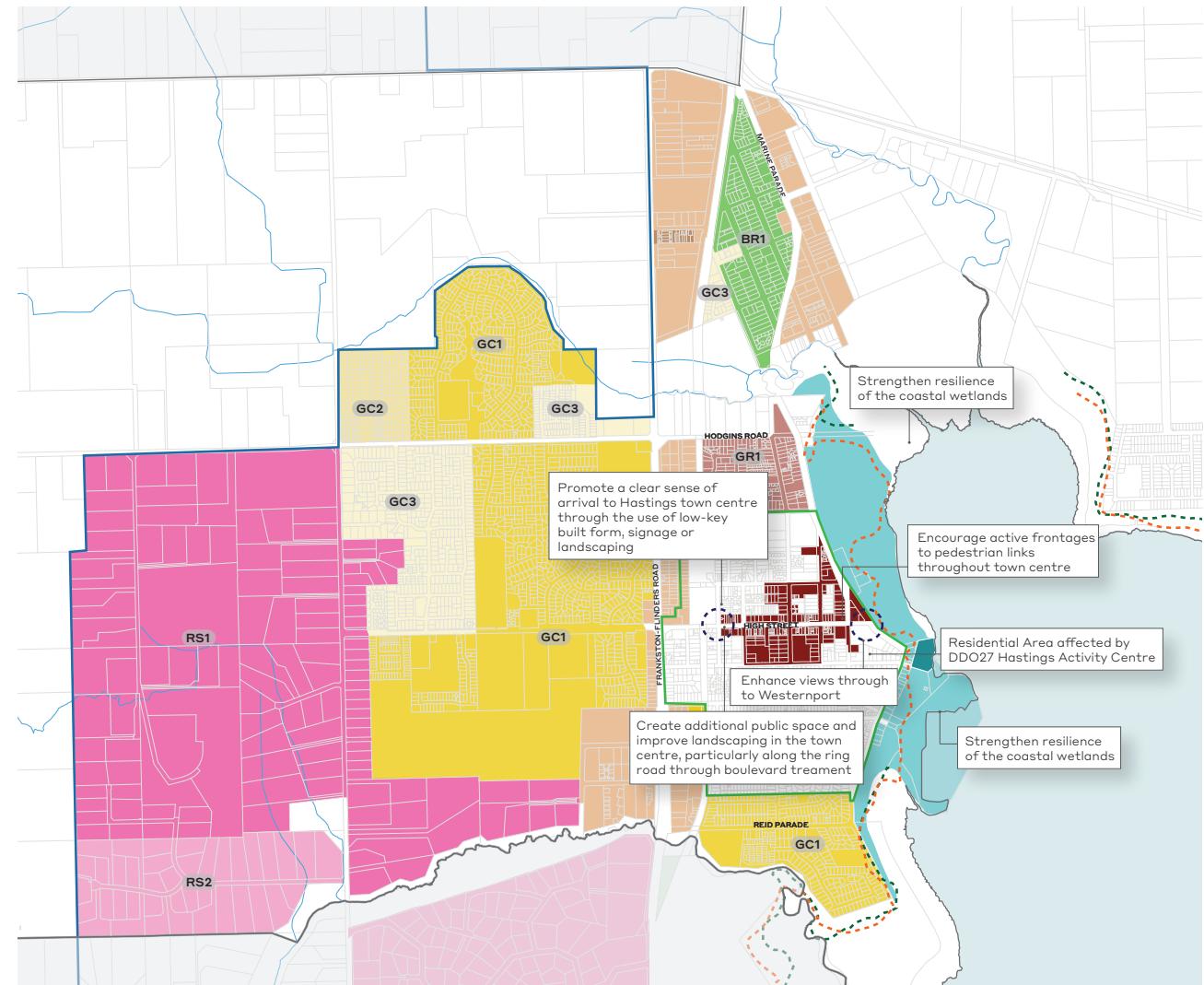
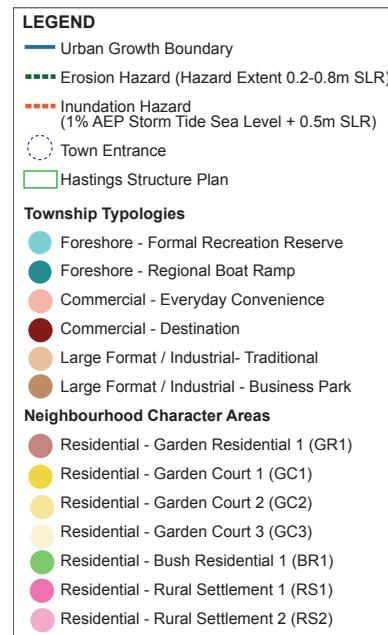
Residential areas:

- Natural vegetation
- Village character

For more information regarding neighbourhood character, please refer to the MPSC Neighbourhood Character Study.

Vision

Hastings will retain its 'country town on the coast' character, reflected in its low-scale built form and high-quality landscaped public spaces and streetscapes. The town centre will present an attractive pedestrian and public space environment that provides a focal point for community integration and activity, with visual and physical connections to the foreshore.



39 Hastings Built Form Framework Map



40 Hastings Recreation Area with views to Western Port Bay



41 Hastings Residential Streetscape

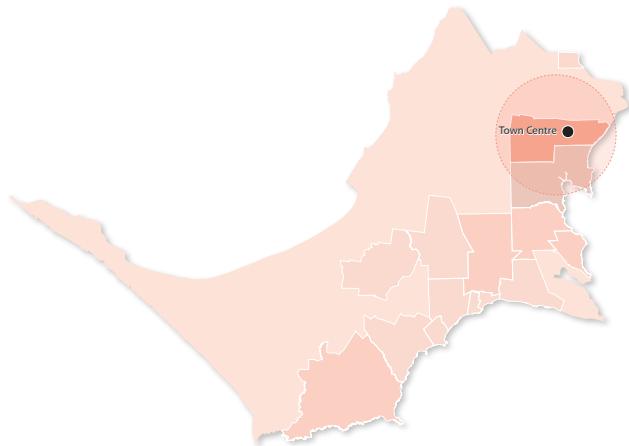


42 Hastings Housing



43 Hastings Bulky Goods Area

3.3 Tyabb



Summary

The Tyabb township is a small semi-rural coastal locality, part of the urban enclave on Western Port.

Tyabb is predominantly residential in character with local shops located around intersection between Frankston-Flinders Road and The Crescent. Local educational, community and recreational facilities are dispersed throughout. Tyabb's industrial area is located to the west of the local shops.

Other features of Tyabb include:

- A predominance of young families with 41.5% of residents aged 35-64 and 21.1% of residents ages 5-19.
- High levels of recent development with 22% of dwellings constructed from 2000-2010 and 19% in the last 8 years.
- Most new development is occurring north and south of the town centre.
- Distinct difference in subdivision size between land covered by DDOs and land located within the Tyabb Township Plan boundaries.
- Typically new developments are on larger lots, continuing rural living character of township.

- Two distinct industrial built form typologies: Business Park and Shed Construction on larger lots with vegetation buffers.
- Potential for a town entrance along Frankston-Flinders Road.
- Incremental loss of canopy trees.

Existing Strategic Context & Issues

A detailed analysis of the strategic planning context, demographic trends and community values affecting Tyabb reveals the following key themes:

- *Tyabb Township Plan (2012)* seeks to manage the impacts of growth and demands for additional development in a manner that balances the needs of the wider community with the interests of the local community. The strategy provides guidance to:
 - Ensure new development contributes to Tyabb's character
 - Enhance the sense of place in Tyabb through landscape improvements along main roads and at town entrance sites, and protection of view-lines to the rural landscape

- Improve the public realm, including reinforcing Tyabb's historical past, improving recreational facilities and addressing issues of safety and fragmentation
- Tyabb's local shops located along Frankston-Flinders Road are currently included in the C1Z which encourages retail and commercial uses
- Residential areas within Tyabb are currently within the GRZ1 and LDRZ, and a suite of DDOs that seek to control the built form and character of the area, including:
 - DDO4: Environmental Design
 - DDO6: Low Density - Landscape
 - DDO7: Low Density - Environmental
- The Shire has adopted strategies regarding the sealing of unmade infrastructure (roads, pedestrian paths, carparks) in select areas over time to address issues regarding safety, accessibility or environmental hazards.

Coastal Climate Change Hazards

- The *Western Port Local Coastal Hazard Assessment* (2018) does not identify any coastal inundation or erosion risks for Tyabb

Community Values

The Tyabb community particularly values the quiet, small country town feel, rich heritage and relaxed lifestyle with easy access to nature, retail options and amenities. Needs for Tyabb include more retail, dining and entertainment options, increased enhanced leisure and recreation facilities and more activities and support services for people of all ages.

Concerns and Threats

Engagement with the community and Councillors has identified the below key threats and concerns in relation to climate change, design and character in Tyabb.

The top concerns mentioned across all forms of community engagement were:

- Signage clutter and/or signage that doesn't blend with the local area.
- The threat for over-development.
- Poor accessibility to coastal and foreshore areas, in terms of footpaths.

Aspirations

Engagement has revealed that respondents highly value the following elements of Tyabb, which should be maintained and enhanced through this strategy and other actions:

General Character and Places of Interest:

- Packing House Antiques is a valued local landmark
- Abundance of vegetation and trees

Commercial and Industrial areas:

- Vintage shops that contribute to the rural village character
- Industrial areas are generally out of view

Civic realm, amenity, environment and foreshore areas:

- The informal, unstructured, natural feel of public areas.

Residential areas:

- Variety of housing that generally remains within predominant character of the town.

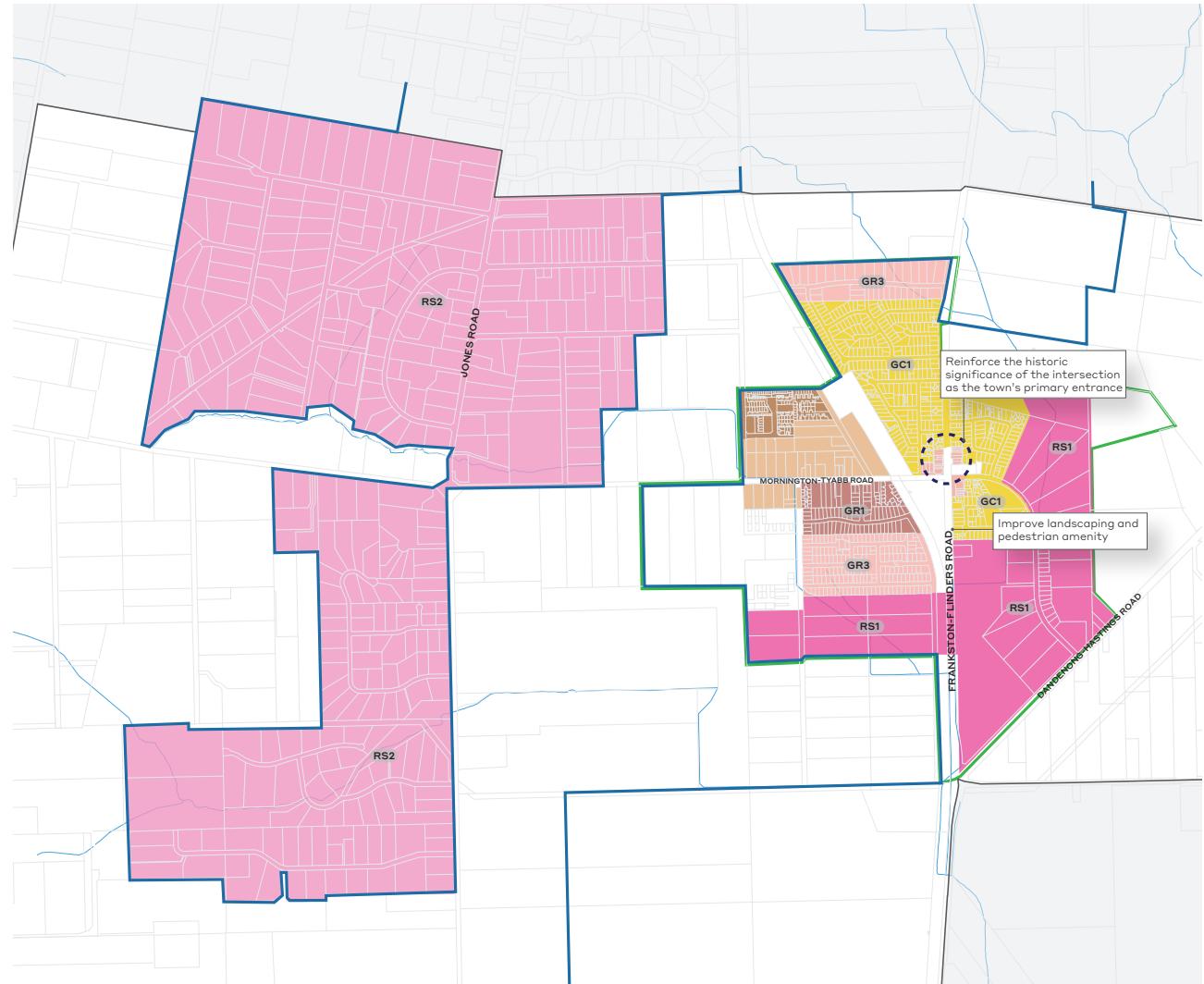
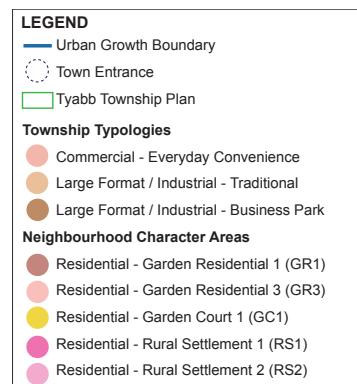
For more information regarding Tyabb, please refer to the MPSC CV & NS Issues & Opportunities Report.

For more information regarding neighbourhood character, please refer to the MPSC Neighbourhood Character Study.

Vision

Tyabb will continue to retain its small 'country town' feel and rich heritage values. New development within the township will be low-scale and sit within the vegetated landscape. The town centre will better integrate with its rural surroundings through appropriate landscape treatments along interfaces with the residential areas and landscaping improvements along roads and at town entrance sites.

Buildings in the town centre will use materials and colours that reflect local heritage values and complement the Inter-war, Edwardian and Victorian era commercial buildings. Pedestrian amenity will be improved by active frontages, high quality landscaping and street furniture enhancements.





45 Tyabb Residential Streetscape



46 Tyabb Business Park Development

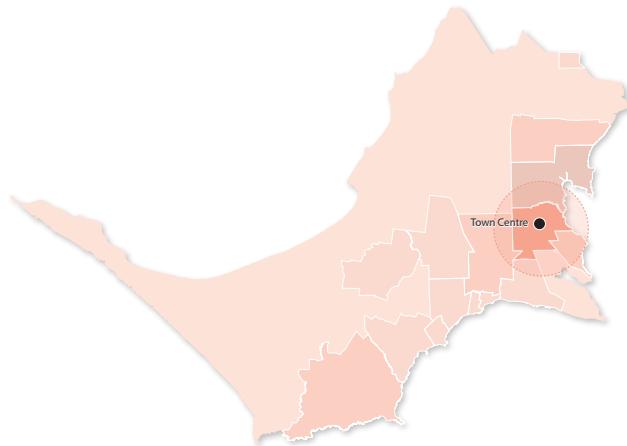


47 Tyabb Housing



48 Tyabb Town Centre

3.4 Bittern



Summary

The Bittern township is part of the urban enclave of Western Port, with an agricultural past reflected in its the low-scale built form. The township is predominantly residential in character with local shops located at Bitternfields Shopping Centre on Frankston-Flinders Road. Bittern's industrial area is located at the south eastern tip of the municipality, bordering Crib Point.

Other features of Bittern include:

- Young families with 43% of residents aged 35-64 and 20.6% of residents ages 5-19.
- High levels of development activity since the 1980s with 17% of new development occurring within the last 8 years.
- New developments within areas not covered by existing DDOs have limited building separation, street setbacks and significant vegetation.
- Contrast between development occurring in areas affected by DDOs and those that are not, with development covered by DDOs reflecting the original building form and spacing of the township.

- Incremental loss of canopy trees.
- No clear transition between Bittern and Hastings, resulting in a lack of township identity.
- A potential opportunity exists for urban realm and town entrance improvements.

Existing Strategic Context & Issues

A detailed analysis of the strategic planning context, demographic trends and community values affecting Bittern reveals the following key themes:

- *The 2018 Port Development Strategy* (December 2018) does not identify any surplus Port land that might otherwise be rezoned for residential or public park purposes.
- Bitternfields Shopping Centre located along Frankston-Flinders Road is currently included in the C1Z which restricts commercial uses to small shops and retail outlets.
- Residential areas within Bittern are currently within the GRZ1 and LDRZ, and are affected by a suite of DDOs that control the built form and character of the area, including:

- DDO4: Environmental Design
- DDO6: Low Density - Landscape
- DDO19: Bittern and Crib Point Township Residential Area
- The Shire has adopted strategies regarding the sealing of unmade infrastructure (roads, pedestrian paths, carparks) in select areas over time to address issues regarding safety, accessibility or environmental hazards.

Coastal Climate Change Hazards

- The *Western Port Local Coastal Hazard Assessment* (2018) does not identify any coastal inundation or erosion risks for Bittern

Community Values

The Bittern community particularly values the peace, quiet and cleanliness of the town, local community, beaches and natural rural setting. Needs include improvements to community buildings, outdoor spaces and a variety of retail options with more activities for young people.

Concerns and Threats

Engagement with the community and Councillors has identified the below key threats and concerns in relation to climate change, design and character in Bittern.

The top concerns mentioned across all forms of community engagement were:

- Native vegetation removal
- Decreased surface permeability

Other concerns and threats include:

- The commercial area looks bare and needs more vegetation to fit into bushland character
- Loss of garden area due to large building footprints

Aspirations

Engagement has revealed that respondents highly value the following elements of Bittern, which should be maintained and enhanced through this strategy and other actions:

General Character and Places of Interest:

- Bittern Coastal Wetlands Walk provides local amenity
- Rural character of the town

Commercial and Industrial areas:

- For the local shops to have more vegetation and bush character

Civic realm, amenity, environment and foreshore areas:

- The "natural" coastal character of the foreshore areas

Residential areas:

- Spaciousness between houses
- Large amounts of vegetation that maintain the bushland atmosphere of the residential areas.
- Maintained roads, both sealed and unsealed.

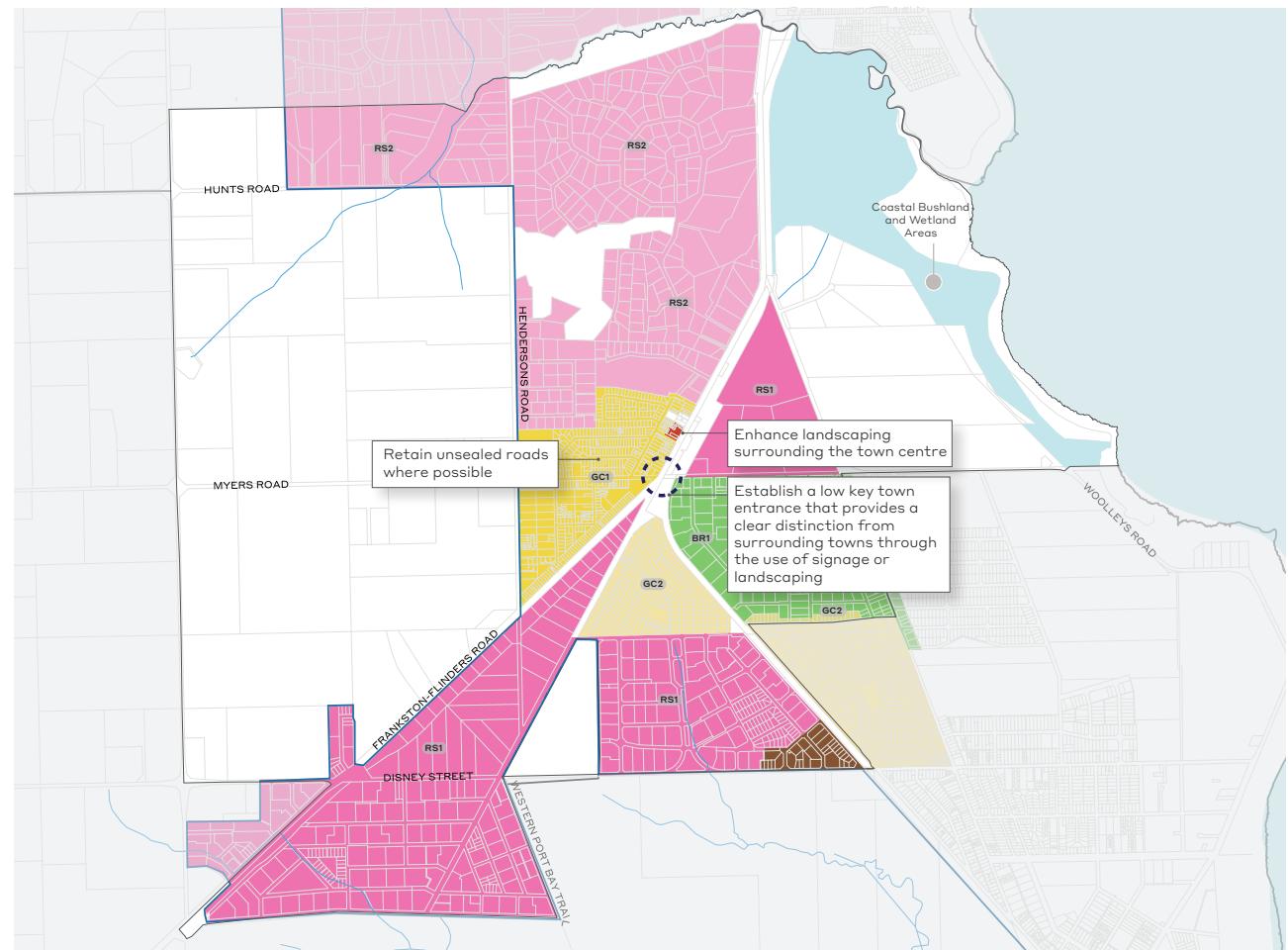
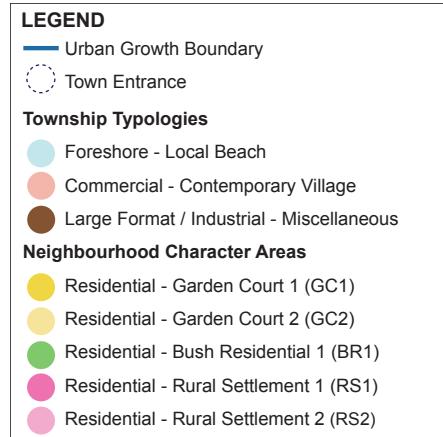
For more information regarding Bittern, please refer to the MPSC CV & NS Issues & Opportunities Report.

For more information regarding neighbourhood character, please refer to the MPSC Neighbourhood Character Study.

Vision

Bittern will maintain its rural coastal bush character exemplified by expansive foreshore reserves and streetscapes dominated by native vegetation. New development will be low-scale and sit within the landscape. Unmade roads will be retained where appropriate to enhance the rural identity of the township.

The town's commercial area will retain its small-scale built form and be better integrated with the rest of the town through enhanced landscaping. Long-range views to the foreshore and existing vegetation will be maintained.



49 Bittern Built Form Framework Map



50 Bitternfields Shopping Centre



51 Bittern Miscellaneous Uses

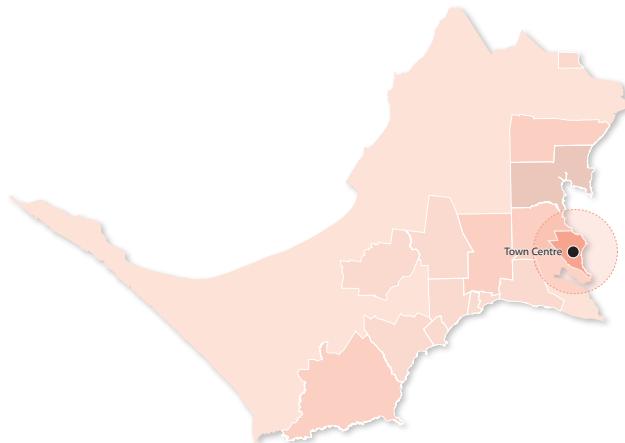


52 Bittern Housing



53 Bittern Housing

3.5 Crib Point



Summary

The Crib Point township is part of the urban enclave on Western Port. Crib Point is described as a country town on the coast with a high level of canopy trees across both public and private land.

Crib Point is predominately residential in character with local commercial, educational, community and recreational facilities dispersed throughout. Crib Point's commercial areas are located on Disney Street and Stony Point Road. The Stony Point Boat Ramp, located at the

most south eastern point of Crib Point, caters to local and regional boat users.

Other features of Crib Point include:

- A high proportion of young families with 42.2% of residents aged 35-64 and 19.7% of residents ages 5-19.
- High levels of recent development activity with 18% of dwellings having been constructed in the last 8 years.
- New residential development predominantly consists of multiple dwellings on existing single lots within the township.
- Low profile dwellings that contribute to the townships traditional character.
- Incremental loss of canopy trees.
- No clear transition between Crib Point and Bittern/Hastings, resulting in lack of township identity.
- A potential opportunity exists for urban realm and town entrance improvements.
- Sensitive interfaces between industrial and residential land.

Previously a key site for the Port of Hastings, the emphasis on port activity has significantly changed over time, with port activities and development now planned to occur in Hastings.

Existing Strategic Context & Issues

A detailed analysis of the strategic planning

context, demographic trends and community values affecting Crib Point reveals the following key themes:

- A draft Crib Point Township Plan (Hansen 2011) has been prepared for the settlement and was intended to apply to the township of Crib Point, the eastern portion of Bittern and a portion of HMAS Cerberus naval base. Whilst not finalised or adopted by Council, the draft identifies that Crib Point is not intended to function as a major activity centre nor to be the focus of major residential growth. It addresses the land use, built form, landscape and transport requirements for Crib Point and provides detailed guidelines for:
 - Built form including lot size and subdivision requirements, setbacks, site coverage and fencing
 - Landscaping, including minimum site coverage, open space requirements and backyard lengths
 - Investigating potential sites that enhance the public realm and provide connections throughout the township
- *The 2018 Port Development Strategy* (December 2018) does not identify any surplus Port land that might otherwise be rezoned for residential or public park purposes.

For more information regarding Crib Point, please refer to the MPSC CV & NS Issues & Opportunities Report.

- Shops located on Disney Street and Stony Point Road are currently included in the C1Z which encourages retail and commercial uses
- Residential areas within Bittern are currently within the GRZ1 and LDRZ, and a suite of DDOs that seek to control the built form and character of the area, including:
 - DDO4: Environmental Design
 - DDO6: Low Density - Landscape
 - DDO19: Bittern and Crib Point Township Residential Area
 - DDO20: Crib Point Town Centre Residential Area
- Crib Point foreshore is currently included in the PPRZ which restricts use and development to public recreational purposes.
- A small area of land in the Stony Point Precinct is identified as an area for public recreation in the Port of Hastings Development Strategy, 2018.
- A small area of IN3 zoned land in Creswell Street, Crib Point was the subject of Planning Scheme Amendment C210. This Amendment was approved on 6th June 2019, rezoning the land to Neighbourhood Residential Zone 1. Therefore this land has been excluded from this Study and is included in the Neighbourhood Character Study.
- The Shire has adopted strategies regarding

the sealing of unmade infrastructure (roads, pedestrian paths, carparks) in select areas over time to address issues regarding safety, accessibility or environmental hazards.

Coastal Climate Change Hazards

- The *Western Port Local Hazard Assessment* (2018) identifies that, due to the geomorphology of Crib Point and the small significant wave height, the township is located far enough above sea level that there is no significant inundation hazard.
- There is, however, potential for coastal erosion which will result in the migration landward of the coastal wetland, reducing the width of the bushland reserves which buffer Crib Point from the effects of sea level rise. Erosion may also start impacting on the integrity of Stony Point Road, limiting access to the ferry terminal.
- The Stony Point Boat Ramp is currently included in the PPRZ which restricts use and development to public recreational purposes.

Community Values

The Crib Point community particularly values like the quietness of the town, friendly local community, beaches and natural environment. Needs for the local area include enhanced recreation facilities, a variety of retail and entertainment options and more activities for young people.

Concerns and Threats

Engagement with the community and Councillors has identified the below key threats and concerns in relation to climate change, design and character in Crib Point.

The top concerns mentioned across all forms of community engagement were:

- Potential loss of rural village character
- Would like to move away from industrial character of the past
- Increased unit development creating threat of over-development and change in character
- Loss of vegetation due to new development with large building footprints

Aspirations

Engagement has revealed that respondents highly value the following elements of Tyabb, which should be maintained and enhanced through this strategy and other actions:

General Character and Places of Interest:

- Quiet community

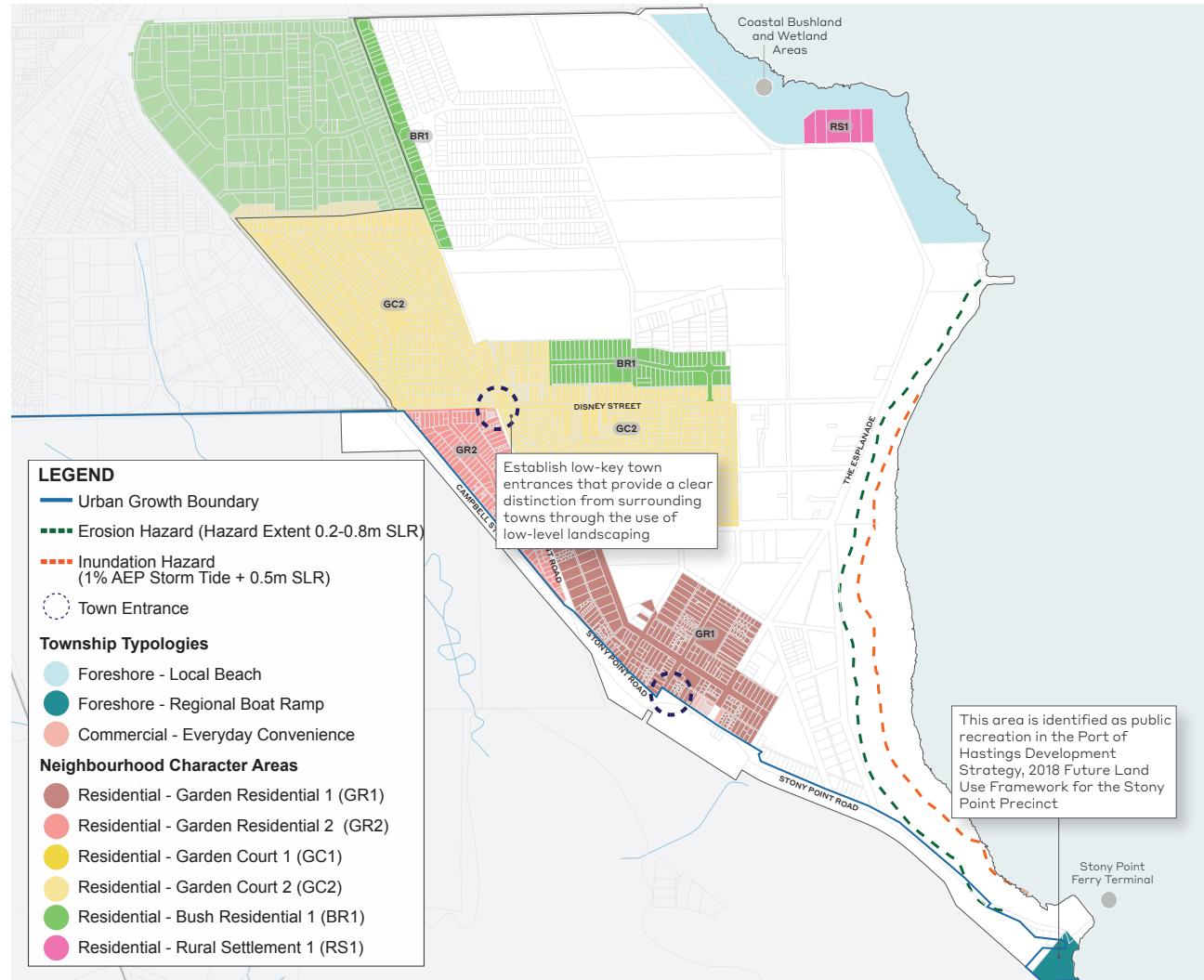
Residential areas:

- Vegetation and spaciousness

For more information regarding neighbourhood character, please refer to the MPSC Neighbourhood Character Study.

Vision

Crib Point will preserve its small 'country town on the coast' character, being predominantly low-scale with a mix of historic and newer buildings set against canopied streetscapes. Future development will have regard for the gridded street pattern and the town's heritage properties such as those located south of Disney Street. Its coastal location will be reinforced through improved pedestrian access to the foreshore and enhanced coastal vegetation.



54 Crib Point Built Form Framework Map



55 Crib Point Shops



56 Crib Point Regional Boat Ramp

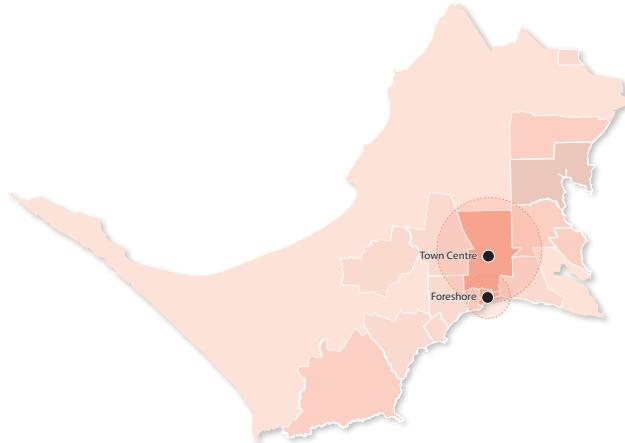


57 Crib Point Residential Streetscape



58 Crib Point Housing

3.6 Balnarring & Balnarring Beach



Summary

Balnarring and Balnarring Beach are small settlements located in the southeast of the Mornington Peninsula, halfway between Hastings and Flinders. Balnarring is located further inland whilst Balnarring Beach fronts Western Port Bay.

Balnarring Beach is exclusively residential whilst Balnarring comprises a town centre known as "Balnarring Village" (located on Frankston Flinders Road) that services the broader region, surrounded by residential land.

Other features include:

- An ageing population with 39.9% of residents aged 35-64 and 21.9% of residents aged 65-84.
- An occupancy rate of 65.7% which is lower than the Greater Melbourne indicating a relatively high proportion of holiday home ownership.
- Significant built form character within the commercial core, characterised by red brick construction and pitched roofs.
- Distinct difference between the built form character of Balnarring, and the coastal setting of Balnarring Beach.
- Incremental loss of canopy trees in the Balnarring township.
- Retention of significant vegetation within Balnarring Beach.

Existing Strategic Context & Issues

A detailed analysis of the strategic planning context, demographic trends and community values affecting Balnarring and Balnarring Beach reveals the following key themes:

- Residential areas within Balnarring and Balnarring Beach are currently within the GRZ1 and LDRZ, and are affected by a suite of DDOs that control the built form and character of the area, including:
 - DDO1: Township Design

- DDO2: Bayside and Village Design
- DDO3: Coastal and Landscape Design
- DDO6: Low Density: Landscape
- Balnarring Village forms the anchor of the Balnarring town centre and is currently included in the C1Z which encourages retail and commercial uses. Adjacent to Balnarring Village, a small portion of land is currently included in the C2Z and caters to bulky goods retailing.
- Balnarring Beach's foreshore is currently included in the PPRZ which restricts use and development to public recreational purposes. ESOs and SLOs control the environmental, visual and aesthetic character of area and include:
 - ESO17: Streamlines
 - ESO20: Cliff and Beach
 - SLO4: Scenic Recreation Sites
- The Shire has adopted strategies regarding the sealing of unmade infrastructure (roads, pedestrian paths, carparks) in select areas over time to address issues regarding safety, accessibility or environmental hazards.

Coastal Climate Change Hazards

- Balnarring is not impacted by coastal erosion and inundation hazards.
- The *Western Port Local Hazard Assessment*

(2018) identifies that the township of Balnarring Beach is only partly protected from coastal erosion and inundation hazards by man-made coastal structures (mainly rock revetments).

- Potential erosion impacts in Balnarring Beach occur on residential land along Mentor and Mason Smith Road, with significant inundation hazard potential for the properties on Cliff Road, Bass Court, Seawind Road, Fauconshawe Street and southern end of Marmaduke Street.
- Coastal hazards are expected to increase in the future as sea level rises, with uncertainty identified around the ability of the natural and built shoreline to respond to the increasing inundation and erosion potential.

Community Values

The communities of Balnarring and Balnarring Beach particularly value the friendly people, small town atmosphere, easy access to shops, facilities, activities, beautiful beaches and unspoilt natural environment. Residents would like enhanced recreation facilities, outdoor spaces and retail options.

Concerns and Threats

Engagement with the community and Councillors has identified several threats and concerns regarding climate change and design

and character within Balnarring and Balnarring Beach.

The top three concerns are:

- The threat and potential for overdevelopment
- Unmanned vegetation
- New development that is out of character

Other concerns and threats include:

- Run-down commercial area needs to be maintained.
- Removal of vegetation – especially native trees – through bushfire protection exemptions permissible as-of-right for land covered by the Bushfire Management Overlay
 - “Education is required around gum trees – new residents are scared of them, the first thing they think of is that gum trees have to go.”
- Large development that is inappropriate for small village character
- New housing development encroaching on the coastline, in terms of setback and visual intrusion.
- Threat of too much subdivision
- Management of weeds
- Management of bushfires and associated

For more information regarding Balnarring & Balnarring Beach, please refer to the MPSC CV & NS Issues & Opportunities Report.

Impacts

Aspirations

The community highly value the following elements of Balnarring and Balnarring Beach, which should be maintained and enhanced through this strategy and other actions:

General Character and Places of Interest:

- *Village feel*
- *Beach character*
- *Skate park provides local amenity*

Commercial and industrial areas:

- *Contained commercial area, small businesses only*
 - “Unique small businesses...we love that our village has everything we need and that we are supporting our community when we choose to shop there.”

Civic realm, amenity, environment and foreshore areas

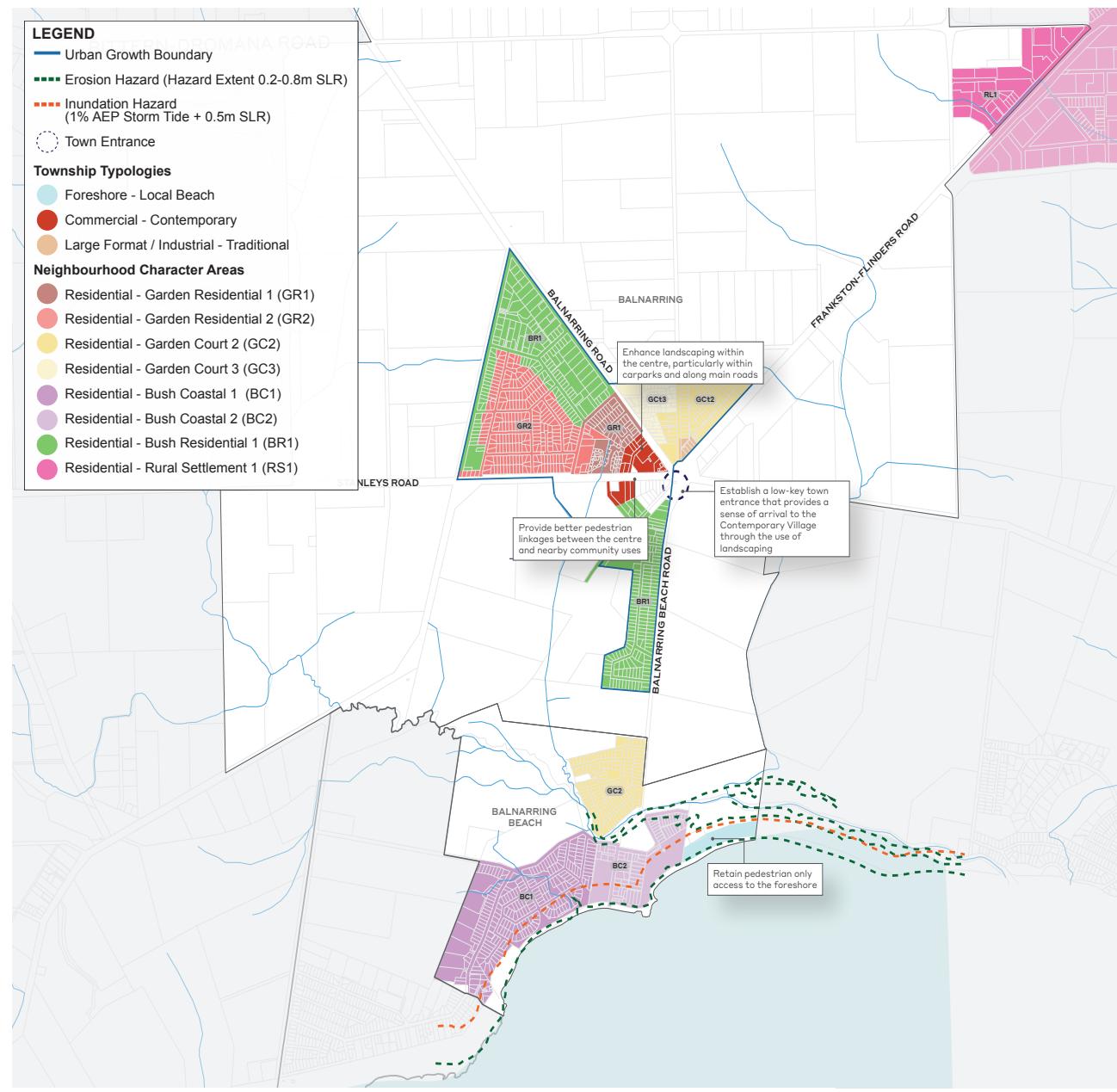
- *Unspoilt beach and foreshore*
- *Lots of green space and green wedge land*
- *Still has coastal character many residents love about the area*
- *Lots of space and vegetation around houses*
- *Unsealed local roads, which encourage visitors*

Vision

Balnarring and Balnarring Beach will retain their coastal village feel, characterised by the predominantly single-storey built form set within a densely-vegetated coastal landscape. The towns are distinguished by the gridded street pattern of Balnarring and the more curvilinear subdivision pattern in Balnarring Beach.

Balnarring's public realm will be characterised by spacious roads with wide nature strips and well-connected footpaths. Balnarring Beach's public realm will show strong connections to the coast reinforced through pedestrian access to the foreshore and long-range ocean views secured by low-profile of buildings. Enhanced coverage of native coastal vegetation and buildings with set backs along the foreshore will strengthen its coastal character and improve resilience to hazards.

For more information regarding neighbourhood character, please refer to the MPSC Neighbourhood Character Study.





60 Balnarring Village



61 Balnarring Housing

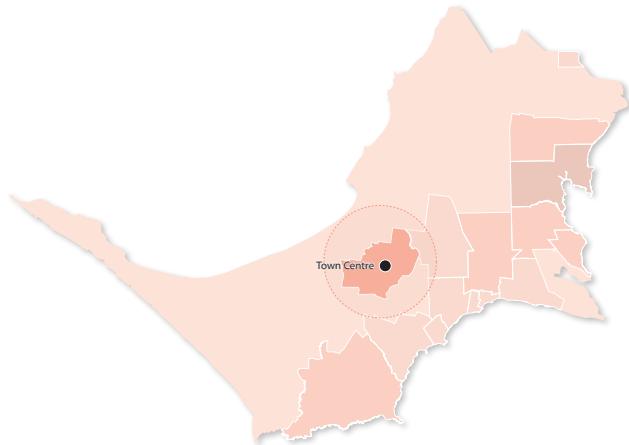


62 Balnarring Streetscape



63 Balnarring Beach Foreshore

3.7 Red Hill & Red Hill South



Summary

The Red Hill & Red Hill South township is predominantly a small rural village located within the Mornington Peninsula's hinterland, with small pockets of urban land spread throughout the area.

The locality includes several small pockets of residential land as well as discrete commercial areas located on Mornington-Flinders, Arthurs Seat and Shoreham Roads.

Other features of Red Hill include:

- A predominance of young families with 48.9% of residents aged between 35-64 and 17.6% aged between 5-19.
- A dwelling occupancy rate of 66.4%; which is lower than Greater Melbourne, indicating a high proportion of non-permanent residents and holiday home ownership.
- All housing within the township is in the form of detached dwellings.
- There is limited recent residential development with only 2% of dwellings constructed in the last 8 years.
- Comparative to other study townships, Red Hill has a distinct character due to its inland, rural character.
- There is a high retention of significant vegetation across the entire Red Hill township.

Existing Strategic Context & Issues

A detailed analysis of the strategic planning context, demographic trends and community values affecting Red Hill reveals the following key themes:

- Commercial areas seen along Mornington-Flinders Road and Arthurs Seat Road are included in the C1Z which encourages retail and commercial uses
- Residential areas within Red Hill are currently within the GRZ1 and LDRZ, and a suite of DDOs that seek to control the built form and character of the area, including:
 - DDO2: Bayside and Village Design
 - DDO3: Coastal and Landscape Design
- The Shire has adopted strategies regarding the sealing of unmade infrastructure (roads, pedestrian paths, carparks) in select areas over time to address issues regarding safety, accessibility or environmental hazards.

Coastal Climate Change Hazards

- The *Western Port Local Coastal Hazard Assessment* (2018) does not identify any coastal inundation or erosion risks for Red Hill

Community Values

The Red Hill community particularly values the beautiful natural environment, friendly community and access to local products and dining options.

Concerns and Threats

Engagement with the community and Councillors has identified the below key threats and concerns in relation to climate change, design and character in Red Hill.

The top three concerns are:

- New development that is inconsistent with the predominant character of the area.
- The threat of over-development of the area.
- Threats of development encroaching on the Green Wedge.

Other concerns and threats include:

- Removal of vegetation – especially native trees – through bushfire protection exemptions permissible as-of-right for

land covered by the Bushfire Management Overlay

- Loss of views due to the potential of higher development
- Larger building coverage resulting in leaving less garden space with boundary-to-boundary development
- The management of weeds.

Aspirations

The community of Red Hill and Red Hill South highly value the following elements of Red Hill, which should be maintained and enhanced through this strategy and other actions:

General Character and Places of Interest:

- Bushland character with abundance of vegetation
- Bush reserves
- Vineyards

Commercial and Industrial areas:

- Village character

Civic realm, amenity, environment and foreshore areas:

- Natural “bush” character, protected by UGB and Green Wedge land

Residential areas:

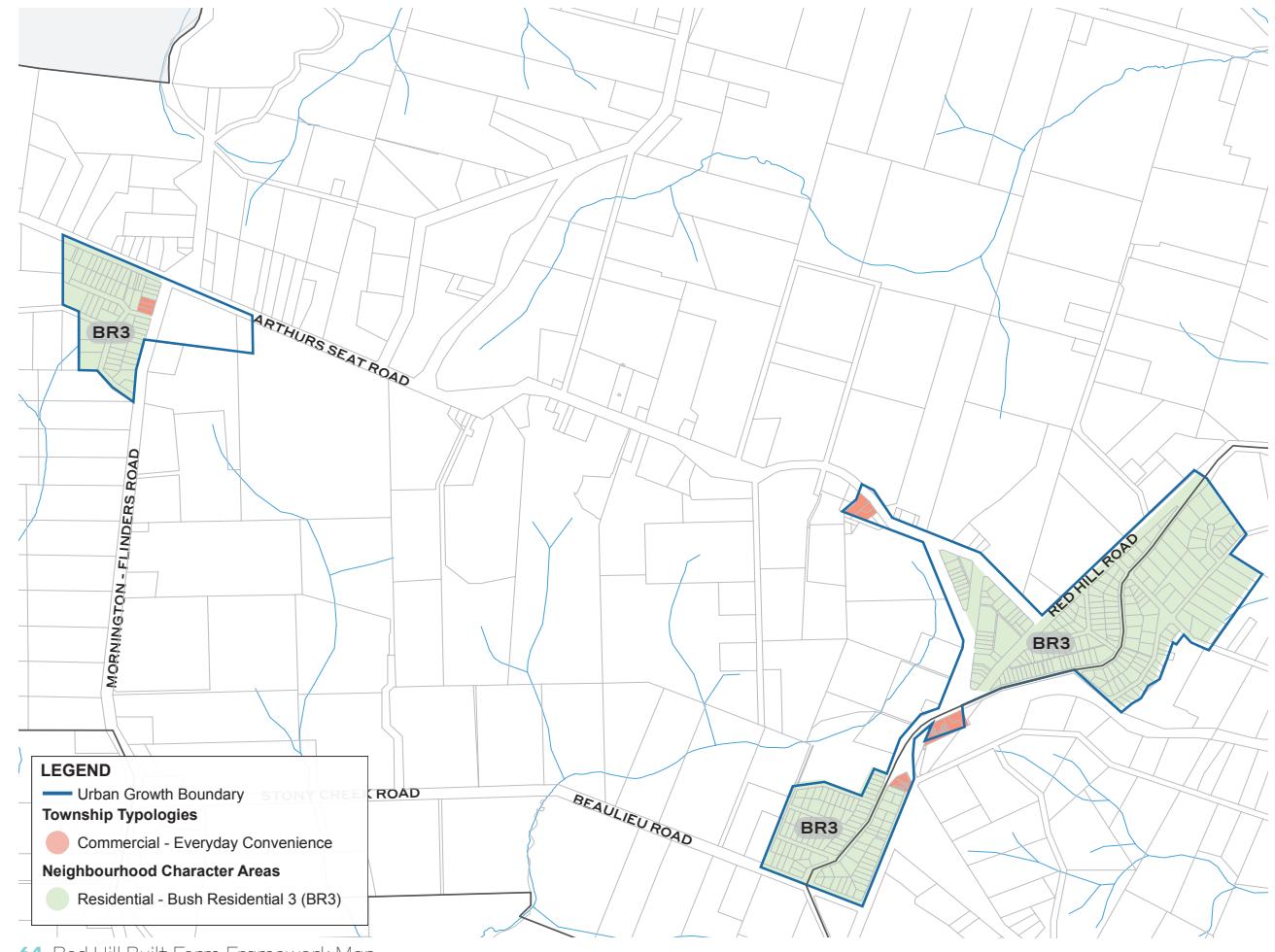
- Abundance of native vegetation between houses
- Space between houses for open character
- A recessive built form that blends and ‘nestles’ within the bushland setting.
 - “Residences are either partially or totally obscured by bushland.”
- Unsealed local roads.

For more information regarding Red Hill, please refer to the MPSC CV & NS Issues & Opportunities Report.

For more information regarding neighbourhood character, please refer to the MPSC Neighbourhood Character Study.

Vision

Red Hill and Red Hill South will retain their rural township feel, characterised by sporadically located dwellings concealed within a densely vegetated, undulating landscape, interspersed with unsealed, vegetation-lined roads. New development will be of a low-scale in muted colours and features that do not dominate the natural landscape. The small commercial areas of both Red Hill and Red Hill South will continue to comprise low-scale built form in an informal setting.





65 Red Hill General Store



66 Red Hill Shops

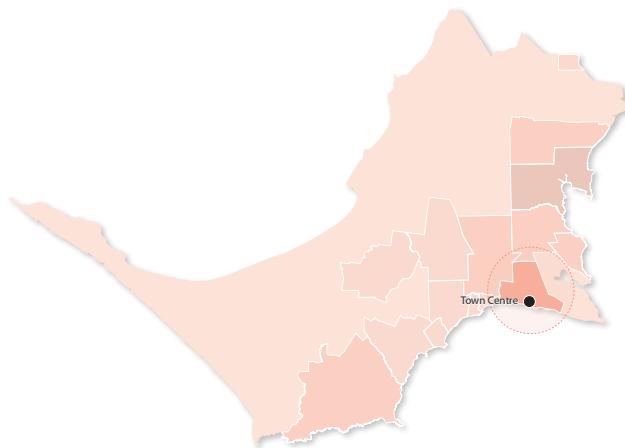


67 Red Hill Housing



68 Red Hill streetscape

3.8 Somers



Summary

Somers is a small seaside village nestled between Balnarring Beach to the west and HMAS Cerberus land to the east.

The township incorporates a small residential area, with a large proportion of holiday homes, and a few local shops, including The Store Cafe on The Boulevard adjacent to the foreshore.

Other features of Somers include:

- An ageing population with 44.1% of residents aged 35-64 and 23.5% of residents aged 65-84.

- A dwelling occupancy rate of 56.7%; which is lower than the Greater Melbourne average, indicating a high proportion of non-permanent residents and holiday home ownership.
- Limited new development with only 7% of dwellings having been built within the last 8 years.
- The retention of significant vegetation across the township with built form dominated by highly vegetated settings.
- Adequate foreshore access from residential areas.
- Clear transition from the arterial road results in an informal township entrance creating a sense of arrival.
- The presence of unsealed roads that adds to the informal character of the area.

Existing Strategic Context & Issues

A detailed analysis of the strategic planning context, demographic trends and community values affecting Somers reveals the following key themes:

- Residential areas within Somers are currently within the GRZ1 and LDRZ, and are affected by a suite of DDOs that control the built form and character of the area, including:

- DDO3: Coastal and Landscape Design
- DDO6: Low Density: Landscape
- Local shops are included in the GRZ1
- Somers foreshore is currently included in the PPRZ which restricts use and development to public recreational purposes. ESOs and SLOs control the environmental, visual and aesthetic character of area and include:
 - ESO20: Cliff and Beach
 - SLO2: Coastal Landscape
 - SLO4: Scenic Recreation Sites
- The Shire has adopted strategies regarding the sealing of unmade infrastructure (roads, pedestrian paths, carparks) in select areas over time to address issues regarding safety, accessibility or environmental hazards.

Coastal Climate Change Hazards

- The *Western Port Local Hazard Assessment (2018)* identifies that the township of Somers is only partly protected from coastal erosion and inundation hazards by man-made coastal structures (mainly rock revetments).
- Coastal hazards are expected to increase in the future as sea level rises, with uncertainty identified around the ability of the natural and built shoreline to respond to

For more information regarding Somers, please refer to the MPSC CV & NS Issues & Opportunities Report.

the increasing potential for inundation and erosion.

- Inundation in the area is controlled by the rock seawall
- Properties adjacent to the beach, behind the seawall west of Somers Yacht Club, along The Promenade, south of The Boulevard and east of Parklands Avenue are impacted by erosion.

Community Values

The Somers community particularly values the clean natural environment, beaches, sense of community and access to space, nature and wildlife as well as amenities.

Concerns and Threats

Engagement with the community and Councillors has identified the below key threats and concerns in relation to climate change, design and character in Somers.

The top three concerns are:

- New development leading to a loss of heritage, vegetation and feeling of spaciousness
 - "Too many large bulky inappropriate developments have been permitted without any or minimal vegetation."

- High fencing on new developments leading to a "fortress mentality"
- Removal of vegetation – especially native trees – through bushfire protection exemptions permissible as-of-right for land covered by the Bushfire Management Overlay

Other concerns and threats include:

- Concerns that the Somers Store Café will be lost to developers and needs heritage protection
- The lack of footpath towards the beach is a safety hazard
- New development that is inconsistent with the predominant character of the area.
- New housing development encroaching on the coastline, in terms of setback and visual intrusion.
- The management of litter and weeds
- Climate change impacts of bushfires and biodiversity loss within the township.

Aspirations

The community highly value the following elements of Somers, which should be maintained and enhanced through this strategy and other actions:

General Character and Places of Interest:

- Coolart Historic Area
- Somers Yacht Club
- Koala Reserve
- Small, coastal village character
 - "We love Somers as it is – small, quiet and comparatively undeveloped."

Commercial and Industrial areas:

- Minimal commercial development

Civic realm, amenity, environment and foreshore areas:

- The unspoilt local beaches, with little to no visual intrusion from residential development or public facilities.
- A natural coastal character, unsullied by urban development.
- The informal, unstructured, natural feel of public areas.
- The abundance of natural native vegetation

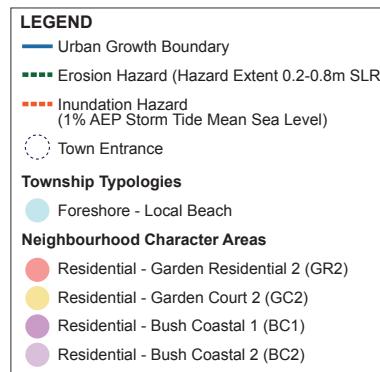
Residential areas:

- Unsealed local roads.
- The 'natural' bushland character.
- The low scale, unimposing style of existing housing, that is sympathetic to (and doesn't dominate) its context.

For more information regarding neighbourhood character, please refer to the MPSC Neighbourhood Character Study.

Vision

Somers will retain a coastal village character strongly exemplified by low-scale dwellings and unsealed roads concealed by densely vegetated settings. Its rural setting will be maintained and strengthened through mature canopy trees that dominate the public realm. Buildings will be generously set back from the foreshore and concealed by native coastal vegetation to minimise visibility from the coast.



69 Somers Built Form Framework Map



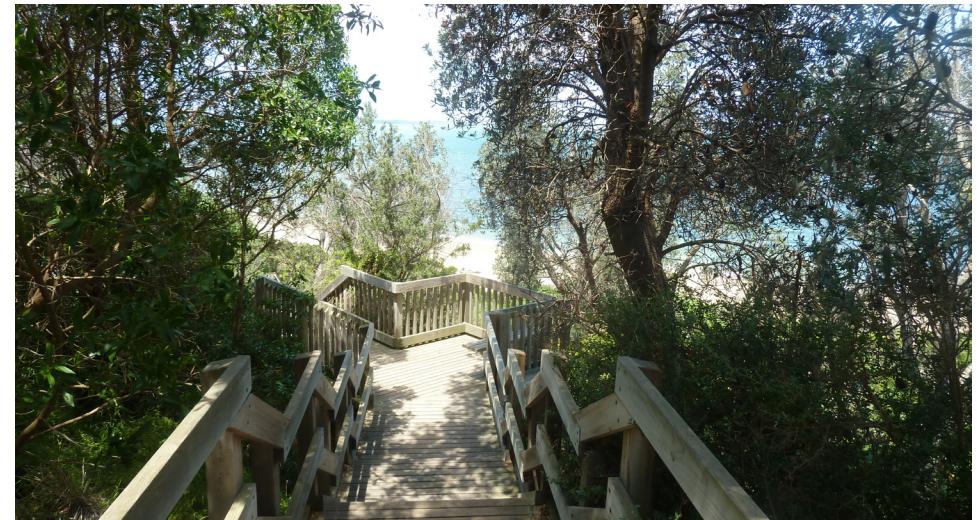
70 Somers Foreshore



71 Somers Housing

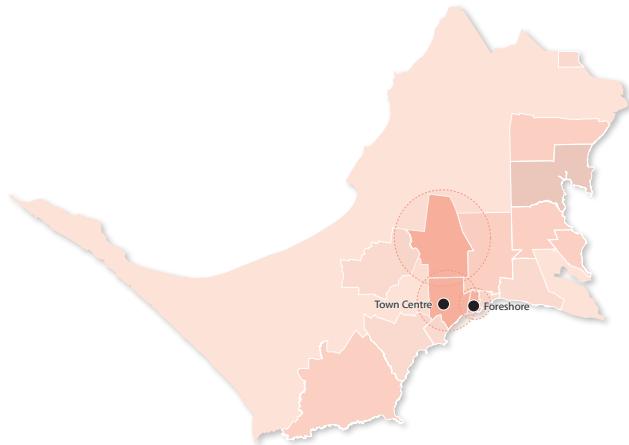


72 Somers Housing



73 Somers Foreshore

3.9 Merricks & Merricks Beach



Summary

Merricks is a small rural settlement located inland on the Frankston-Flinders Road and famed for the Merricks General Store. Merricks Beach, on the other hand, is an exclusively residential seaside village situated on the coastline and noted for its coastal bush setting and yacht club.

Other key features of these settlements include:

- An ageing population with 42.9% of residents aged 35-64 and 35.1% of residents aged 65-84.
- A dwelling occupancy rate of 58.5% which is lower than Greater Melbourne indicating a high proportion of non-permanent residents and holiday home ownership.
- Limited new development with only 8% of dwellings having been built within the last 8 years.
- New development is typically located on the periphery of Merricks Beach, consisting of single dwellings on large lots with buildings being predominantly of contemporary design and sympathetic to existing coastal surroundings.
- Retention of significant vegetation predominantly across Merricks Beach with

built form dominated by highly vegetated settings.

- Adequate foreshore access from residential areas within Merricks Beach.
- Clear transition from arterial road results in informal township entrance to Merricks Beach creating a sense of arrival.
- Presence of unsealed roads adds to the informal character of area, especially within Merricks Beach.

Existing Strategic Context & Issues

A detailed analysis of the strategic planning context, demographic trends and community values affecting Merricks and Merricks Beach reveals the following key themes:

- Residential areas within Merricks and Merricks Beach are currently within the GRZ1 and LDRZ, and are affected by a suite of DDOs that control the built form and character of the area, including:
 - DDO3: Coastal and Landscape Design
 - DDO6: Low Density: Landscape
- The Merricks General Store is included in the GRZ1
- Merricks Beach foreshore is currently included in the PPRZ which restricts use and development to public recreational purposes.

Merricks Beach foreshore is currently included in the ESOs and SLOs control the environmental, visual and aesthetic character of area and include:

- ESO20: Cliff and Beach
- ESO27: Merricks Beach Environmental Management
- SLO2: Coastal Landscape
- SLO4: Scenic Recreation Sites
- The Shire has adopted strategies regarding the sealing of unmade infrastructure (roads, pedestrian paths, carparks) in select areas over time to address issues regarding safety, accessibility or environmental hazards.

Coastal Climate Change Hazards

- Merricks is not impacted from any coastal inundation or erosion hazards.
- The *Western Port Local Hazard Assessment (2018)* identifies that due to the geomorphology of Merricks Beach, the township is located far enough above sea level that there is no significant inundation hazard.
- Erosion does pose a hazard from the 0.5m SLR scenario where the foreshore reserve area could be full eroded, possibly impacting on residential properties along Surf Street,

Cliff Road and Bayview Road.

Community Values

Respondents from Merricks and Merricks Beach particularly value the sense of community, beach, peaceful natural environment and resident's commitment to the environment.

Concerns and Threats

Engagement with the community and Councillors has identified the below key threats and concerns in relation to climate change, design and character in Merricks and Merricks Beach.

The top three concerns are:

- New development that is inconsistent with the predominant character of the area.
 - "Larger residences with dominant facades and small garden areas."
- Imposing fencing (high, solid, urban style) not in keeping with the open landscape.
- The threat and potential for over-development.

Other concerns and threats include:

- Commercial growth;
- Litter along the foreshore;
- Weed infestations of bushland and foreshore areas.

- New housing development encroaching on the coastline, in terms of setback and visual intrusion.
- Signage that doesn't blend with the local character of the area.
- Infrastructure provision that may provide support for additional, new development in the area.
- The increasing threat from bushfire arising from climate change and associated impacts.

Aspirations

The community highly value the following elements of Merricks and Merricks Beach, which should be maintained and enhanced through this strategy and other actions:

General Character and Places of Interest:

- The quiet nature of the local areas.
- The local spirit of community and sense of connection

Commercial and Industrial areas:

- The lack of commercial activity within the township
- The area should not become the focus for new commercial development or large scale residential development.

Civic realm, amenity, environment and foreshore areas:

- The walking trails provide a connection to nature and add to the bushland character of the area.
- The un-spoilt local beaches, with little to no visual intrusion from residential development or public facilities.
- A natural coastal character, unsullied by urban development.
- The informal, unstructured, natural feel of public areas.

Residential areas:

- A recessive built form that blends and 'nestles' within the bushland setting.
- Un-made / un-sealed local roads.
- The 'natural' bushland character.
- The low scale, un-imposing style of existing housing, that is sympathetic to its context.

For more information regarding Merricks, and Merricks Beach, please refer to the MPSC CV & NS Issues & Opportunities Report.



74 Merricks Beach Way-Finding



75 Merricks Beach Foreshore



76 Merricks Beach Housing



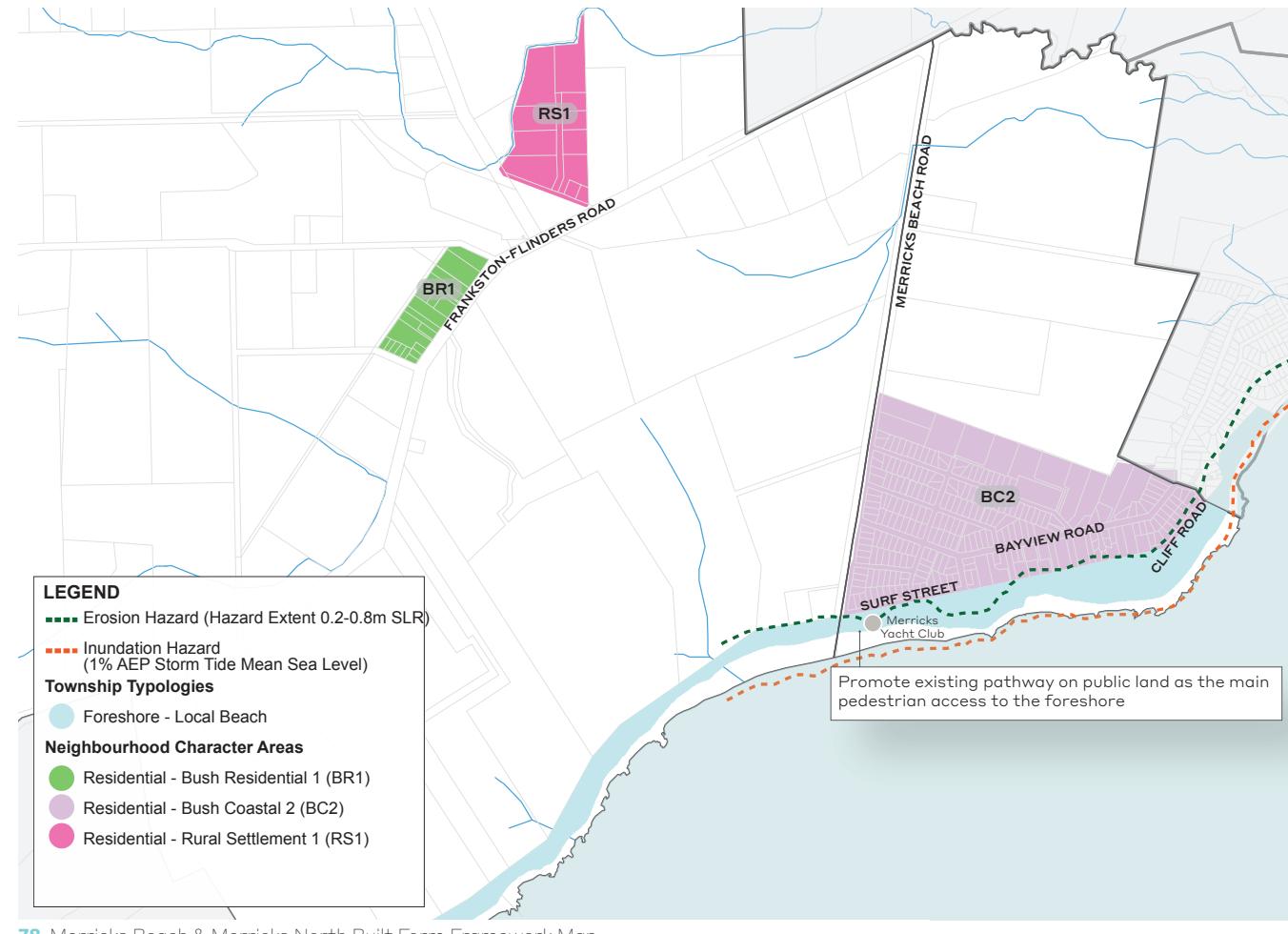
77 Merricks Beach Dwelling

For more information regarding neighbourhood character, please refer to the MPSC Neighbourhood Character Study.

Vision

Merricks and Merricks Beach will retain their bushland character represented by small scale dwellings located along unsealed roads lined by significant vegetation.

In Merricks, this character will be enhanced by development that is generously set back from the road and concealed by dense vegetation in front yards that feature long driveways. At Merricks Beach, new development will have large setbacks from the foreshore, protected native coastal vegetation, and a low-profile built form that will ensure dwellings will not dominate viewlines from the coast, and that the unspoilt quality of the beach is preserved.



3.10 Point Leo



Summary

Point Leo township is a small coastal village situated between Merricks Beach to the east and Shoreham to the west. It is and considered to be one of the closest surf beaches to Melbourne with a long history as a summer holiday destination. The village incorporates a small residential area, largely comprised of holiday homes, a few shops and a beach kiosk. Sweeping views across the natural coastal landscape contribute significantly to the character and feel of the locality.

The views and landscape are valuable contributes to the townships character.

Other features of Point Leo include:

- An ageing population with 51.6% of residents aged 35-64 and 21.4% of residents aged 65-84.
- A dwelling occupancy rate of 49.5%; which is significantly lower than Greater Melbourne, indicating a high proportion of non-permanent residents and holiday home ownership.
- Substantial recent development with 35% of dwellings constructed between 1990 - 2000, 26% between 2000 - 2010 and 10% within the last 8 years.

- Retention of older style beach shacks along the foreshore edge, with newer development located within the centre of town.
- Retention of significant vegetation across the township.
- Adequate foreshore access from residential areas.
- Clear transition from arterial road results in informal township town entrance creating a sense of arrival. A secondary town entrance is created upon arrival to the foreshore area (kiosk) from Point Leo Road.
- Built form dominated by highly vegetated setting along foreshore. Development within the LDRZ consists of a more formal vegetation setting.

Existing Strategic Context & Issues

A detailed analysis of the strategic planning context, demographic trends and community values affecting Point Leo reveals the following key themes:

- Residential areas within Point Leo are currently within the GRZ1 and LDRZ, and are affected by a suite of DDOs that control the built form and character of the area, including:

- DDO2: Bayside and Village Design
- DDO3: Coastal and Landscape Design
- DDO6: Low Density - Landscape
- Local shops and the beach kiosk are included in the GRZ1.
- Point Leo's foreshore is currently included in the PPRZ which restricts use and development to public recreation purposes and SLOs control the environmental, visual and aesthetic character of area and include:
 - ESO20: Cliff and Beach
 - ESO21: Coastal Hinterland
 - SLO2: Coastal Landscape
 - SLO4: Scenic Recreation Sites
 - SLO6: National Trust Classified Landscapes
- The Shire has adopted strategies regarding the sealing of unmade infrastructure (roads, pedestrian paths, carparks) in select areas over time to address issues regarding safety, accessibility or environmental hazards.

Coastal Climate Change Hazards

- The *Western Port Local Hazard Assessment (2018)* identified that due to the geomorphology of Point Leo, the township is

located far enough above sea level that there is no significant inundation hazard.

- Erosion, however, does pose a hazard, particularly along the beach area where sea level rise conditions could result in the platform beach being eroded significantly, impacting on Western Parade and adjacent residential properties, and the Point Leo Foreshore Reserve. There is also a significant erosion hazard around the point where the Point Leo Boat Club, camping grounds and surf lifesaving club are located.

Community Values

The Point Leo community particularly values the sense of community, beach and foreshore areas, peaceful natural environment and residents' commitment to the environment.

Concerns and Threats

Engagement with the community and Councillors has identified that the key concern for the Point Leo community is that the village remains small and contained.

Aspirations

The community highly value the following elements of Point Leo, which should be maintained and enhanced through this strategy and other actions:

- The quiet nature of the local areas.
- Abundance of vegetation
- Views

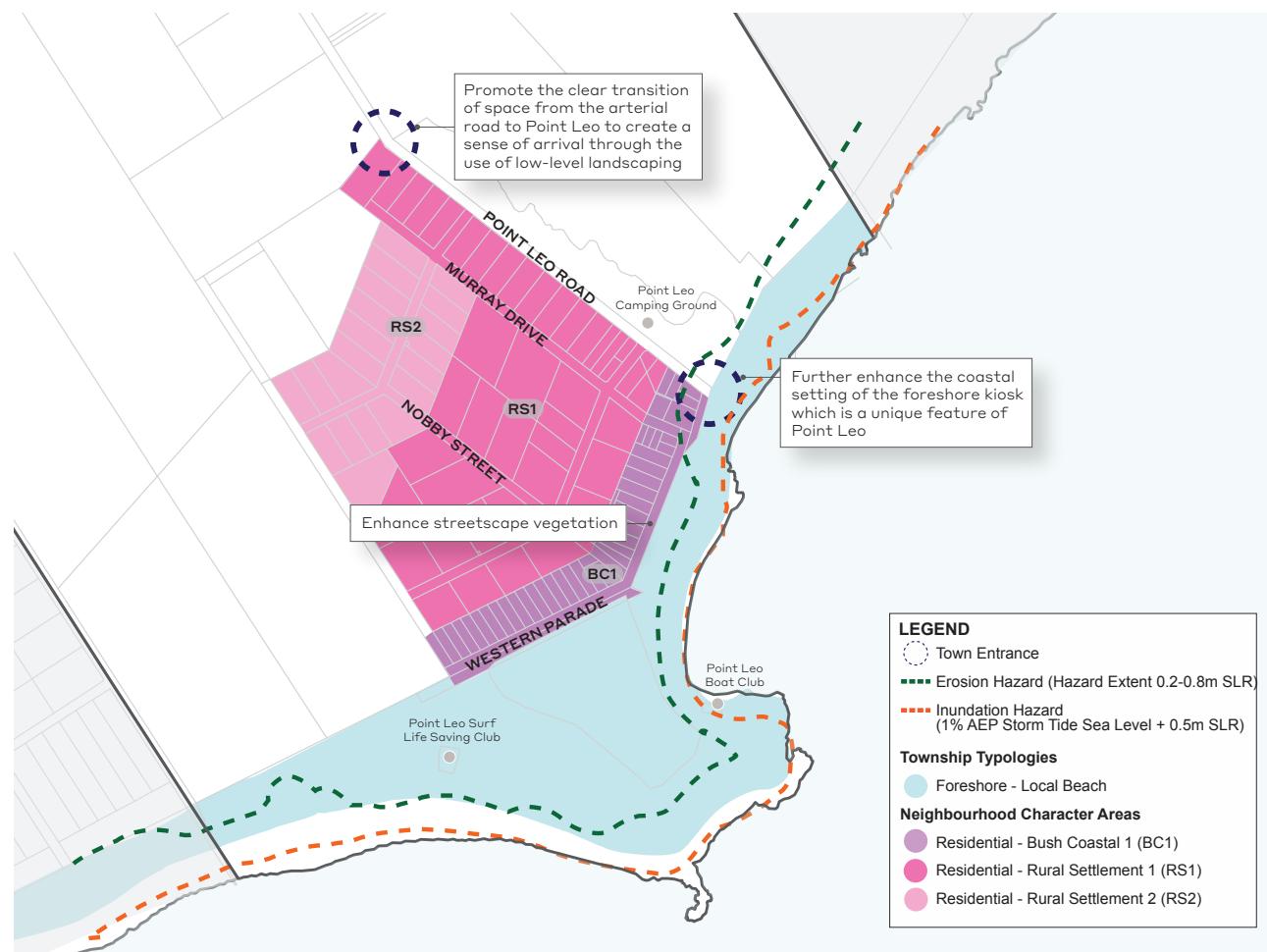
For more information regarding Point Leo, please refer to the MPSC CV & NS Issues & Opportunities Report.

For more information regarding neighbourhood character, please refer to the MPSC Neighbourhood Character Study.

Vision

Point Leo township will retain its coastal village feel, spacious streetscapes, and strong connections to surrounding agricultural land and the foreshore. New residential development will be low-scale, sit within the landscape, and will permit long-range views to the foreshore and hinterlands.

Point Leo's coastal setting will be strengthened by the protection of areas of coastal shrub and through minimal development surrounding the foreshore kiosks.



79 Point Leo Built Form Framework Map



80 Point Leo Foreshore



81 Point Leo Lookout

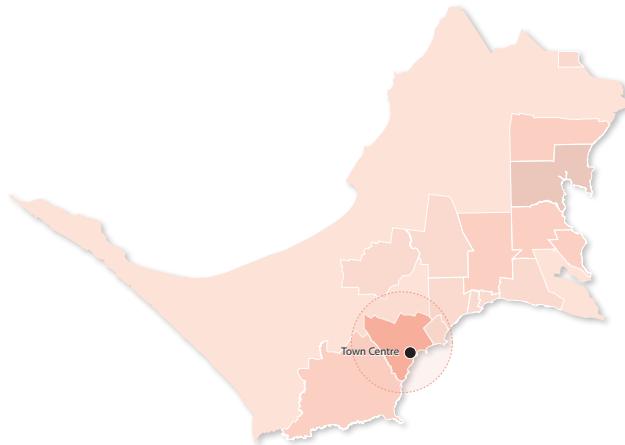


82 Point Leo Housing and streetscape



83 Point Leo Housing

3.11 Shoreham



Summary

Shoreham is a coastal village situated south of Frankston-Flinders Road, between the settlements of Flinders in the west and Point Leo to the east. The township incorporates a small residential area, largely comprised of holiday homes with several local shops along Cliff Road.

Other features of Shoreham include:

- An ageing population with 39.9% of residents aged 35-64 and 28% of residents aged 65-84.

- A dwelling occupancy rate of 43.6%; which is significantly lower than Greater Melbourne, indicating a high proportion of non-permanent residents and holiday home ownership.
- Large allotments of predominantly residential land, with limited new development. Less than 8% of dwellings were constructed within the last 8 years.
- Built form dominated by a highly vegetated setting along the foreshore.
- Adequate foreshore access from residential areas through undulating topography.
- Informal township entrance through the town centre built form (post office).
- Retention of significant vegetation across the township.

Existing Strategic Context & Issues

A detailed analysis of the strategic planning context, demographic trends and community values affecting Shoreham reveals the following key themes:

- Shoreham's town centre is currently included in the C1Z which encourages retail and commercial uses.
- Residential areas within Shoreham are currently within the GRZ1 and LDRZ, and

are affected by a suite of DDOs that control the built form and character of the area, including:

- DDO2: Bayside and Village Design
- DDO3: Coastal and Landscape Design
- DDO6: Low Density - Landscape

- Shoreham's foreshore is currently included in the PPRZ and PCRZ which restricts use and development to public recreational purposes. ESOs and SLOs control the environmental, visual and aesthetic character of area and include:
 - ESO17: Streamlines
 - ESO20: Cliff and Beach
 - SLO2: Coastal Landscape
 - SLO4: Scenic Recreation Sites
 - SLO6: National Trust Classified Landscape
- The Shire has adopted strategies regarding the sealing of unmade infrastructure (roads, pedestrian paths, carparks) in select areas over time to address issues regarding safety, accessibility or environmental hazards.

Coastal Climate Change Hazards

- The *Western Port Local Hazard Assessment (2018)* identifies that due to the

geomorphology of Shoreham, the township is located far enough above sea level that there are no significant inundation hazards.

- Erosion, however, does pose a hazard, particularly impacting the residential properties in the south -east along Beach Road and Cliff Road, and along the beach area where sea level rise conditions could result in the platform beach being eroded significantly, impacting the Shoreham Foreshore Reserve campground. There is also a possibility of increased slope failures (landslides) around the Hard Rock Cliff area.

Community Values

The Shoreham community particularly value the serenity and quietness of the area, clean beaches, natural environment, sense of community and amenities.

Concerns and Threats

Engagement with the community and Councillors has identified the below key threats and concerns in relation to climate change, design and character in Shoreham.

The top concerns mentioned across all forms of community engagement were:

- New development leading to loss of heritage, vegetation and feeling of spaciousness

- “Buildings that are too high and invade the landscape...and fencing that block views.”
- Bushfire exemptions leading to increased loss of vegetation
- The threat of over-development.

Other concerns include:

- New development that is inconsistent with the predominant character of the area.
- The run-down General Store
- The management of weeds and litter
- Management of bushfires and associated impacts

Aspirations

Engagement has revealed that respondents highly value the following elements of Shoreham, which should be maintained and enhanced through this strategy and other actions:

General Character and Places of Interest:

- Buxton Nature Reserve and Cyril Young Memorial Chapel are important local landmarks
- Lots of vegetation
- Unsealed local roads

Commercial and Industrial areas:

- Minimal commercial development
- Civic realm, amenity, environment and foreshore areas:

- The un-spoilt local beaches, with little to no visual intrusion from residential development or public facilities.
- A natural coastal character, unsullied by urban development.
- The informal, unstructured, natural feel of public areas.

Residential areas:

- A recessive built form that blends and ‘nestles’ within (and doesn’t dominate) the bushland setting.
 - “We like the invisibility of many houses and the value most residents place upon this amenity.”
- The ‘natural’ bushland character.
- The low scale, un-imposing style of existing housing, that is sympathetic to (and doesn’t dominate) its context.

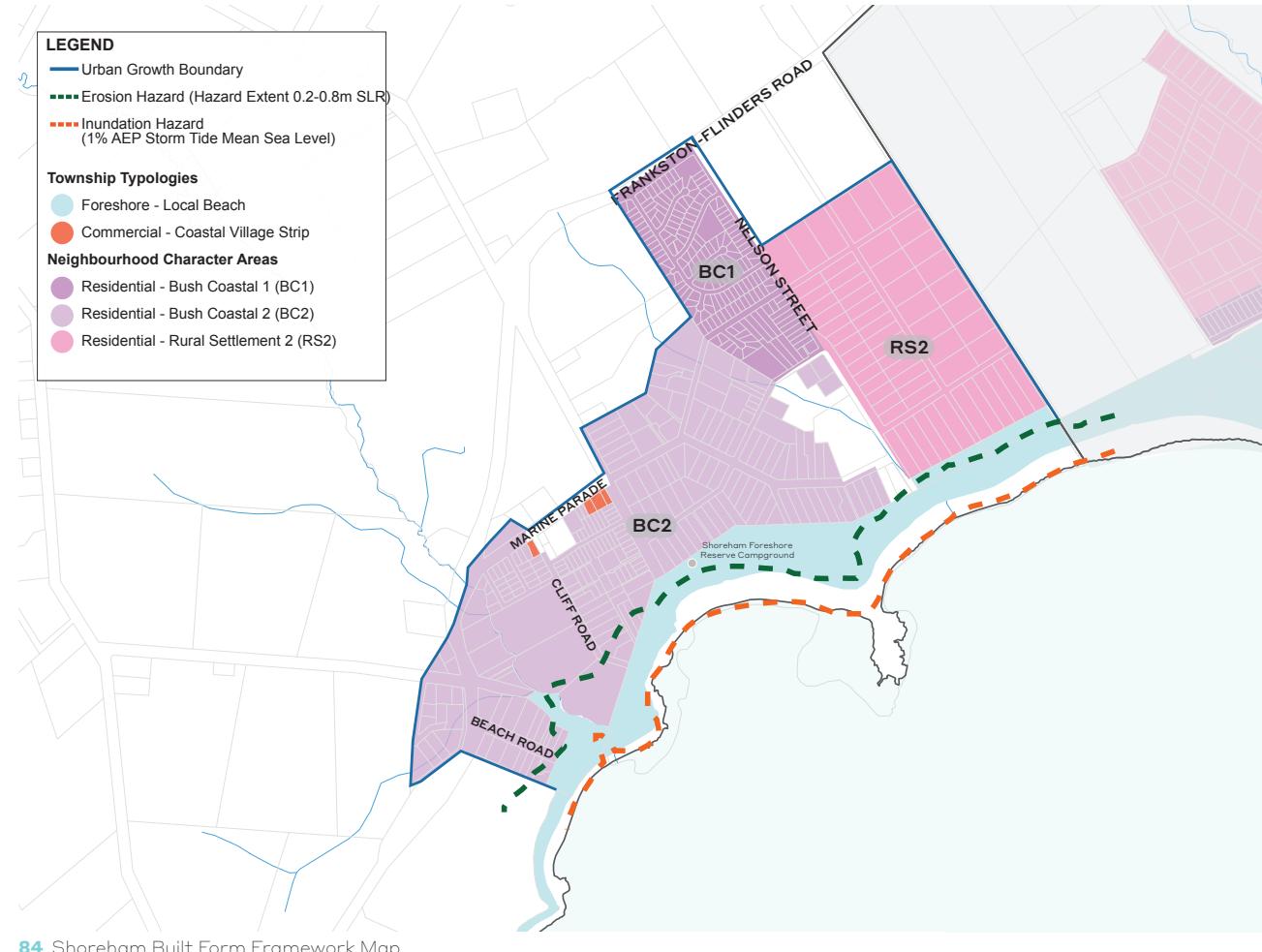
For more information regarding Shoreham, please refer to the MPSC CV & NS Issues & Opportunities Report.

For more information regarding neighbourhood character, please refer to the MPSC Neighbourhood Character Study.

Vision

Shoreham will retain its coastal village feel represented by small scale buildings, heritage fabric, limited commercial development, unsealed roads and highly vegetated landscapes including tall canopy trees, that are important to the local habitat. New development will be low-scale, sympathetic to the townships heritage properties and concealed by substantial plantings in front set backs, with commercial development to be contained within existing commercially zoned land.

Shoreham's coastal bush setting will be enhanced by retaining minimal access to the foreshore, allowing the foreshore's dense native coastal vegetation to be preserved, and minimising the visibility of development from the coast. The commercial centre will remain low key and informal.





85 Shoreham Housing



86 Shoreham Foreshore

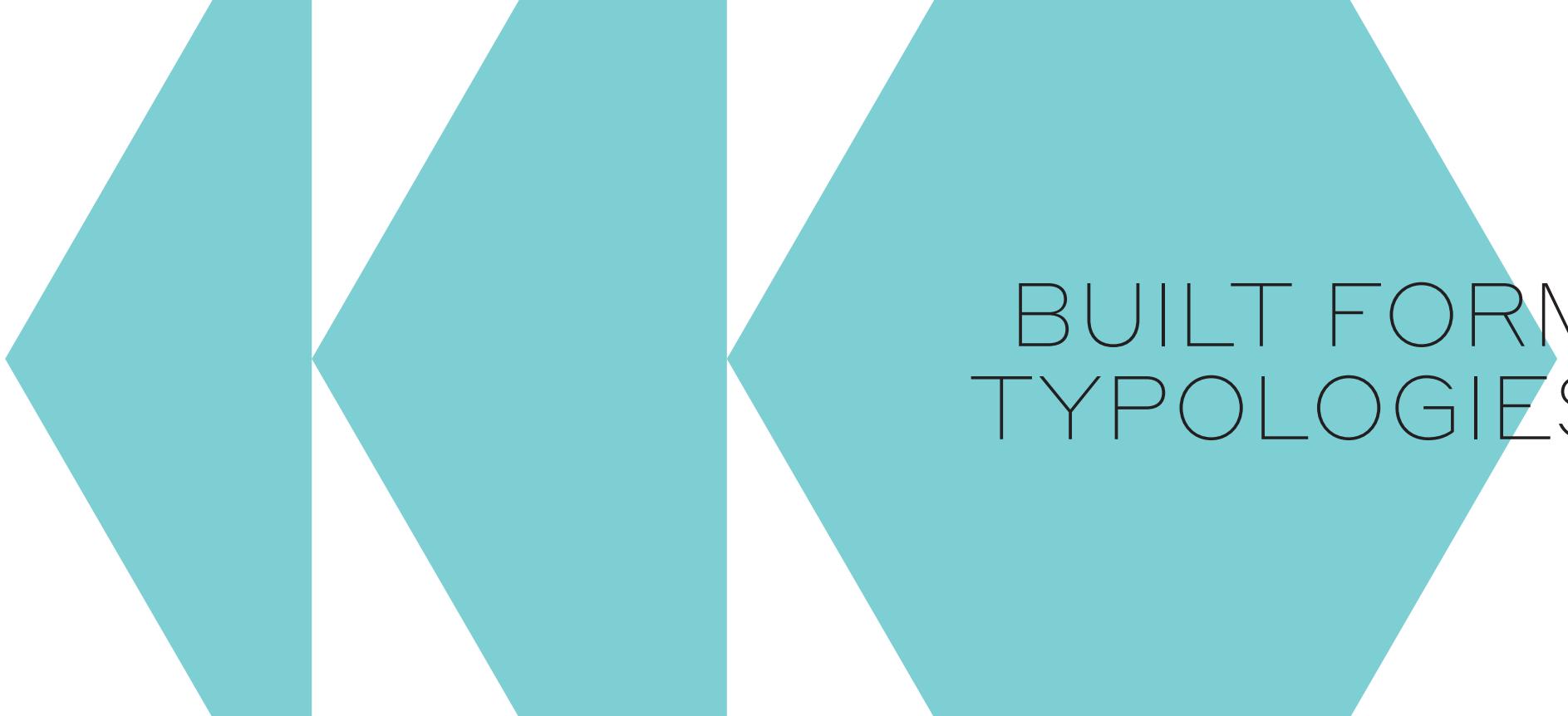


87 Shoreham Housing



88 Shoreham Coastal Village Strip

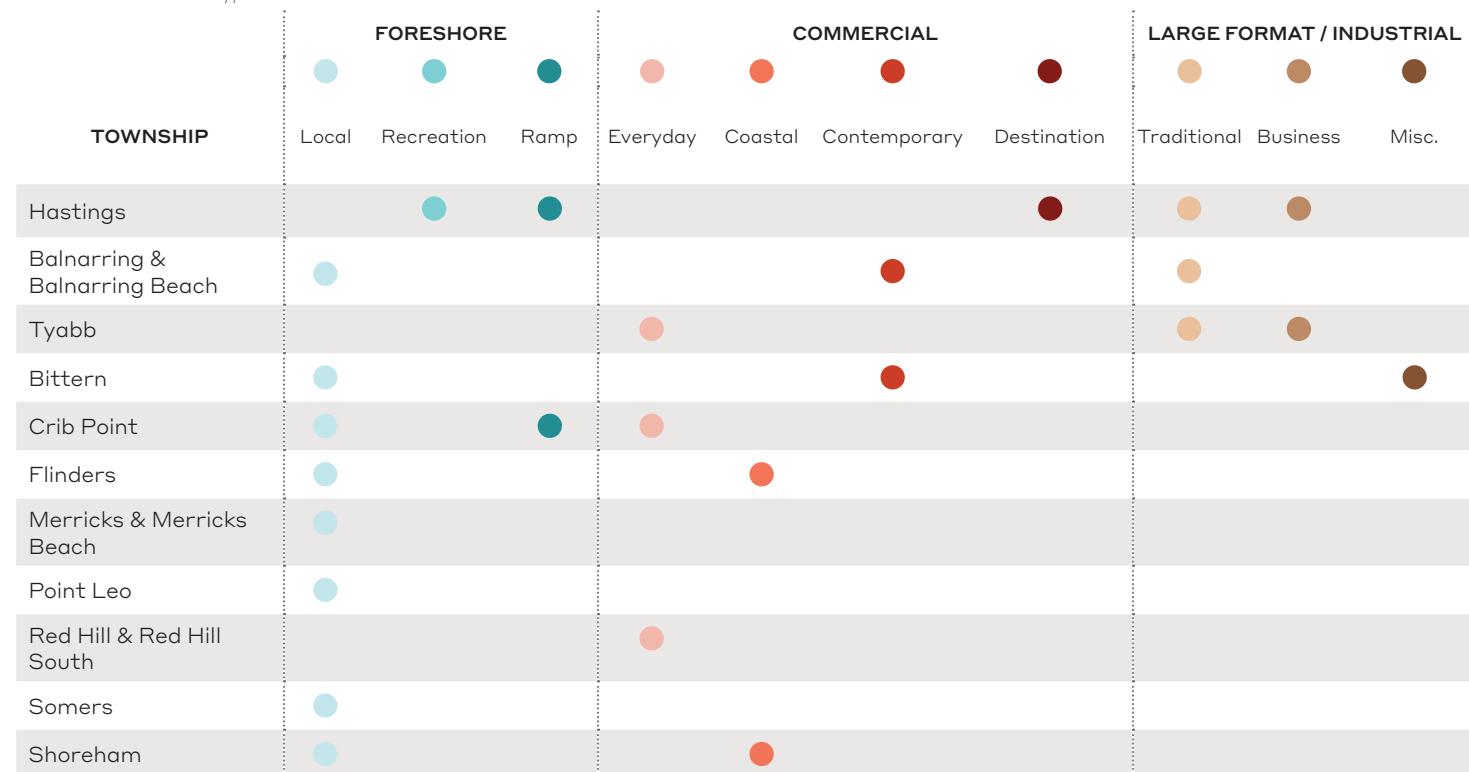
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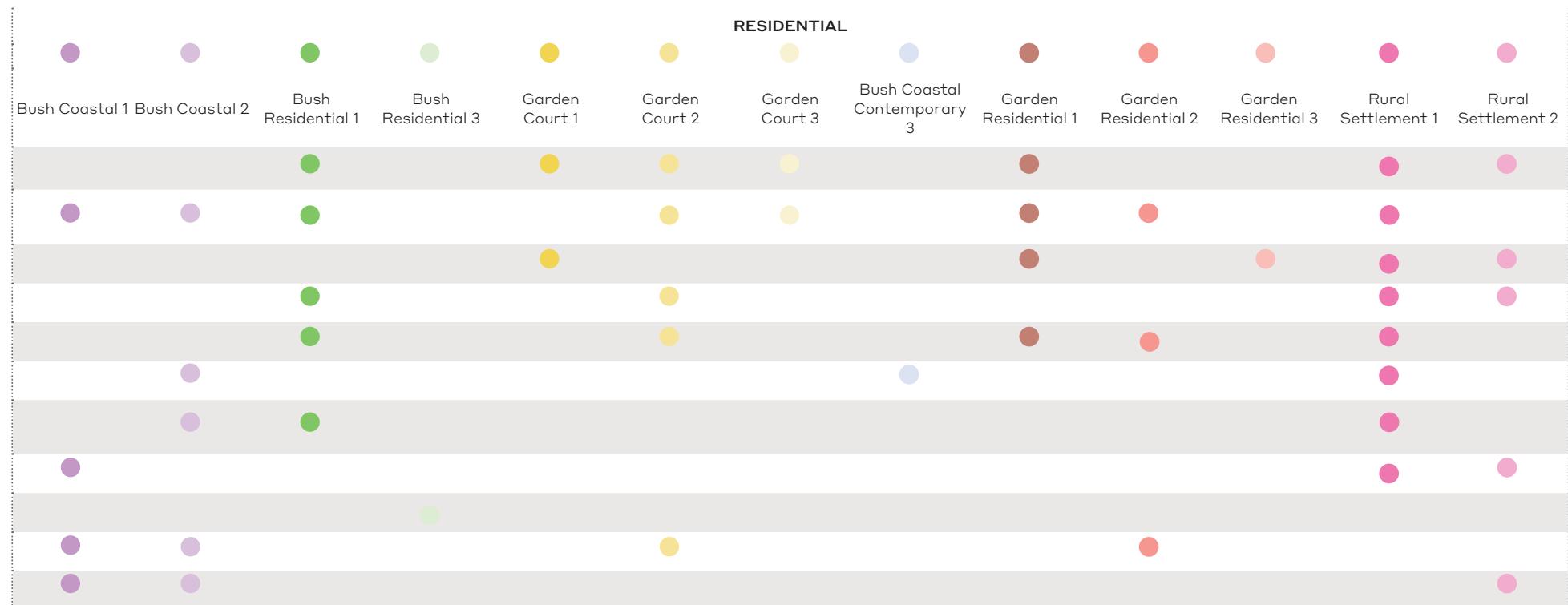


BUILT FORM
TYPOLOGIES

4.0 Township Character Typologies

Table 6 – Character type matrix





For more information regarding residential character typologies that relate to the Coastal Villages Townships, please refer to Appendix A and the Mornington Peninsula Neighbourhood Character Study.

Character Typologies Map



Commercial

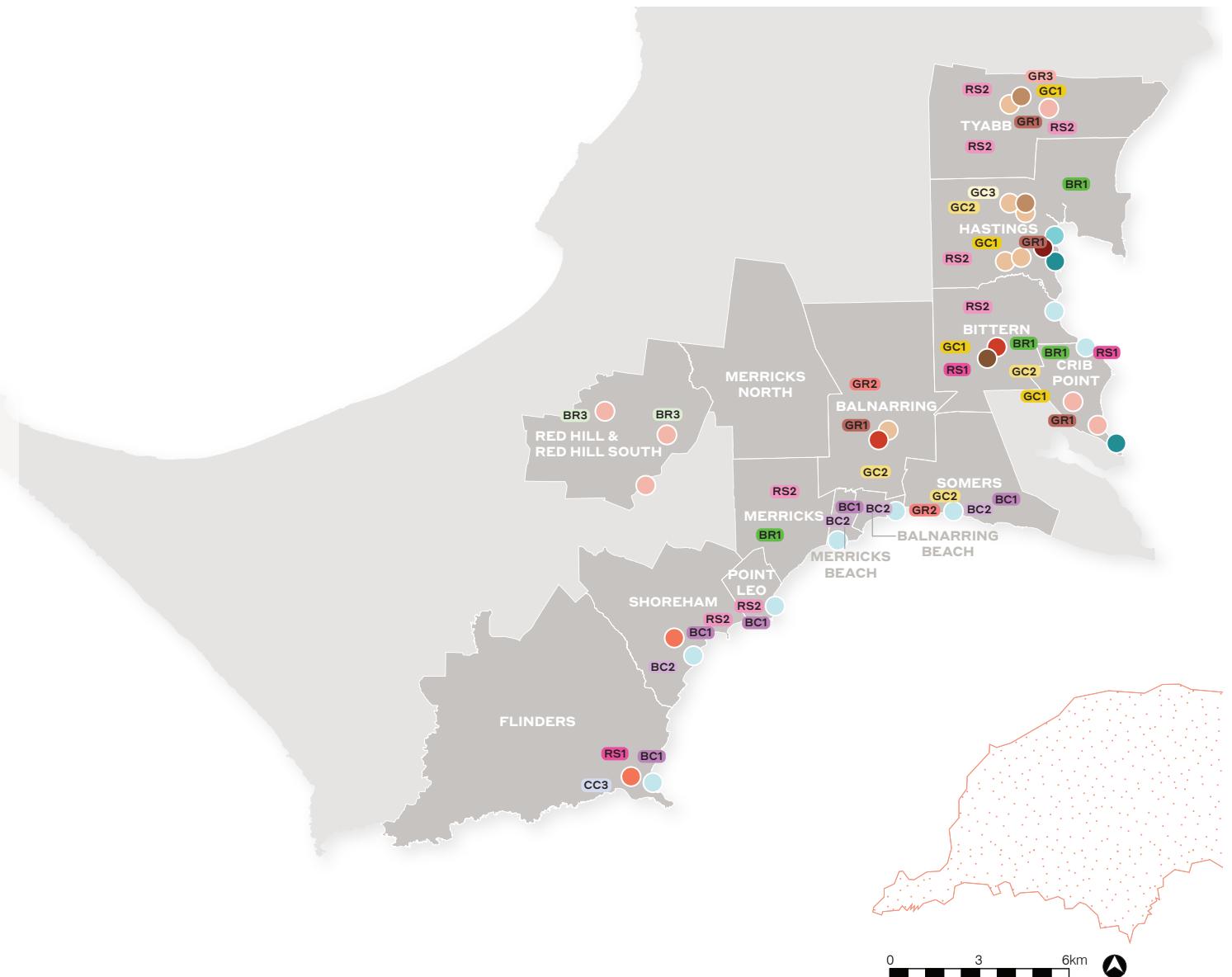
- Everyday Convenience
- Coastal Village Strip
- Contemporary Village
- Destination

Large Format / Industrial

- Traditional
- Business Park
- Miscellaneous

Residential

- BC1** Bush Coastal 1
- BC2** Bush Coastal 2
- BR1** Bush Residential 1
- BR3** Bush Residential 3
- GC1** Garden Court 1
- GC2** Garden Court 2
- GC3** Garden Court 3
- CC3** Bush Coastal Contemporary 3
- GR1** Garden Residential 1
- GR2** Garden Residential 2
- GR3** Garden Residential 3
- RS1** Rural Settlement 1
- RS2** Rural Settlement 2



For more information regarding residential character typologies that relate to the Coastal Villages Townships, please refer to Appendix A and the Mornington Peninsula Neighbourhood Character Study.



89 Point Leo Foreshore Area

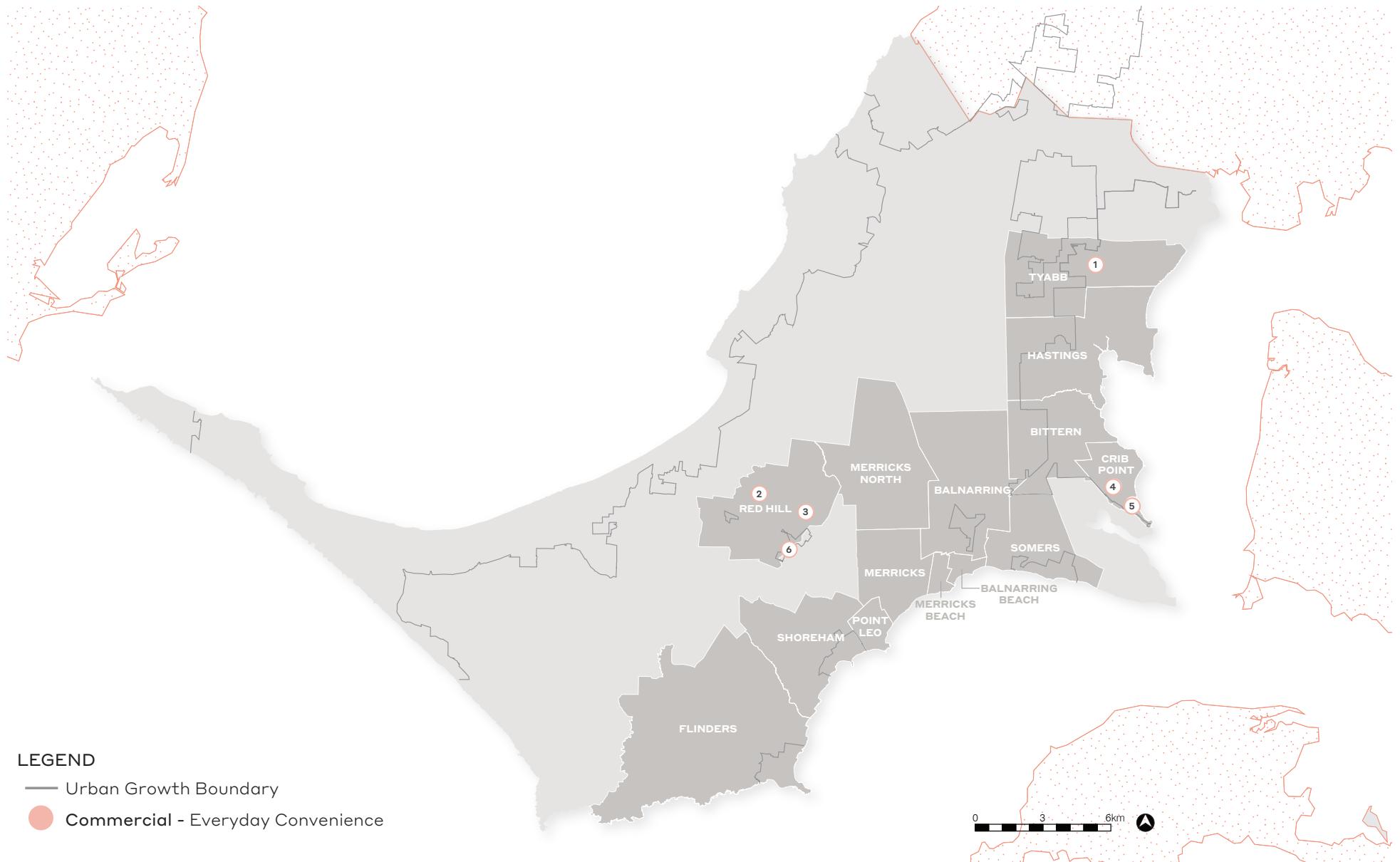


90 Hastings Industrial Area



91 Tyabb Commercial Area

Built Form Typology: Commercial - Everyday Convenience





92 Everyday Convenience, Tyabb



95 Everyday Convenience, Red Hill



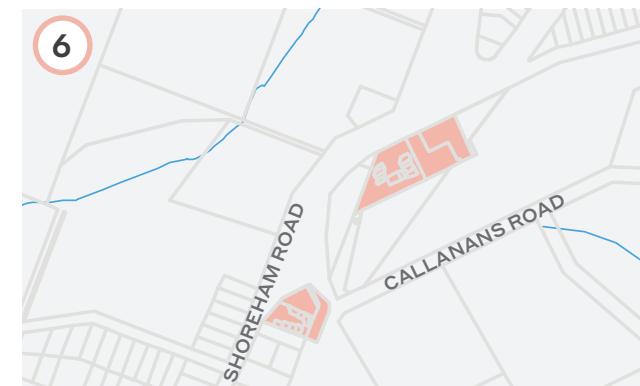
96 Everyday Convenience, Red Hill



93 Everyday Convenience, Crib Point



94 Everyday Convenience, Crib Point



97 Everyday Convenience, Red Hill South

Built Form Typology: Commercial - Everyday Convenience



98 Red Hill General Store, Red Hill



99 Tyabb IGA, Tyabb



100 Crib Point Shops

Description

The Everyday Convenience Typology typically comprises of low-scale buildings built to boundary with small areas of at grade car parking and a mix of street tree plantings.

Typically Everyday Convenience commercial areas are built form dominant with buildings built to boundary and front car parking along the street interface. Buildings are sometimes set back from the road to accommodate parking and pedestrian access.

Built form is generally consistent with flat roofs or the occasional pitched roof, a mix of materials and verandahs or awnings over footpaths. There is typically a heritage building set within the streetscape that represents the town's historical past. An eclectic mix of architectural styles contribute to the remaining form of the area.

There is little to no public realm and a mix formal plantings are located between shop fronts and car parking areas.

Key Attributes

Built Form

- Predominantly single storey contemporary construction from the 1960's - 2018
- Verandahs often incorporated into building form
- Typically a heritage building is present
- Primarily constructed of brick, weatherboard and render and typically feature flat roofs and awnings over footpaths
- Built to side boundary and front boundary
- Public domain features formal footpaths, vegetation and seating

Context and Setting

- Typically flat topography, affording glimpses to surrounding residential and open spaces
- Residential, industrial or green wedge interfaces
- Sealed road network featuring kerb and channel drainage
- Presence of planted areas along footpath with little areas of permeable surfaces

Public Realm

- Footpaths predominantly located adjacent to the built form with limited dedicated pedestrian crossings
- Surrounding streetscape features a mix of informal mature native canopy trees and low shrubs
- Street lamps located throughout, connected to power lines
- Promotional signage is typically integrated with built form and located along awnings or parapets and is generally not illuminated
- Way finding signage if present, is typically limited to VicRoads signage/information

Landscaping & Parking

- Mix of low formal landscaping and medium to large predominantly native trees along pedestrian paths and car parks
- On street at grade car parking

Threats to Character

- Loss of heritage buildings within the streetscape
- Additional built form height with lack of upper level setbacks
- Use of contemporary building materials and design that do not reflect surrounding established built form
- Large obtrusive or illuminated promotional signage
- Loss of existing significant vegetation

Preferred Character Statement

New developments complement the key characteristics of this broader Built Form Typology by reflecting the finishes and form of the surrounding built environment while enhancing existing historical buildings and features.

New development presents as low-scale built form, comprising flat or low pitched roofs, built to boundary and articulated through the use of active frontages and verandahs and awnings that provide shade and shelter complementing the pattern of existing development.

The local streetscape is retained through consistent street setbacks with a mix of informal plantings and remnant vegetation dispersed throughout.

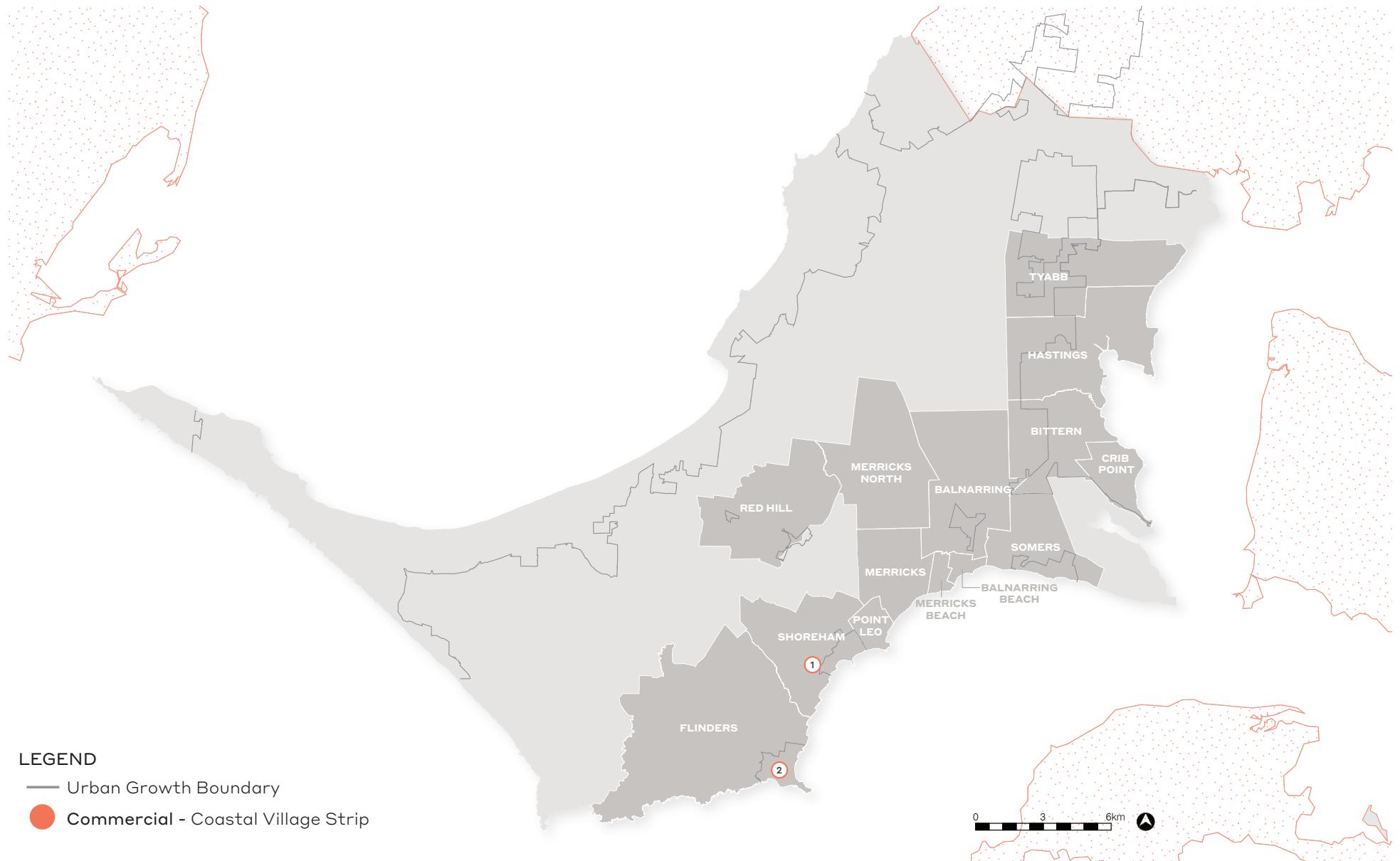
Design Guidelines

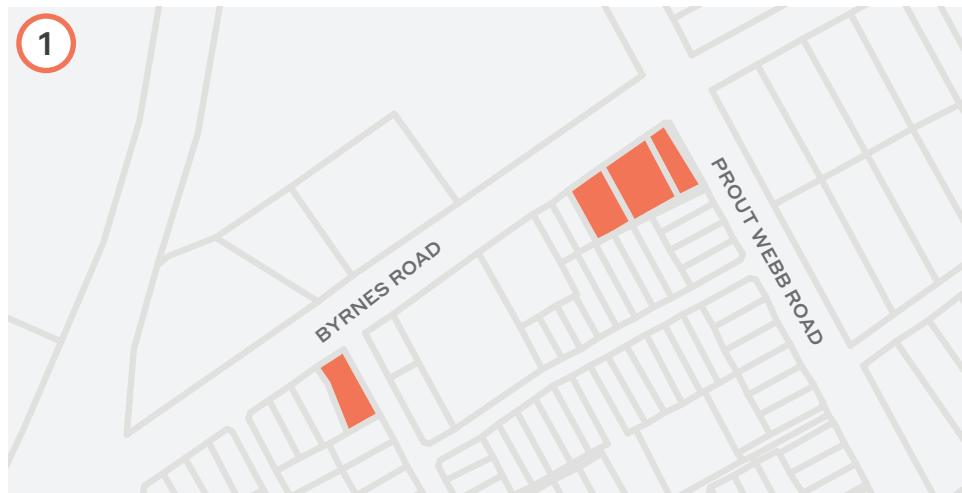
Character Element	Design Objective	Design Requirements
Public Realm	To maintain and improve public amenity and pedestrian movement within the precinct.	<p>Gathering Spaces and Seating</p> <p>Retain and enhance informal and resting gathering spaces throughout the precinct that are:</p> <ul style="list-style-type: none"> Designed to provide primarily for informal activity of a scale associated with the convenience nature of the centre. Located to take advantage of key pedestrian destinations and travel routes, and use materials and furniture elements that are consistent with existing enhanced spaces. <p>Provide seats, benches and tables that:</p> <ul style="list-style-type: none"> Use contemporary design and durable materials (such as steel and composite timber). Only utilise heritage design and details where there is a local precedent or strong community preference for their use. Make allowance for all abilities through the provision of armrests and space for wheelchairs and other mobility aids. Are located at intervals where this does not conflict with clear paths of travel or impact upon appropriate retail activity. <p>Streetscape Treatments</p> <p>Provide consistent public realm treatment within each centre including footpath surface treatment, kerb and channel detail, street lighting, street furniture (including bins, seats, bicycle hoops etc.). Elements may be modified between townships to reflect localised characteristics (eg. species selection, landscape materials).</p> <p>Select pavement materials and furniture elements that make a positive contribution to a distinctive local character, reflecting local built and landscape materials. Community design processes should contribute to the definition of public realm materials and elements where possible.</p> <p>Use simple durable pavements such as textured and / or coloured concrete or asphalt. Unit pavers such as brick should be avoided unless there is a local precedent or strong community preference for their use.</p> <p>Safety and Accessibility</p> <p>Ensure pathways and seating areas within the Everyday Convenience typology are adequate, in width and grade, for all abilities, compliant with the current edition of AS 1428 Design for access and mobility.</p> <p>Provide low key street lighting along pedestrian walkways and car parking areas. Ensure lighting to all public spaces within the Everyday Convenience typology, including car parks, street footpaths and pedestrian walkways complies with AS/NZS 1158.3.1:1999 - Road lighting Part 3.1: Pedestrian area (Category P) lighting.</p> <p>Provide clear and continuous paths of travel adjacent to buildings suitable for all abilities and limit footpath displays.</p>

Character Element	Design Objective	Design Requirements
	To enhance a sense of arrival at the centre.	Utilise vegetation, kerb outstands and low key signage to signify entrances to the centre and enhance the identity of the centre.
Pedestrian Interfaces	To ensure buildings at street level present an attractive pedestrian interface and contribute to the overall identity of the precinct.	<p>Ground floor frontages should enable visual interest through provision of active frontages, including a minimum of 80% glazing in the facade that fronts the street.</p> <p>Development should:</p> <ul style="list-style-type: none"> incorporate weather protection over footpaths into building form, preferably in the form of a veranda. avoid large, blank walls or uniform front facades.
Building height, form and layout	To ensure that new development reflects the prevailing scale and form of existing buildings.	<p>Buildings must not exceed 2 storeys (8m) in height.</p> <p>The upper level of any two storey building should be setback a minimum of 3m from the front boundary, to integrate with the existing built form.</p> <p>Building roof form should be flat or pitched to complement the prevailing character.</p> <p>Plant equipment, vents and any other mechanical equipment must be carefully sited or incorporated into the roof design such that it is screened or concealed from the views from the street, surrounding public spaces and buildings.</p> <p>Provide sustainable water use in buildings by implementing measures to collect rain water runoff from roof areas. Ensure water storage / tanks are located away from public view, and do not impact on neighbours' visual amenity.</p>
Siting and setbacks	To maintain and reinforce the predominant front and side setback pattern to the street, within the precinct and adjoining residential areas.	<p>Orient buildings towards street frontages.</p> <p>New development should be built to the front and side boundaries, other than where abutting a residential zone.</p> <p>Setbacks to side and rear boundaries with a residential zone interface should conform with Clause 55 Standard B17, other than:</p> <ul style="list-style-type: none"> providing a minimum 3m setback from the rear boundary interface for landscaping providing a minimum 1.5 metre setback from a side boundary interface for landscaping or pedestrian access.
Building materials, design and details	To ensure new development positively responds to the predominant building materials and styles of the precinct.	<p>Use muted finishes to complement the predominant existing palette of materials in the area and the surrounding natural environment, such as brick, textured render or brown / beige weather board.</p> <p>Avoid the use of bright, bold colours.</p> <p>All building walls that are visible from the street or public open space should be articulated to provide visual interest.</p>
Vegetation and Landscaping	To increase safety while reflecting and enhancing the vegetated setting and green character of the surrounding environment.	<p>Retain and / or plant mature, established or canopy trees where possible, with a preference for indigenous species where suitable and appropriate.</p> <p>Provide low informal landscaping along pedestrian walkways and car parking areas, where appropriate.</p> <p>Provide a landscape plan, with maintenance schedule, for all new development applications with set back areas.</p> <p>Design landscaping in accordance with CPTED principles, by avoiding mid-level screening to maintain sightlines between pedestrians, buildings, public spaces and roads. *See Safer Design Guidelines for Victoria <https://www.healthyplaces.org.au/userfiles/file/Safer+Design+Guidelines%20Victoria.pdf>.</p> <p>Create durable landscape areas through appropriate low-maintenance species selection, careful location and form of planting areas, and management of pedestrian movement.</p> <p>Utilise primarily local and native plant species, in accordance with Council Landscape Guidelines. The use of exotic species should be avoided except where based on cultural precedents and as a deliberate feature. Recognising that centres within this typology are likely to have limited areas for planting, species selection should be based on low water use, dense massing of foliage and flexible rather than twiggy growth habit.</p>

Character Element	Design Objective	Design Requirements
Parking and Access	<p>To ensure access to the centre is clear, minimises disruption to frontages and provides for all form of transport.</p>	<p>Vehicle Access</p> <p>Avoid additional vehicle crossovers to streets for new development, wherever possible.</p> <p>Where practical, limit vehicle entry points to one consolidated crossover per frontage in order to minimise disruption to pedestrian movement.</p> <p>Group access points between properties and limit double crossover widths to large sites.</p> <p>Locate storage and loading areas to the rear of the precinct, utilising service roads where possible.</p> <p>Pedestrian Access</p> <p>Separate pedestrian and vehicular traffic movements with pedestrian crossings and dedicated footpaths, where possible.</p> <p>Articulate pedestrian entrances and walkways through architectural expression.</p> <p>Provide shaded bicycle parking, walkways and seating areas.</p> <p>Consider raised pedestrian access across vehicle crossovers to slow vehicles and provide pedestrian priority. Where raised crossings are not feasible provide pedestrian crossings and tactile ground-surface indicators in accordance with AS 1428.</p> <p>Car Parking Areas</p> <p>The layout of parking and access areas must comply with the current edition of AS 2890 and the Mornington Peninsula Planning Scheme where this has specific requirements.</p> <p>Where practical, provide significant canopy trees, with a preference for indigenous that can assist in shading car parking areas to mitigate heat impacts.</p>
Signage	<p>To ensure signage and advertising is designed and located to be compatible with the character of the precinct.</p>	<p>Public Realm Signage</p> <p>Provide way-finding signage within an integrated approach.</p> <p>Directional signage within this typology should be consistent in style and form.</p> <p>Signage should be limited in the public realm to avoid visual clutter or visual disorder.</p> <p>Advertising Signage</p> <p>Promotion signs that project outside the perimeter of the building, or are free-standing, are discouraged.</p> <p>Signage, including painted signs, located on a side wall should not occupy more than 50% of the area of the wall.</p> <p>Bunting, sky signs, reflective signs, illuminated signs, floodlit signs, electronic signs, animated signs, including sandwich boards and temporary signs, are discouraged.</p> <p>The design of new buildings should take into account the likely need for signage by future occupants, and incorporate sign panels that meet these guidelines.</p> <p>Colours, materials, animation and illumination that interfere with the safety or efficiency of traffic circulation of the Road Zone, Category 1 (RDZ1) should be avoided.</p>

Built Form Typology: Commercial - Coastal Village Strip





101 Shoreham, Coastal Village Strip



102 Flinders, Coastal Village Strip

Built Form Typology: Commercial - Coastal Village Strip



103 Cook Street, Flinders



104 Cliff Road, Shoreham



105 Flinders Post Office, Flinders

Description

The Coastal Village Strip Typology typically comprises of low scale buildings reflecting early Nineteenth Century small, isolated, rural Australian towns, with high hipped or gable roofs and modest levels of timber ornamentation. Buildings generally front the property boundary with at grade car parking located along the street or at the rear.

Built form appears generally consistent with high hipped or gable roofs and frequent use of weatherboard materials, recessed entries and awning covered footpaths.

Spaces between buildings provide glimpses of surrounding vegetation, which remains a dominant element in the streetscape. Vegetation is typically a mix of informal and formal plantings and native canopy trees.

Key Attributes

Built Form

- Predominantly one - two storey contemporary construction (1980-2018) inspired by 1880's - 1930's small Australian settlements
- Second storey construction is typically setback from the ground floor frontage with consistent street setbacks
- Primarily constructed of weatherboard with occasional rendered walls
- Predominantly pitched roof construction in a regular formation with awnings over footpaths
- Typically large singular building form creating a 'village type' setting

Context and Setting

- Typically gently sloping topography, affording glimpses to surrounding and distant vegetation
- Residential and open space interfaces
- Sealed road network featuring kerb and channel drainage

- Presence of grassed nature strips with vegetation providing permeable surfaces and physical separation from the road

Public Realm

- Weather protection typically provided by verandahs over front footpaths
- Footpaths typically located adjacent to built form with pedestrian crossings placed where deemed appropriate
- Surrounding streetscape features a mix of informal mature native canopy trees and low scale plantings
- Street lamps are located throughout, connected to power lines
- Promotional signage is typically discrete and integrated with built form and located along awnings or parapets and is generally not illuminated
- Way-finding signage if present, is typically limited to VicRoads signage / information

Landscaping & Parking

- Mix of low formal landscaping and medium to large native tree boulevard within nature strips
- On street at grade car parking is provided but does not dominate the streetscape
- Rear parking is provided on site where appropriate

Threats to Character

- Reduction of canopy trees, resulting in the loss of the vegetated setting
- Additional built form height with inappropriate upper level setbacks
- Use of contemporary building materials and design that do not reflect surrounding established built form
- Large obtrusive or illuminated promotional signage

Preferred Character Statement

New developments complement the key characteristics of the broader Built Form Typology, reflecting the small, isolated, rural village feel.

Buildings are articulated through the use of active frontages and side setbacks that provide glimpses between buildings to distant vegetation. Staggered awnings or verandahs enhance the sense of passing individual buildings, complementing the pattern of existing development. New development comprises pitched, hipped or gabled roof construction with a defined eaves line.

Lighter finishes complement and enrich the frequent weatherboard materials and painted finishes, while retention of mature vegetation provides a visual connection between the commercial village and surrounding town.

The openness of the streetscape is retained through vegetated and grassed nature strips and footpaths that provide space for a mix of formal and informal landscaping and provision of canopy trees.

Design Guidelines

Character Element	Design Objective	Design Requirements
Public Realm	To maintain and improve safety, amenity and visual attractiveness of the centre.	<p>Gathering Spaces and Seating</p> <p>Retain and enhance informal and resting gathering spaces throughout the precinct that are:</p> <ul style="list-style-type: none"> Designed to provide primarily for informal activity of a scale associated with the convenience nature of the centre. Located to take advantage of key pedestrian destinations and travel routes, and use materials and furniture elements that are consistent with existing enhanced spaces. <p>Provide seats, benches and tables that:</p> <ul style="list-style-type: none"> Use contemporary design and durable materials (such as steel and composite timber). Only utilise heritage design and details where there is a local precedent or strong community preference for their use. Make allowance for all abilities through the provision of armrests and space for wheelchairs and other mobility aids. Are located at intervals where this does not conflict with clear paths of travel or impact upon appropriate retail activity. <p>Streetscape Treatments</p> <p>Provide consistent public realm treatment within each centre including footpath surface treatment, kerb and channel detail, street lighting, street furniture (including bins, seats, bicycle hoops etc.). Elements may be modified between townships to reflect localised characteristics (eg. species selection, landscape materials).</p> <p>Select pavement materials and furniture elements that make a positive contribution to a distinctive local character, reflecting local built and landscape materials. Community design processes should contribute to the definition of public realm materials and elements where possible.</p> <p>Use simple durable pavements such as textured and / or coloured concrete or asphalt. Unit pavers such as brick should be avoided unless there is a local precedent or strong community preference for their use.</p> <p>Safety and Accessibility</p> <p>Ensure pathways and seating areas within the Everyday Convenience typology are adequate, in width and grade, for all abilities, compliant with the current edition of AS 1428 Design for access and mobility.</p> <p>Provide low key street lighting along pedestrian walkways and car parking areas. Ensure lighting to all public spaces within the Coastal Village Strip typology, including car parks, street footpaths and pedestrian walkways complies with AS/NZS 1158.3.1:1999 - Road lighting Part 3.1: Pedestrian area (Category P) lighting.</p> <p>Provide clear and continuous paths of travel adjacent to buildings suitable for all abilities and limit footpath displays.</p>

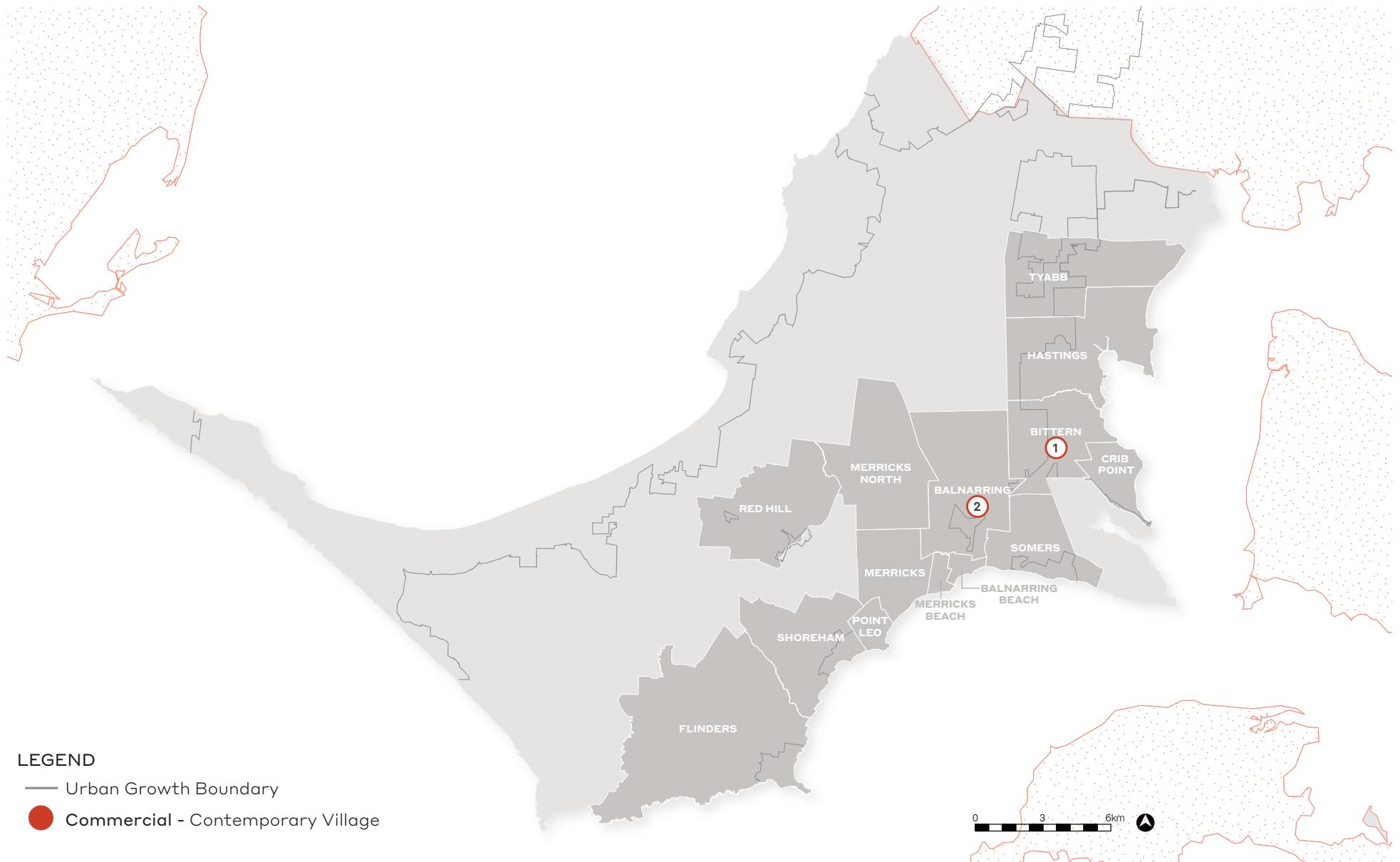
Character Element	Design Objective	Design Requirements
	To enhance a sense of arrival at the centre.	Utilise vegetation, kerb outstands and low key signage to signify entrances to the centre and create a sense of identity.
Pedestrian Interfaces	To ensure buildings provide an active and integrated pedestrian environment.	<p>Ground floor frontages should enable visual interest through provision of active frontages, including a minimum of 80% glazing in the facade that fronts the street. Where this is not practical, it will need to be demonstrated that the front facade contributes positively to the streetscape.</p> <p>Development should:</p> <ul style="list-style-type: none"> incorporate weather protection over footpaths into building form, preferably in the form of a veranda. avoid large, blank walls or uniform front facades.
Building height, form and layout	To ensure that new development reflects to the prevailing scale and form of existing buildings.	<p>Buildings must not exceed 2 storeys (8.5m) in height.</p> <p>The upper level of any two storey building should be setback a minimum of 3m from the front boundary, to integrate with the existing built form.</p> <p>Development should provide a pitched roof in the range 25 - 35 degrees to complement the prevailing character.</p> <p>Avoid flat roofs.</p> <p>Plant equipment, vents and any other mechanical equipment must be carefully sited or incorporated into the roof design such that it is screened or concealed from the views from the street, surrounding public spaces and buildings.</p> <p>Provide sustainable water use in buildings by implementing measures to collect rain water runoff from roof areas. Ensure water storage / tanks are located away from public view, and do not impact on neighbours' visual amenity.</p>

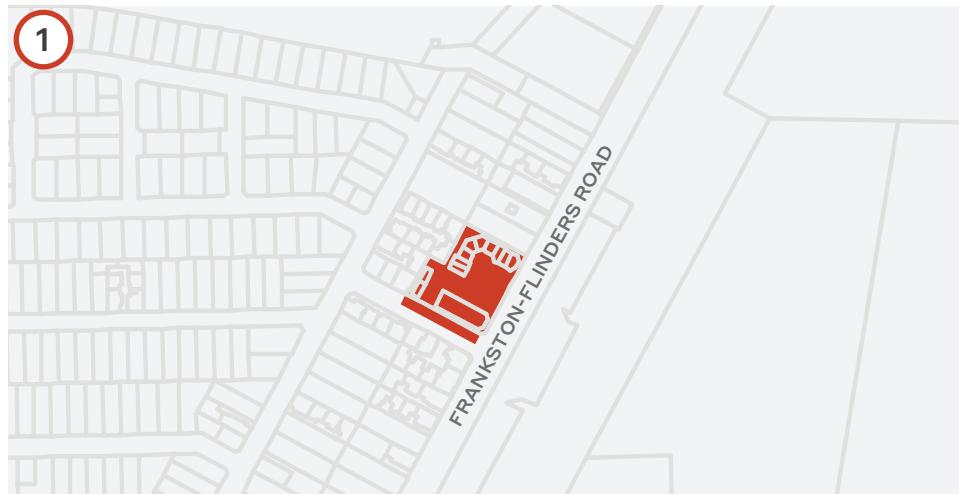
Character Element	Design Objective	Design Requirements
Siting and setbacks	To maintain and reinforce the predominant front and side setback pattern to the street, within the precinct and adjoining residential areas.	<p>Orient buildings towards street frontages.</p> <p>New development should be built to the front and side boundaries, other than where abutting a residential zone.</p> <p>Setbacks to side and rear boundaries with a residential zone interface should conform with Clause 55 Standard B17, other than:</p> <ul style="list-style-type: none"> providing a minimum 3m setback from the rear boundary interface for landscaping providing a minimum 1.5 metre setback from a side boundary interface for landscaping or pedestrian access.
Building materials, design and details	To ensure new development positively responds to the predominant building materials and styles of the precinct.	<p>Use muted finishes to complement the predominant existing palette of materials in the area and the surrounding natural environment, such as timber weather board, light weight panels and corrugated steel.</p> <p>Use building elements including verandahs and awnings to provide weather protection and enhance the village setting.</p> <p>Avoid the use of bright, bold colours.</p> <p>Incorporate verandahs to cover the public footpath no less than 50% of the width of the development.</p>
Vegetation and Landscaping	To increase safety while reflecting and enhancing the vegetated setting and green character of the surrounding environment.	<p>Retain and / or plant mature, established or canopy trees where possible, with a preference for indigenous species where suitable and appropriate.</p> <p>Provide low informal landscaping along pedestrian walkways and car parking areas, where appropriate.</p> <p>Provide a landscape plan, with maintenance schedule, for all new development applications with set back areas.</p> <p>Avoid mid-level screening to maintain sightlines between pedestrians, buildings, parking spaces and roads.</p> <p>Create durable landscape areas through low-maintenance and low water use species selection</p> <p>Utilise primarily local and native plant species, in accordance with Council Landscape Guidelines. The use of exotic species should be avoided except where performing a specific aesthetic or functional role (such as climbers on verandahs). Shrub and groundcover species selection should be based on dense massing of foliage, flexible rather than twiggy growth habit, and low mature height (less than 500mm) to maintain sightlines as noted above.</p> <p>Protect planting areas from pedestrian movement, and careful location and form of planting areas. Utilise pedestrian barriers as a last resort.</p>

Character Element	Design Objective	Design Requirements
Parking and Access	<p>To ensure access to the centre is clear, minimises disruption to frontages and provides for all forms of transport.</p>	<p>Vehicle Access</p> <p>Avoid additional vehicle crossovers to streets for new development, wherever possible.</p> <p>Where practical, limit vehicle entry points to one consolidated crossover per frontage in order to minimise disruption to pedestrian movement.</p> <p>Group access points between properties and limit double crossover widths to large sites.</p> <p>Locate storage and loading areas to the rear of the precinct, utilising service roads where possible.</p> <p>Pedestrian Access</p> <p>Separate pedestrian and vehicular traffic movements with pedestrian crossings and dedicated footpaths, where possible.</p> <p>Articulate pedestrian entrances and walkways through architectural expression.</p> <p>Provide shaded bicycle parking, walkways and seating areas.</p> <p>Consider raised pedestrian access across vehicle crossovers to slow vehicles and provide pedestrian priority. Where raised crossings are not feasible provide pedestrian crossings and tactile ground-surface indicators in accordance with AS 1428.</p> <p>Car Parking Areas</p> <p>Avoid car parking that dominates the streetscape.</p> <p>Parking for the disabled must be provided in layout, location and number as required by the current editions of AS 2890 and AS 1428.</p> <p>The layout of parking and access areas must comply with the current edition of AS 2890 and the Mornington Peninsula Planning Scheme where this has specific requirements.</p> <p>Where practical, provide significant canopy trees that can assist in shading car parking areas to mitigate heat impacts.</p> <p>Ensure a landscape buffer is provided between car parking areas, the front property boundary and shop fronts.</p>

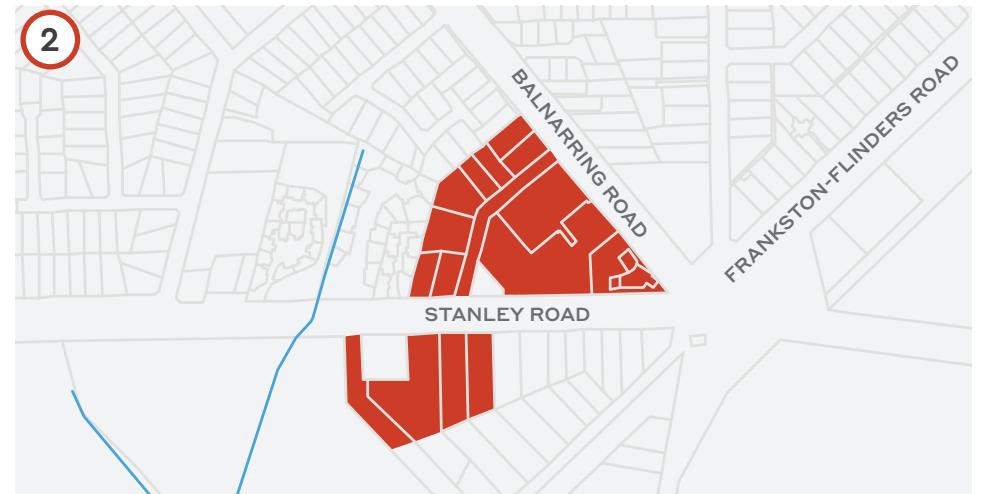
Character Element	Design Objective	Design Requirements
Signage	<p>To ensure signage and advertising is designed and located to be compatible with the character of the precinct.</p> <p>Public Realm Signage</p> <p>Provide way-finding signage within an integrated approach.</p> <p>Directional signage within this typology should be consistent in style and form.</p> <p>Signage should be limited in the public realm to avoid visual clutter or visual disorder.</p> <p>Wayfinding signage to be consistent with any relevant way-finding strategy for the centre.</p> <p>Advertising Signage</p> <p>In precincts adjacent to visually sensitive areas, signage should be designed so as it does not detrimentally affect the character or amenity of the adjacent area.</p> <p>Promotion signs that project outside the perimeter of the building, or are free-standing, are discouraged.</p> <p>Signage, including painted signs, located on a side wall should not occupy more than 50% of the area of the wall.</p> <p>Bunting, sky signs, reflective signs, illuminated signs, floodlit signs, electronic signs, animated signs, including sandwich boards and temporary signs, are discouraged.</p> <p>The design of new buildings should take into account the likely need for signage by future occupants, and incorporate sign panels that meet these guidelines.</p> <p>Colours, materials, animation and illumination that interfere with the safety or efficiency of traffic circulation of the Road Zone, Category 1 (RDZ1) should be avoided.</p>	

Built Form Typology: Commercial - Contemporary Village





106 Contemporary Village, Bittern



107 Contemporary Village, Balnarring

Built Form Typology: Commercial - Contemporary Village



108 Bitternfields, Bittern



109 Balnarring Village, Balnarring



110 Balnarring Village, Balnarring

Description

The Contemporary Village Character Type typically comprises low scale buildings reflective of early Nineteenth Century small Australian settlements, in a vegetated setting, with large areas of at grade car parking.

Most Contemporary Village commercial areas are typically built around site edges allowing large car parking areas to be screened from view from adjacent streets.

Built form appears generally consistent with large low pitched roofs and a mix of materials, and awning covered footpaths which add to the character.

The generous setbacks and internal median strips are typically vegetated with a mix of informal and formal plantings and native canopy trees.

Key Attributes

Built Form

- Predominantly single storey contemporary construction (1990-2018) inspired by 1880's - 1930's small Australian settlements
- Primarily constructed of brick, render and weatherboard featuring pitched roofs and awnings over footpaths
- Typically large singular building form creating a 'village type' setting
- Consistent street setbacks, incorporating nature strips, footpaths and vegetation

Context and Setting

- Typically flat topography, affording no glimpses of surrounding areas

- Residential and foreshore interfaces
- Sealed road network featuring kerb and channel drainage
- Presence of planted median strips with little areas of permeable surfaces
- Seating and tables around entrances creates small community spaces and areas for rest
- Large solid fencing along residential interfaces

Public Realm

- Footpaths predominantly located externally to the built form with pedestrian crossings placed throughout the at grade internal car parking areas
- Surrounding streetscape features a mix of informal mature native canopy trees and low shrubs
- Street lamps located along building edge and throughout car park
- Typically discrete consistent signage located on parapets and along shop fronts with larger centre promotional signage located at entrances / gateways
- Large way-finding signage located within the shopping precinct

Landscaping & Parking

- Mix of low formal landscaping and medium to large native trees within front street setbacks and internal car parks
- Sleeved and internal at grade car parking is confined to the shopping precinct with minimal provision of on street parking

Threats to Character

- Reduction of canopy trees, resulting in the loss of the vegetated setting
- Additional built form height with inadequate upper level setbacks
- Loss of generous street setbacks
- Signage not in-line with centre design, additional large obtrusive signage and/or illuminated promotional signage

Preferred Character Statement

New developments will complement the key characteristics of this Built Form Typology by reflecting the vegetated setting, finishes and form of the surrounding built environment, while providing a pleasant pedestrian environment.

Buildings will be articulated with the use of windows, setbacks and awnings that wrap the entire front and side facades, complementing the pattern of the existing development. Buildings comprise low pitched roofs and are typically of low scale appearance. The use of lighter finishes complement and enrich the predominant palette of materials and finishes within the Built Form Typology.

The openness of the streetscape is retained through consistent generous street setbacks that provide space for a mix of formal and informal landscaping and provision of canopy trees.

Design Guidelines

Character Element	Design Objective	Design Requirements
Pedestrian Interfaces	To ensure buildings at street level present an attractive pedestrian interface and contribute to the overall identity of the precinct.	<p>Ground floor frontages should:</p> <ul style="list-style-type: none">enable visual interest through provision of active frontages, including a minimum of 80% glazing in the facade that fronts the street.incorporate weather protection over footpaths into building form, preferably in the form of a veranda.avoid large, blank walls or uniform front facades that do not provide for interaction with the streetscape and human scale. <p>All building walls that are visible from the street or public open space should be articulated to provide visual interest.</p> <p>Provide continuous footpaths along street frontages where appropriate, in accordance with Council's adopted Pedestrian Network Strategy (March 2019). Access to off-street parking access should consider raised pedestrian access across vehicle crossovers to slow vehicles and provide pedestrian priority. Where raised crossings are not feasible provide pedestrian crossings and tactile ground-surface indicators in accordance with AS 1428.</p>

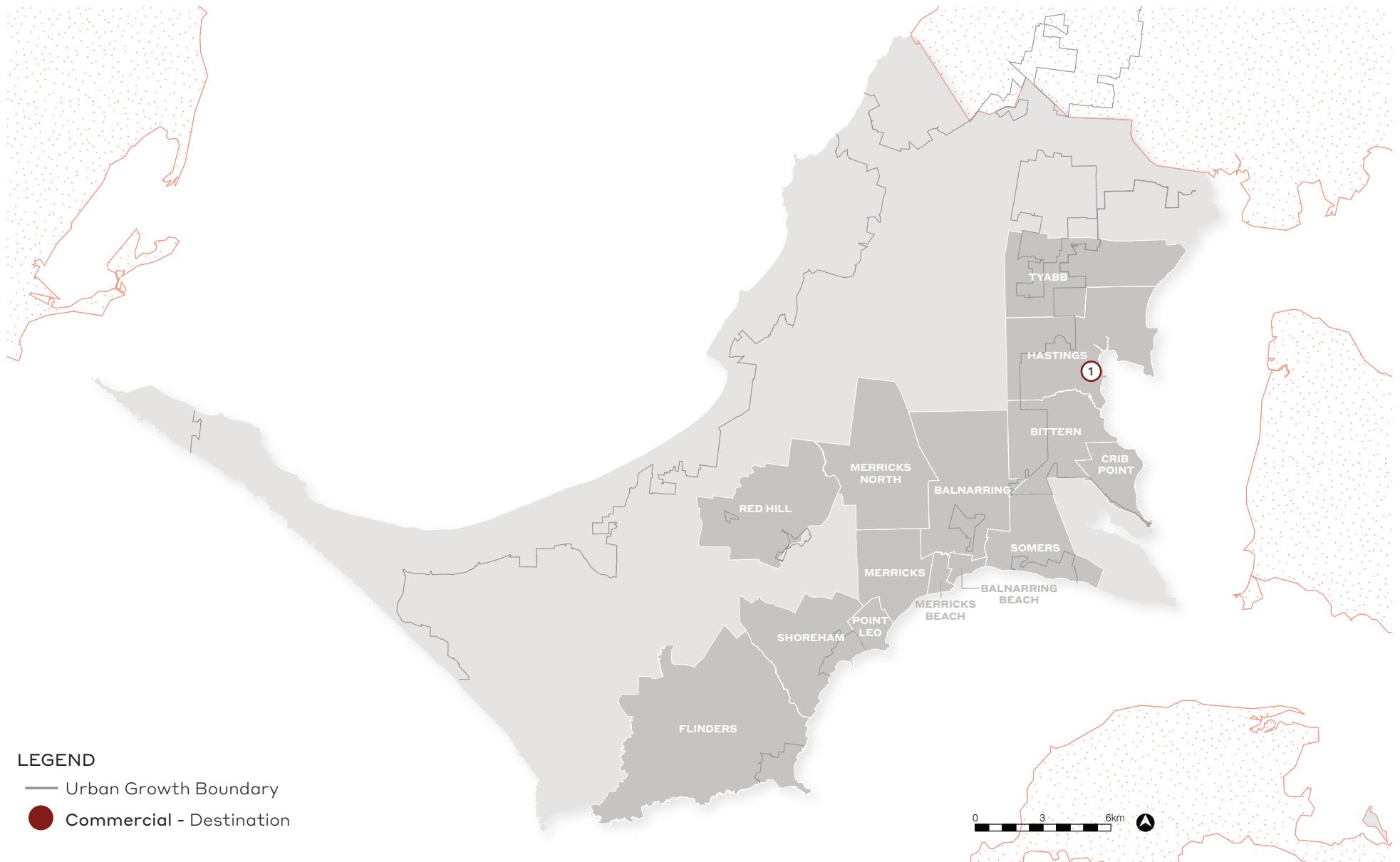
Character Element	Design Objective	Design Requirements
Public Realm	<p>To maintain and improve public amenity and pedestrian movement within the precinct.</p> <p>Gathering Spaces and Seating</p> <p>Retain and enhance informal and resting gathering spaces throughout the precinct that are:</p> <ul style="list-style-type: none"> Designed to provide primarily for informal activity of a scale associated with the convenience nature of the centre. Located to take advantage of key pedestrian destinations and travel routes, and use materials and furniture elements that are consistent with existing enhanced spaces. <p>Provide seats, benches and tables that:</p> <ul style="list-style-type: none"> Use contemporary design and durable materials (such as steel and composite timber). Only utilise heritage design and details where there is a local precedent or strong community preference for their use. Make allowance for all abilities through the provision of armrests and space for wheelchairs and other mobility aids. Are located at intervals where this does not conflict with clear paths of travel or impact upon appropriate retail activity. <p>Streetcape Treatments</p> <p>Provide consistent public realm treatment within each centre including footpath surface treatment, kerb and channel detail, street lighting, street furniture (including bins, seats, bicycle hoops etc.). Elements may be modified between townships to reflect localised characteristics (eg. species selection, landscape materials).</p> <p>Select pavement materials and furniture elements that make a positive contribution to a distinctive local character, reflecting local built and landscape materials. Community design processes should contribute to the definition of public realm materials and elements where possible.</p> <p>Use simple durable pavements such as textured and / or coloured concrete or asphalt. Unit pavers such as brick should be avoided unless there is a local precedent or strong community preference for their use. Granular pavements should be avoided where they lead directly to building entries.</p> <p>Ensure lighting to all public spaces within the Contemporary Village typology, including car parks, street footpaths and pedestrian walkways must complies with AS/NZS 1158.3.1:1999 Road lighting - Part 3.1: Pedestrian area (Category P) lighting.</p> <p>Safety and Accessibility</p> <p>Respond to identified pedestrian movement patterns, facilitating and formalising connection between centres and other points of community focus, e.g. parks / reserves, schools, and community facilities in accordance with Council's adopted Pedestrian Network Strategy (March 2019). Tools to achieve these connections may include consistent pavement treatments, signage, raised pedestrian zones and thematic planting.</p> <p>Formal path connections should be made with nearby areas of community focus.</p> <p>Formalise desire lines within the precinct, through the use of material changes, way-finding, pedestrian crossings or landscaping improvements.</p> <p>Ensure pathways and seating areas within the Contemporary Village typology are adequate, in width and grade, for all abilities, compliant with the current edition of AS 1428 Design for access and mobility.</p> <p>Provide low key street lighting along pedestrian walkways and car parking areas. Ensure lighting to all public spaces within the Contemporary Village typology, including car parks, street footpaths and pedestrian walkways complies with AS/NZS 1158.3.1:1999 - Road lighting Part 3.1: Pedestrian area (Category P) lighting.</p> <p>Provide clear and continuous paths of travel adjacent to buildings suitable for all abilities and limit footpath displays.</p>	<p>To enhance a sense of arrival at the centre.</p> <p>Utilise vegetation, kerb outstands and low key signage to signify entrances to the centre and create a sense of identity.</p>

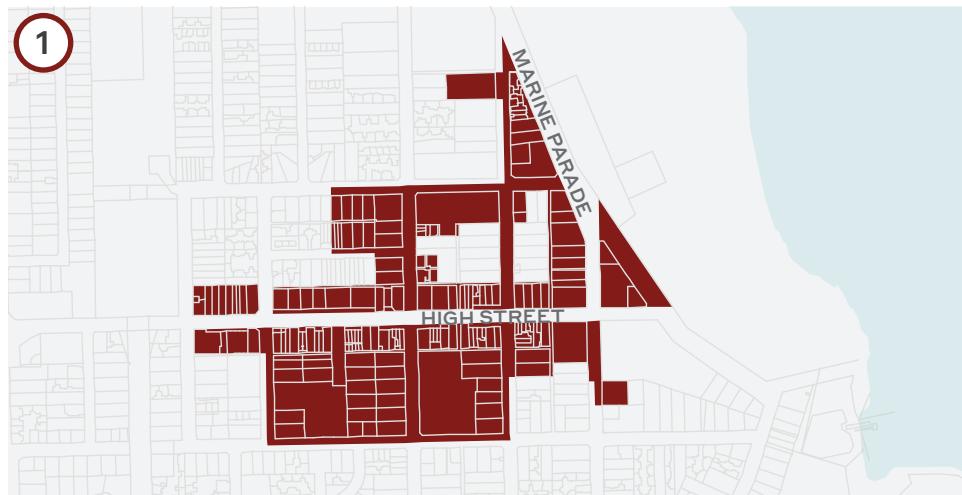
Character Element	Design Objective	Design Requirements
Building height, form and layout	To ensure that new development reflects the prevailing scale and form of existing buildings.	<p>Buildings must not exceed 2 storeys (8.5m) in height.</p> <p>The upper level of any two storey building should be setback a minimum of 3m from the front boundary, to integrate with the existing built form.</p> <p>Building roof form should be pitched or incorporate a parapet design.</p> <p>Plant equipment, vents and any other mechanical equipment must be carefully sited or incorporated into the roof design such that it is screened or concealed from the views from the street, surrounding public spaces and buildings.</p> <p>Provide sustainable water use in buildings by implementing measures to collect rain water runoff from roof areas. Ensure water storage / tanks are located away from public view, and do not impact on neighbours' visual amenity.</p>
Siting and setbacks	To maintain and reinforce the predominant front and side setback pattern to the street, within the precinct and adjoining residential areas.	<p>Orient buildings towards the centre of the precinct and towards street frontages.</p> <p>New development should be built to the front and side boundaries, other than where abutting a residential zone.</p> <p>Setbacks to side and rear boundaries with a residential zone interface should conform with Clause 55 Standard B17, other than:</p> <ul style="list-style-type: none"> providing a minimum 3m setback from the rear boundary interface for landscaping providing a minimum 1.5 metre setback from a side boundary interface for landscaping or pedestrian access. <p>A minimum 3m landscape buffer should be provided along rear or side boundaries abutting any other zone to soften and screen interfaces.</p> <p>In wider setbacks, consider planting as a positive interface with adjoining street and roads.</p> <p>Integrate building setbacks with community gathering spaces (refer Public Realm and Pedestrian Interfaces above)</p>
Building materials, design and details	To ensure new development positively responds to the existing building materials and styles of the precinct.	<p>Use muted finishes and materials to complement the predominant existing palette of materials in the area and the surrounding natural environment.</p> <p>Avoid the use of bright, bold colours.</p> <p>All building walls that are visible from the street or public open space should be articulated to provide visual interest.</p>

Character Element	Design Objective	Design Requirements
Vegetation and Landscaping	<p>To increase safety while reflecting and enhancing the vegetated setting and green character of the surrounding environment.</p>	<p>Retain and / or plant mature, established or canopy trees where possible, with a preference for indigenous species where suitable and appropriate.</p> <p>Provide low informal landscaping along pedestrian walkways and car parking areas, where appropriate.</p> <p>Provide space for deep soil planting within setbacks and internal car parks where appropriate.</p> <p>Provide a landscape plan, with maintenance schedule, for all new development applications with set back areas.</p> <p>Design landscaping in accordance with CPTED principles, by avoiding mid-level screening to maintain sightlines between pedestrians, buildings, public spaces and roads. *See <i>Safer Design Guidelines for Victoria</i> <https://www.healthylplaces.org.au/userfiles/file/Safer+Design+Guidelines%20Victoria.pdf>.</p> <p>Landscape spaces must be durable in areas of high pedestrian movement.</p> <p>Avoid plants with excessive horizontal spread, or brittle plants easily damaged by interaction with pedestrians.</p> <p>Utilise mainly native species, using exotic species where performing a specific aesthetic or functional role, in accordance with Council Landscape Guidelines. Examples may include the use of deciduous trees in and near gathering areas to provide winter sun and summer shade (such as at Balnarring Village Centre). Shrub and groundcover species selection should be based on dense massing of foliage, flexible rather than twiggy growth habit, and low - medium mature height (less than 750mm) to maintain sightlines as noted above.</p>
Parking and Access	<p>To ensure access to the centre is clear, minimises disruption to frontages and provides for all forms of transport.</p>	<p>Vehicle Access</p> <p>Avoid additional vehicle crossovers to streets for new development, wherever possible.</p> <p>Where practical, limit vehicle entry points to one consolidated entry / exit in order to minimise disruption to pedestrian movement.</p> <p>Group access points between properties and limit double crossover widths to large sites.</p> <p>Locate storage and loading areas to the rear of the precinct, utilising service roads where possible.</p> <p>Pedestrian Access</p> <p>Separate pedestrian and vehicular traffic movements with pedestrian crossings and dedicated footpaths, where possible.</p> <p>Articulate pedestrian entrances and walkways through architectural expression.</p> <p>Provide shaded bicycle parking, walkways and seating areas.</p> <p>Consider raised pedestrian access across vehicle crossovers to slow vehicles and provide pedestrian priority. Where raised crossings are not feasible provide pedestrian crossings and tactile ground-surface indicators in accordance with AS 1428.</p> <p>Provide clear and continuous paths of travel adjacent to buildings suitable for all abilities.</p> <p>Car Parking Areas</p> <p>Formalise carparks only in accordance with Council's adopted Unmade Carpark Construction Strategy (May 2015).</p> <p>Car parking will ideally be located to the perimeter of the typology area, to encourage a pedestrian oriented public realm within the precinct.</p> <p>The layout of parking and access areas must comply with the current edition of AS 2890 and the Mornington Peninsula Planning Scheme where this has specific requirements.</p> <p>Parking for the disabled must be provided in layout, location and number as required by the current editions of AS2890 and AS 1428.</p> <p>Where practical, provide significant canopy trees that can assist in shading car parking areas to mitigate heat impacts.</p> <p>Car parking areas should be interspersed with substantial and frequent landscaping elements.</p> <p>Ensure a landscape buffer is provided between car parking areas, the front property boundary and shop fronts.</p>

Character Element	Design Objective	Design Requirements
Signage	<p>To ensure signage and advertising is designed and located to be compatible with the character of the precinct.</p> <p>Public Realm Signage</p> <p>Provide way-finding signage within an integrated approach.</p> <p>Directional signage within this typology should be consistent in style and form.</p> <p>Signage should be limited in the public realm to avoid visual clutter or visual disorder.</p> <p>Wayfinding signage should be provided in accordance with a way-finding strategy for the centre. The way-finding strategy should address the full public realm as a context for specific way-finding signage to be addressed.</p> <p>Advertising Signage</p> <p>Promotion signs that project outside the perimeter of the building, or are free-standing, are discouraged.</p> <p>Signage, including painted signs, located on a side wall should not occupy more than 50% of the area of the wall.</p> <p>Bunting, sky signs, reflective signs, illuminated signs, floodlit signs, electronic signs, animated signs, including sandwich boards and temporary signs, are discouraged.</p> <p>The design of new buildings should take into account the likely need for signage by future occupants, and incorporate sign panels that meet these guidelines.</p> <p>Colours, materials, animation and illumination that interfere with the safety or efficiency of traffic circulation of the Road Zone, Category 1 (RDZ1) should be avoided.</p> <p>In precincts adjacent to visually sensitive areas such as residential, signage should be designed so as it does not detrimentally affect the character or amenity of the adjacent area.</p>	

Built Form Typology: Commercial - Destination





111 Destination, Hastings

Built Form Typology: Commercial - Destination



112 Shopping Centre, Hastings



113 Woolworths, Hastings



114 High Street, Hastings

Description

The Destination Character Typology typically comprises of a mix of contemporary, low scale buildings with formal landscaping and large scale commercial development with large areas of at grade car parking.

Typically Destination Commercial Areas comprise of large scale shopping centres featuring retail anchors and multiple areas of street strip shopping.

Large scale shopping centre development is built around site edges allowing car parking areas to occupy the central site area, whereas development within strip shopping areas is built to boundary, allowing for on street parking.

Built form appears generally consistent with flat roofs and consistent use of the same materials within each centre and verandah covered footpaths.

Footpaths are typically wide, allowing for public furniture and a mix of informal and formal plantings and native canopy trees.

Key Attributes

Built Form

- Predominantly single storey contemporary construction from the 1960's - 2018
- Primarily constructed of brick or rendered tilt slab, featuring flat roofs and awnings over footpaths
- Consistent street setbacks, incorporating footpaths, vegetation and seating

Context and Setting

- Typically flat topography, affording intermittent glimpses of Western Port Bay

- Residential and foreshore interfaces
- Sealed road network featuring kerb and channel drainage
- Presence of planted areas along footpaths with little areas of permeable surfaces
- Landscaping and seating located on footpaths and around entrances, creating small open spaces and areas for rest

Public Realm

- Footpaths predominantly located adjacent to the built form with pedestrian crossings placed throughout the street and at grade internal car parking areas
- Surrounding streetscape features a mix of informal mature native canopy trees and low shrubs
- Both large and pedestrian level way-finding signage located throughout the precinct
- Small public plazas with vegetation and seating located between buildings to provide open space and pedestrian linkages
- Street lamps located along building edge and throughout car park
- Prominent signage along and atop awnings and walls

Landscaping & Parking

- Mix of low formal landscaping and medium to large native trees located along footpaths, internal car parks and
- On street, sleeved and internal at grade car parking located throughout the shopping precinct.

Threats to Character

- Reduction of existing plantings and vegetation
- Additional built form height with inappropriate upper level setbacks
- Loss of public plaza spaces, resulting in loss of areas for rest and community gathering spaces
- Obtrusive or illuminated signage along sensitive interfaces

Preferred Character Statement

New developments complement the key characteristics of this Built Form Typology by reflecting the vegetated setting, finishes and form and public space of the surrounding built environment while retaining and enhancing the Built Form Typology's role in providing higher order commercial activities and community services.

Buildings are articulated through the use of active frontages, setbacks and verandahs that wrap the entire front and side facades complementing the pattern of the existing development. Buildings are characterised as low scale built form, comprised of flat roofs that complement the coastal surrounds.

The openness of the streetscape is retained through consistent street setbacks and wide footpaths that provide space for a mix of formal and informal landscaping and provision of canopy trees.

Public plazas and open spaces remain an important feature of the urban fabric and form pedestrian linkages through areas of the precinct.

Design Guidelines

Character Element	Design Objective	Design Requirements
Pedestrian Interfaces	To ensure buildings at street level present an attractive pedestrian interface and contribute to the overall identity of the precinct.	<p>Development should:</p> <ul style="list-style-type: none">provide verandahs over pedestrian footpaths, where appropriate.ground floor frontages should enable visual interest through active frontages, where appropriate.avoid large, blank walls or uniform front facades that do not provide for interaction with the streetscape and human scale. <p>Provide continuous footpaths along street frontages.</p> <p>Development should enable pedestrian amenity and safety by:</p> <ul style="list-style-type: none">providing windows at ground level to maximise passive surveillance for the precinctseparating pedestrian and vehicular traffic movementslocating service and delivery areas to the rear of buildings (where possible)provide pedestrian crossings from car parking areas, where appropriate

Character Element	Design Objective	Design Requirements
Public Realm	<p>To maintain and improve public amenity and pedestrian movement within the precinct.</p>	<p>Gathering Spaces and Seating</p> <p>Retain and enhance informal and resting gathering spaces throughout the precinct that are:</p> <ul style="list-style-type: none"> Designed to provide primarily for informal activity of a scale associated with the convenience nature of the centre. Located to take advantage of key pedestrian destinations and travel routes, and use materials and furniture elements that are consistent with existing enhanced spaces. <p>Provide seats, benches and tables that:</p> <ul style="list-style-type: none"> Use contemporary design and durable materials (such as steel and composite timber). Only utilise heritage design and details where there is a local precedent or strong community preference for their use. Make allowance for all abilities through the provision of armrests and space for wheelchairs and other mobility aids. Are located at intervals where this does not conflict with clear paths of travel or impact upon appropriate retail activity. <p>Provide adequate space for provision of temporary furniture by commercial providers, while allowing for continuous paths of travel for pedestrians.</p> <p>Streetscape Treatments</p> <p>Provide consistent public realm treatment within each centre including footpath surface treatment, kerb and channel detail, street lighting, street furniture (including bins, seats, bicycle hoops etc.). Elements may be modified between townships to reflect localised characteristics (eg. species selection, landscape materials).</p> <p>Provide shade through either tall clear trunked trees or permanent shade structures.</p> <p>Provide consistent pavement treatments between sub-precincts within Commercial Destination centres.</p> <p>Select pavement materials and furniture elements that make a positive contribution to a distinctive local character, reflecting local built and landscape materials. Community design processes should contribute to the definition of public realm materials and elements where possible.</p> <p>Use simple durable pavements such as textured and / or coloured concrete or asphalt. Unit pavers such as brick should be avoided unless there is a local precedent or strong community preference for their use. Granular pavements should be avoided where they lead directly to building entries.</p> <p>Ensure lighting to all public spaces within the Contemporary Village typology, including car parks, street footpaths and pedestrian walkways must complies with AS/NZS 1158.3.1:1999 Road lighting - Part 3.1: Pedestrian area (Category P) lighting.</p> <p>Safety and Accessibility</p> <p>Respond to identified pedestrian movement patterns, facilitating and formalizing connection between centres and other points of community focus, e.g. parks / reserves, schools, and community facilities. Tools to achieve these connections may include consistent pavement treatments, signage, raised pedestrian zones and thematic planting.</p> <p>1158.3.1:1999 - Road lighting Part 3.1: Pedestrian area (Category P) lighting.</p> <p>Provide clear and continuous paths of travel adjacent to buildings suitable for all abilities and limit footpath displays.</p>

Character Element	Design Objective	Design Requirements
		<p>Formal path connections should be made with nearby areas of community focus.</p> <p>Formalise desire lines within the precinct, through the use of material changes, way-finding, pedestrian crossings or landscaping improvements.</p> <p>Ensure pathways and seating areas within the Commercial Destination typology are adequate, in width and grade, for all abilities, compliant with the current edition of AS 1428 Design for access and mobility.</p> <p>Consider designated pedestrian crossings, pedestrian operated traffic signals and raised pedestrian zones across roads and driveways.</p> <p>Provide low key street lighting along pedestrian walkways and car parking areas. Ensure lighting to all public spaces within the Commercial Destination typology, including car parks, street footpaths and pedestrian walkways complies with AS/NZS</p>
	<p>To enhance a sense of arrival at the centre.</p> <p>Building height, form and layout</p> <p>To ensure that new development reflects the prevailing scale and form of existing buildings.</p>	<p>Utilise vegetation, kerb outstands and signage and architectural expression to signify entrances to the centre and create a sense of identity.</p> <p>Buildings must not exceed 3 storeys (11m) in height.</p> <p>The preferred minimum building setback for any third storey is 5 metres from High Street, 9 metres from the ring road and 3 metres from any other street.</p> <p>Building roof form should be flat to complement the prevailing character.</p> <p>Plant equipment, vents and any other mechanical equipment must be carefully sited or incorporated into the roof design such that it is screened or concealed from the views from the street, surrounding public spaces and buildings.</p> <p>Provide sustainable water use in buildings by implementing measures to collect rain water runoff from roof areas. Ensure water storage / tanks are located away from public view, and do not impact on neighbours' visual amenity.</p>

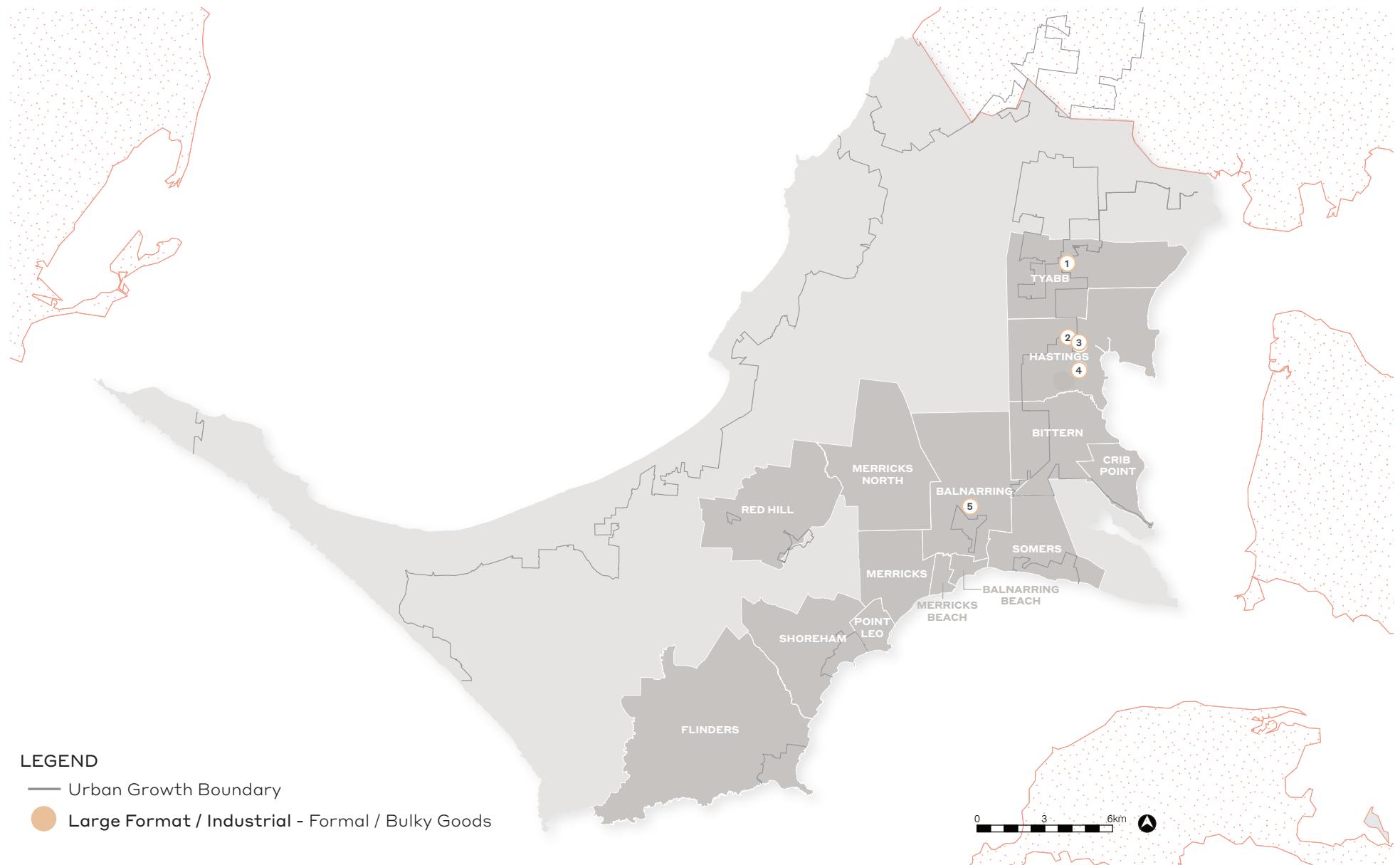
Character Element	Design Objective	Design Requirements
Siting and setbacks	<p>To maintain and reinforce the predominant front and side setback pattern to the street, within the precinct and adjoining residential areas.</p>	<p>Orient buildings towards street frontages.</p> <p>Development over 2 storeys should be set back 6m from the front facade.</p> <p>New development should be built to the front and side boundaries, other than where abutting a residential zone.</p> <p>Setbacks to side and rear boundaries with a residential zone interface should conform with Clause 55 Standard B17, other than:</p> <ul style="list-style-type: none"> providing a minimum 3m setback from the rear boundary interface for landscaping providing a minimum 1.5 metre setback from a side boundary interface for landscaping or pedestrian access. <p>When abutting a residential zone, upper level side setbacks should be a minimum of 5m, to ensure a 10m building separation.</p> <p>A minimum 3m landscape buffer should be provided along rear or side boundaries abutting any other zone to soften and screen interfaces.</p> <p>Building setbacks should be utilized to create an active, functional and comfortable pedestrian realm, providing for activities such as footpath displays, alfresco dining and informal resting / gathering. (refer also Public Realm above)</p>
Building materials, design and details	<p>To ensure new development positively responds to the predominant building materials and styles of the precinct.</p>	<p>Use muted finishes to complement the predominant existing palette of materials in the area and the surrounding natural environment, such as brick or textured render.</p> <p>Avoid the use of bright, bold colours.</p> <p>All building walls that are visible from the street or public open space should be articulated to provide visual interest.</p>

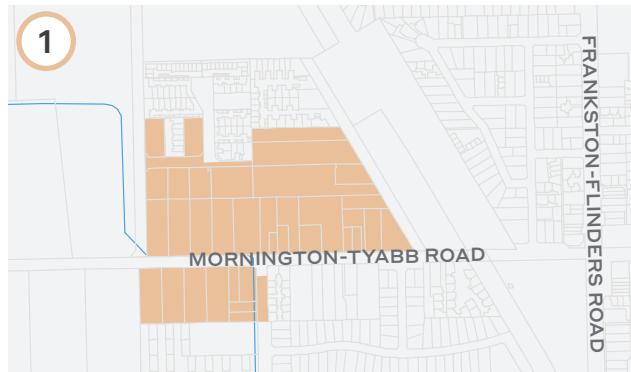
Character Element	Design Objective	Design Requirements
Vegetation and Landscaping	<p>To increase safety while reflecting and enhancing the vegetated setting and green character of the surrounding environment.</p>	<p>Retain and / or plant mature, established or canopy trees where possible, with a preference for indigenous species where suitable and appropriate.</p> <p>Provide low informal landscaping along pedestrian walkways and car parking areas, where appropriate.</p> <p>Provide a landscape plan, with maintenance schedule, for all new development applications with set back areas.</p> <p>Design landscaping in accordance with CPTED principles, by avoiding mid-level screening to maintain sightlines between pedestrians, buildings, public spaces and roads. *See <i>Safer Design Guidelines for Victoria</i> <https://www.healthyplaces.org.au/userfiles/file/Safer+Design+Guidelines%20Victoria.pdf>.</p> <p>Landscape spaces must be durable in areas of high pedestrian movement.</p> <p>The layout and placement of planting will take a more formalized character than within other typologies, reflective of the urban form typical of this typology.</p> <p>Utilise thematic tree and low level planting to link sub-precincts.</p> <p>Define Tree Protection Zones around existing mature trees and ensure construction does not impact upon these zones.</p> <p>Avoid mid-level screening to maintain sightlines between pedestrians, buildings, parking spaces and roads.</p> <p>Utilise exotic or non- indigenous native trees to provide formality around and within Commercial Destination centers.</p> <p>Use formally planted exotic trees to provide a visual link between sub-precincts.</p> <p>Use deciduous trees in and near gathering areas to provide winter sun and summer shade.</p> <p>Utilise mainly native species, using exotic species where performing a specific aesthetic or functional role. Examples may include the use of deciduous exotic trees to designate pedestrian routes and spaces at Hastings Central.</p> <p>Shrub and groundcover species selection should be based on dense massing of foliage, and low - medium mature height (less than 750mm) to maintain sightlines as noted above. Avoid plants with excessive horizontal spread, or brittle plants easily damaged by interaction with pedestrians.</p>

Character Element	Design Objective	Design Requirements
Parking and Access <p>Ensure access to the centre is clear, minimises disruption to frontages and provides for all forms of transport.</p>	<p>Vehicle Access</p> <p>Avoid additional vehicle crossovers to streets for new development, wherever possible.</p> <p>Where practical, limit vehicle entry points to one consolidated entry / exit in order to minimise disruption to pedestrian movement.</p> <p>Group access points between properties and limit double crossover widths to large sites.</p> <p>Locate storage and loading areas to the rear of the precinct, utilising service roads where possible.</p> <p>Pedestrian Access</p> <p>Separate pedestrian and vehicular traffic movements with pedestrian crossings and dedicated footpaths, where possible.</p> <p>Provide dedicated pedestrian access routes through car parks and across driveways. Consider designated pedestrian crossings, pedestrian operated traffic signals and raised pedestrian zones.</p> <p>Articulate pedestrian entrances and walkways through architectural expression.</p> <p>Provide shaded bicycle parking, walkways and seating areas.</p> <p>Consider raised pedestrian access across vehicle crossovers to slow vehicles and provide pedestrian priority. Where raised crossings are not feasible provide pedestrian crossings and tactile ground-surface indicators in accordance with AS 1428.</p> <p>Provide clear and continuous paths of travel adjacent to buildings suitable for all abilities.</p> <p>Car Parking Areas</p> <p>Car parking will ideally be located to the perimeter of the typology area, to encourage a pedestrian oriented public realm within the precinct.</p> <p>Locate short-term parking on-street, with longer-term parking located to the rear.</p> <p>The layout of parking and access areas must comply with the current edition of AS 2890 and the Mornington Peninsula Planning Scheme where this has specific requirements.</p> <p>Parking for the disabled must be provided in layout, location and number as required by the current editions of AS2890 and AS 1428.</p> <p>Access to off-street parking access should consider raised pedestrian access across vehicle crossovers to slow vehicles and provide pedestrian priority. Where raised crossings are not feasible provide pedestrian crossings and tactile ground-surface indicators in accordance with AS 1428.</p> <p>Where practical, provide significant canopy trees that can assist in shading car parking areas to mitigate heat impacts.</p> <p>Avoid large paved car parking areas that are not broken up by landscaping.</p> <p>Car parking areas should be interspersed with substantial and frequent landscaping elements.</p> <p>Ensure a landscape buffer is provided between car parking areas, the front property boundary and shop fronts.</p>	

Character Element	Design Objective	Design Requirements
Signage	<p>To ensure signage and advertising is designed and located to be compatible with the character of the precinct.</p> <p>Public Realm Signage</p> <p>Provide way-finding signage within an integrated approach.</p> <p>Directional signage within this typology should be consistent in style and form.</p> <p>Signage should be limited in the public realm to avoid visual clutter or visual disorder.</p> <p>Wayfinding signage should be provided in accordance with a way-finding strategy for the centre. The way-finding strategy should address the full public realm as a context for specific way-finding signage to be addressed.</p> <p>Advertising Signage</p> <p>Promotion signs that project outside the perimeter of the building, or are free-standing, are discouraged.</p> <p>Signage, including painted signs, located on a side wall should not occupy more than 50% of the area of the wall.</p> <p>Bunting, sky signs, reflective signs, illuminated signs, floodlit signs, electronic signs, animated signs, including sandwich boards and temporary signs, are discouraged.</p> <p>The design of new buildings should take into account the likely need for signage by future occupants, and incorporate sign panels that meet these guidelines.</p> <p>Colours, materials, animation and illumination that interfere with the safety or efficiency of traffic circulation of the Road Zone, Category 1 (RDZ1) should be avoided.</p> <p>In precincts adjacent to visually sensitive areas such as residential, signage should be designed so as it does not detrimentally affect the character or amenity of the adjacent area.</p>	

Built Form Typology: Large Format / Industrial - Traditional

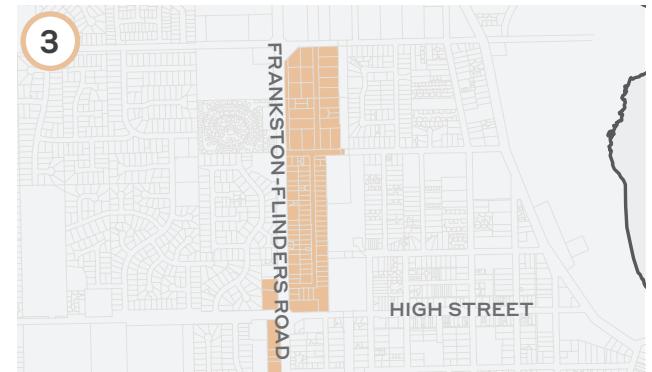




115 Traditional, Tyabb



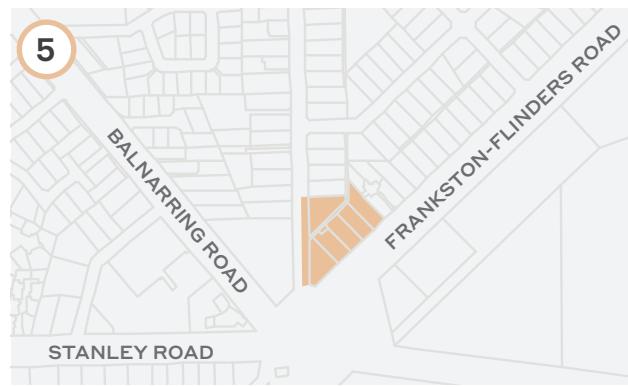
116 Traditional, Hastings



117 Traditional, Hastings



118 Traditional, Hastings



119 Traditional, Balnarring

Built Form Typology: Large Format / Industrial - Traditional



120 Traditional Shed Construction, Tyabb



121 Traditional Shed Construction, Hastings



122 Traditional Shed Construction, Hastings

Description

Traditional - Large Format / Industrial areas are characterised by large steel shed like constructions with pitched roof forms, set within an informal vegetated setting, with unsealed roads, featuring swale drainage.

Generous front setbacks feature medium to large canopy trees and remnant vegetation, with large areas of hard surfaces, identifying vehicle access routes and informal car parking areas.

Built form appears generally consistent with large pitched roofs, minimal eaves and regular use of materials and fencing types.

Most Traditional - Large Format / Industrial areas typically feature large side and rear setbacks, which are utilised for storage of goods and machinery.

Key Attributes

Built Form

- Predominantly large shed like construction (1980-current) of 6-8m in height, with pitched roof forms and minimal eaves
- Primarily constructed of corrugated tin and steel using muted tones
- Typically large singular building form at the site's frontage with some smaller scale sheds located at the rear of properties
- Typically built form does not feature glazing along street frontage
- Consistent street setbacks feature informal remnant vegetation and/or large canopy trees
- Occasional front fences of 1.8m, constructed in an open style, allowing views through to front vegetated areas
- Site coverage on average is approximately 35% but generally ranging between 20% - 40%.
- The average front setback ranges between 11m - 23m.
- The average side setback ranges between 2m - 5m.

Context and Setting

- Typically flat topography, affording no glimpses of surrounding areas
- Residential, public recreation (parks and reserves) and green wedge interfaces
- Typically unsealed road network featuring swale or rollover curb drainage
- Generous vegetated nature strips of 6-8m
- No formal public space areas for gathering
- Large solid fencing and vegetated buffers along residential interfaces
- Front, side and rear setbacks utilised for storage of goods and machinery

Public Realm

- Footpaths are non-existent
- Surrounding streetscape features a mix of informal remnant vegetation and medium to large Native canopy trees
- Minimal to non-existent street lighting
- No public way-finding, however individual businesses feature large advertising signage attached to or painted on buildings, typically not illuminated

Landscaping & Parking

- Mix of medium to large canopy trees and remnant vegetation within front street setbacks
- At grade car parking is typically located on site within the large front setbacks, where there are large areas of hard surfaces (compressed gravel or concrete)

Threats to Character

- Reduction of canopy trees within public and private realms, resulting in loss of the vegetated setting and buffers
- Increased site coverage, resulting in reduction of building separation
- Solid high front fencing, reducing passive surveillance and views through to vegetation

Preferred Character Statement

New development within Traditional - Large Format / Industrial areas will retain a uniform streetscape rhythm and a spacious vegetated appearance. Consistent siting will provide space between buildings and to the front and rear for access and landscaping.

Large 1-2 storey buildings using simple architectural features and materials will contribute to the existing pattern of built form. Built form dominance will be avoided through the continued provision of large canopy trees in generous front setbacks. Fencing will be visually permeable to complement the open streetscape.

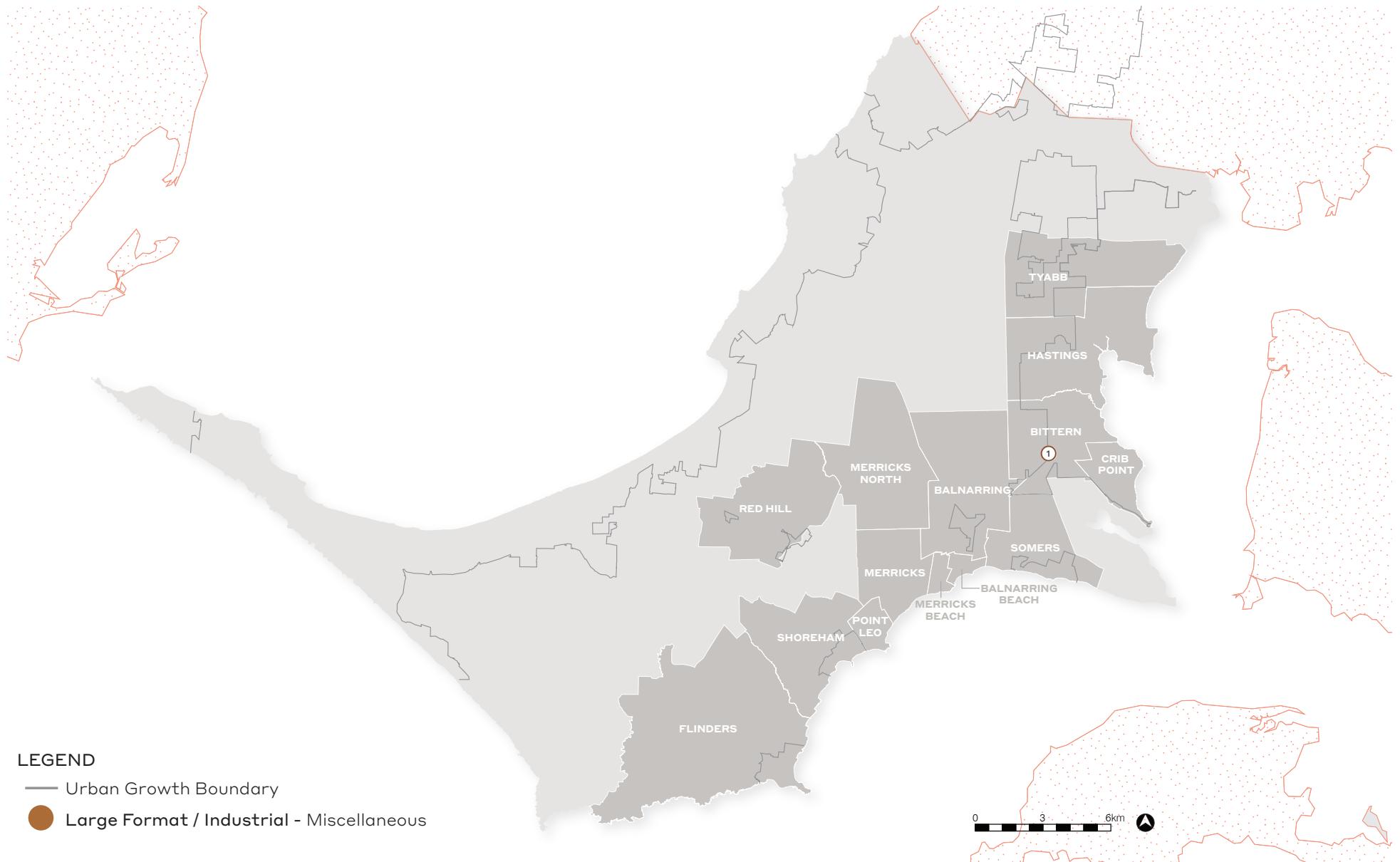
Design Guidelines

Character Element	Design Objective	Design Requirements
Public Realm	To maintain and improve public amenity within the precinct.	<p>Lighting to all public spaces within the Traditional - Large Format / Industrial, including car parks, street footpaths and pedestrian walkways must comply with AS/NZS 1158.3.1:1999 - the standard for Road lighting Part 3.1: Pedestrian area (Category P) lighting.</p> <p>Provide consistent public realm treatment including, road surfacing, drainage, street lighting and street furniture.</p> <p>Create and encourage provision of informal gathering spaces (e.g. pocket parks) throughout precinct, where appropriate.</p>
Siting, setbacks and sensitive interfaces	To maintain and reinforce the predominant front and side setback pattern to the street and within the precinct.	<p>New buildings should have a minimum front setback of 17m.</p> <p>New buildings should have minimum side setbacks of 3m on one side.</p> <p>Building coverage should not exceed 50%</p> <p>Buildings with a width of greater than 30m should be setback from both side boundaries a minimum of 1m in order to reduce the impact of a continuous built wall.</p> <p>Provide a landscaped buffer within side and rear setbacks along sensitive interfaces.</p>
	To protect the amenity of adjacent residential land and open space.	<p>Provide a 5m setback from boundaries adjacent to a residential zone for planting of trees and shrubs, with access for maintenance.</p> <p>Provide set-backs from boundaries with public open space so that overshadowing does not occur at either the autumn or the spring equinox.</p> <p>Provide a transition in building height so that the scale of industrial built form relates to the scale of residential buildings at the interface edge.</p>

Character Element	Design Objective	Design Requirements
Height, form and layout	<p>To ensure that new development provides a consistent, attractive and functional appearance.</p>	<p>Building form should be large format, minimising the number of buildings on site, and incorporate a pitched roof form. Building heights should:</p> <ul style="list-style-type: none"> • Respond to the scale of existing development in the precinct, and incorporate lower elements towards the street to relate to the pedestrian scale. • Generally not exceed 9m. If a higher built form is required for the purpose of the industry or business, taller elements should be recessed from the street. • Be stepped down towards residential interfaces <p>Development should be designed to address the street frontage and car parking areas with windows and entrances, to provide passive surveillance.</p> <p>Buildings should provide a minimum of 30% glazing in the facade that fronts the street.</p> <p>Pedestrian generating uses including customer service, retail and office components, should be located at the street frontage to provide visual interest to the street and passive surveillance.</p> <p>Plant equipment, vents and any other mechanical equipment must be carefully sited or incorporated into the roof such that it is screened or concealed from the views from the street and surrounding public spaces and buildings.</p> <p>Provide sustainable water use in buildings by implementing measures to collect rain water runoff from roof areas. Ensure water storage / tanks are located away from public view.</p>
Building materials, design and details	<p>To ensure new development positively responds to the predominant building materials and styles of the precinct.</p>	<p>Customer service, retail and office components should be articulated by varying building setbacks, utilising glazing, and varying building materials, finishes and colours.</p> <p>Identify pedestrian entrances and walkways through architectural expression.</p> <p>Utilise a limited mix of materials and colours to provide articulation to the buildings and visual interest to the street.</p> <p>Use muted finishes to complement the predominant semi-rural, coastal character palette of materials in the area, such as corrugated iron, timber and textured concrete. Avoid the excessive use of heavy masonry and unfinished pre-cast concrete walls.</p> <p>External finishes should be of low reflectivity to minimise glare and reflection to surrounding areas.</p> <p>Facades that are visible from the street should avoid blank walls and be articulated to provide architectural interest and passive surveillance.</p>
Vegetation and Landscaping	<p>To retain the heavily vegetated setting and complement the green character of the surrounding environment.</p>	<p>Retain and / or plant mature, established or canopy trees where possible, with a preference for indigenous species where suitable and appropriate.</p> <p>Define Tree Protection Zones around existing mature trees and ensure construction does not impact upon these zones.</p> <p>Provide minimum 5m planting strip within front setbacks to allow for trees with a mature height of approximately 8 -12m, mid-level shrubs (2-4m) and groundcovers. Ensure all planting areas are mulched.</p> <p>Provide minimum 9m² formal planting zone for each proposed tree within and around car parks. *See Clause 58.03-5 of the Mornington Peninsula Planning Scheme, 2019)</p> <p>Utilise local and non-indigenous species in planting buffers to respond to local character and contribute to biodiversity where possible.</p>

Character Element	Design Objective	Design Requirements
Parking, access and circulation	Ensures car parking access is safe and efficient for all users and minimises impact on street frontages.	<p>Layout parking and access areas to comply with the current edition of AS 2890 and the Mornington Peninsula Planning Scheme where this has specific requirements.</p> <p>Parking for the disabled must be provided in layout, location and number as required by the current editions of AS 2890 and AS 1428.</p> <p>All car parks should be sealed to minimize dust</p> <p>New developments should allow vehicles to enter and exit a site in a forward motion.</p> <p>Where practical, limit vehicle entry points to one consolidated crossover per frontage in order to minimise disruption to pedestrian movement.</p> <p>Separate pedestrian and vehicular movement with pedestrian crossings and dedicated footpaths where possible.</p> <p>Car parking within the front setback of the site should be generally restricted to visitor parking.</p> <p>Large expanses of car park of greater than 20 spaces should be located to the side or rear of the building.</p> <p>Car parking should be avoided within 3m of the front property boundary to allow sufficient space for landscaping.</p> <p>Ensure a landscape buffer is provided between car parking areas and the front property boundary.</p> <p>Locate storage and loading areas to the rear of the site, away from the primary street frontage.</p>
Signage	To ensure signage and advertising is designed and located to be compatible with the character of the precinct.	<p>Signage should be integrated into the design of the front facade and be in keeping with the scale of the overall building.</p> <p>Signage should be limited in both the public and private realm to avoid visual clutter or visual disorder.</p> <p>In precincts adjacent to visually sensitive areas, signage should be designed so as it does not detrimentally affect the character or amenity of the adjacent area.</p> <p>Design any site identification in accordance with signage guidelines applicable to all Industrial areas, but with specific elements (colour, graphic logos etc.) reflecting local character and setting.</p> <p>Promotion signs that project outside the perimeter of the building, or are free standing are discouraged.</p> <p>Signage attached to front fences should be avoided.</p> <p>Signage, including painted signs, located on a side wall should not occupy more than 50% of the area of the wall.</p> <p>Bunting, sky signs, reflective signs, illuminated signs, floodlit signs, electronic signs, animated signs, including sandwich boards and temporary signs, are discouraged.</p> <p>Colours, materials, animation and illumination that interfere with the safety of efficient of traffic circulation of the Road Zone, Category 1 (RDZ1) should be avoided.</p> <p>The design of new buildings should take into account the likely need for signage by future occupants, and incorporate sign panels that meet these guidelines.</p> <p>Directional signage within this typology should be consistent in style and form.</p> <p>Where there are multiple business occupancies within the one site, one shared sign should be provided that details the location of the businesses.</p> <p>Also refer to Clause 52.05 of the Mornington Peninsula Planning Scheme for general requirements relating to signage.</p>
Fencing	To ensure the front boundary treatment provides passive surveillance and contributes positively to the streetscape.	<p>Front fencing should be highly transparent and be softened with the use of landscaping, such as steel picket or black chainmesh for side boundaries and steel picket, black chainmesh or rural post and wire on frontages.</p> <p>Screen fencing (if required), should be designed to integrate with the materials and tones utilised throughout the precinct, and should be located within the property.</p>

Built Form Typology: Large Format / Industrial - Miscellaneous





123 Miscellaneous, Bittern

Built Form Typology: Large Format / Industrial - Miscellaneous



124 Miscellaneous Uses, Bittern



125 Miscellaneous Uses, Bittern



126 Miscellaneous Uses, Bittern

Description

Miscellaneous - Industrial areas are typically characterised by shed like constructions that sit at the rear of larger lots, within a vegetated setting where site setbacks are utilised for storage.

Generous front setbacks feature large canopy trees and remnant vegetation that act as screens for the built form.

Among the vegetation, large areas of hard surfaces in the front setback provide informal car parking and storage areas.

A mix of sealed and unsealed roads make up the surrounding street network, all featuring swale drainage.

Key Attributes

Built Form

- Predominantly large shed like construction (1980's) of 4-8m in height, with a mix of pitched and flat roof forms with minimal eaves
- Primarily constructed of corrugated tin and steel with some instances of brick
- Typically large singular building forms set at the rear of large lots
- Typically built form does not feature glazing
- Street setbacks vary and range from 4m to 20m+, depending on site size
- Consistent open style front fences of 1.8m

Context and Setting

- Typically flat topography, with intermittent views of the surrounding grassed pastures and stands of trees
- Residential and public recreation (parks and reserves) interfaces
- Mix of sealed and unsealed road network featuring swale drainage

- Generous nature strips of 6-8m, with informal large tree plantings
- No formal public space areas for gathering
- Large solid fencing and vegetated buffers along residential interfaces
- Front, side and rear setbacks utilised for storage of goods and machinery
- Site coverage on average is approximately 12% but ranges between 10% - 14% (when built form is present)
- Front setbacks are highly variable and generally range from 10m - 30m
- Side setbacks are highly variable but buildings are generally setback from both boundaries

Public Realm

- Footpaths are non-existent
- Surrounding streetscape features a mix of informal remnant vegetation and large Native canopy trees
- Minimal to non-existent street lighting
- No public way-finding with individual advertising signage on business/buildings minimal or non-existent

Landscaping & Parking

- Mix of large canopy trees and remnant vegetation within front street setbacks and nature strips
- At grade car parking is typically located on site within the large front setbacks, where there are large areas of hard surfaces (typically compressed gravel)

Threats to Character

- Reduction of canopy trees within public and private realms, resulting in loss of the vegetated setting and buffers
- Subdivision of larger lots, resulting in additional built form and reduction of vegetation and building separation
- Increased site coverage, resulting in reduction of building separation
- Solid high front fencing, reducing passive surveillance and views through to vegetation

Preferred Character Statement

New development allows the vegetation and surrounding landscape to dominate the streetscape. Siting development towards the rear of larger lots ensures vegetation is dominant and car parking, hard surfaces and storage is less visible from the street.

The use of brick and steel contribute to the dominant palette of materials while permeable front fencing continues to provide views through to the surrounding grassed pastures. Open style fencing assists in maintaining the openness of the streetscape.

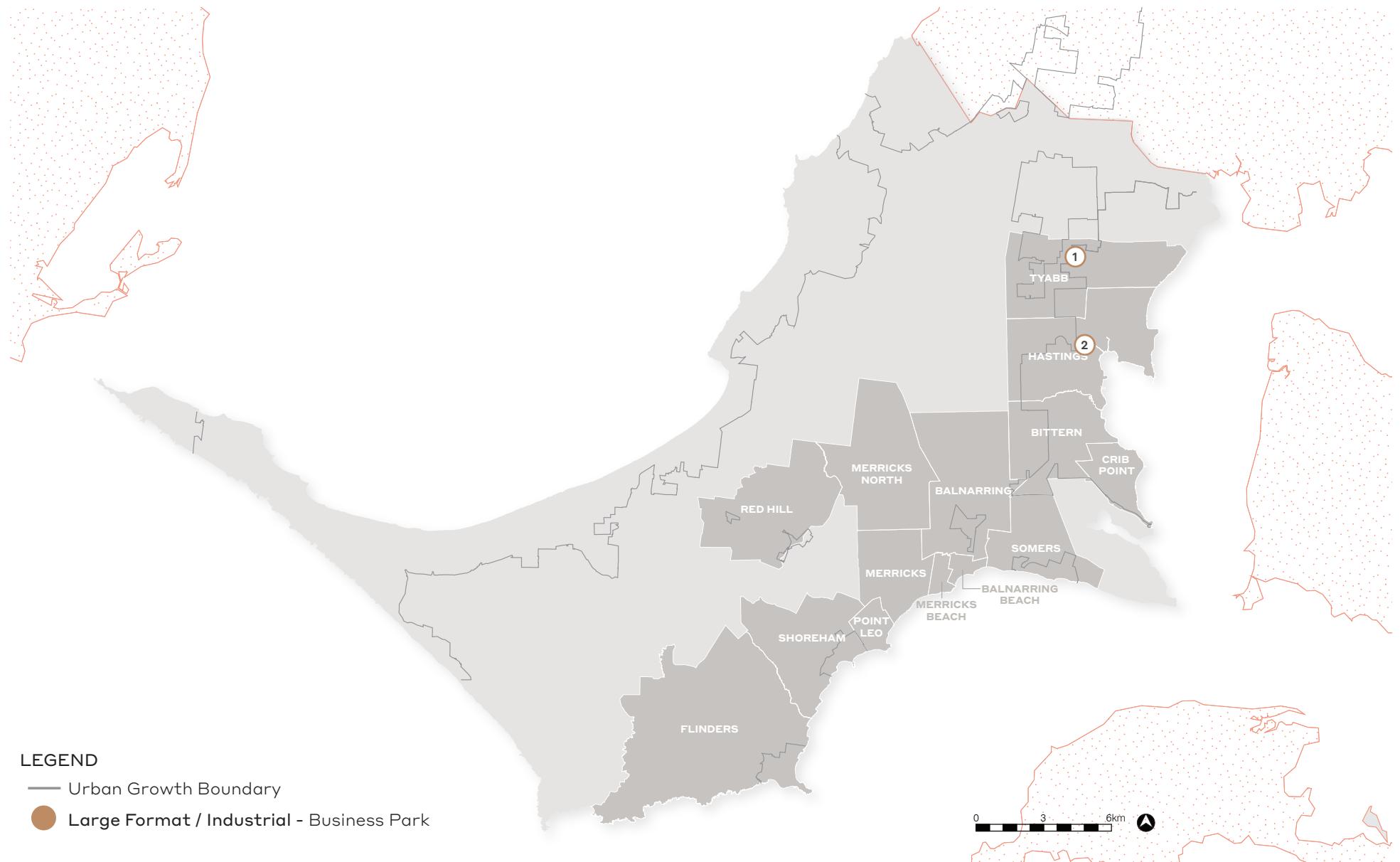
Design Guidelines

Character Element	Design Objective	Design Requirements
Public Realm	To maintain and improve public amenity within the precinct.	Provide consistent public realm treatment including, road surfacing, drainage, street lighting and street furniture.
Siting, setbacks and sensitive interfaces	To maintain and reinforce the predominant front and side setback pattern to the street and within the precinct.	New buildings should have a minimum front setback of 15m. New buildings should have minimum side setbacks of 2m on both sides. Building coverage should not exceed 50%
	To protect the amenity of adjacent residential land and open space.	Provide a 5m setback from boundaries adjacent to a residential zone for planting of trees and shrubs, with access for maintenance. Set back buildings from residential interfaces, to provide adequate sunlight, daylight, privacy and outlook.

Objective	Design Objective	Design Requirements
Height, form and layout	To ensure that new development provides a consistent, attractive and functional appearance.	<p>Building form should be large format, minimising the number of buildings on site, and incorporate a pitched roof form.</p> <p>Building heights should:</p> <ul style="list-style-type: none"> • Respond to the scale of existing development in the precinct, and incorporate lower elements towards the street to relate to the pedestrian scale. • Generally not exceed 9m. If a higher built form is required for the purpose of the industry or business, taller elements should be recessed from the street. • Be stepped down towards residential interfaces <p>Development should be designed to address the street frontage and car parking areas with windows and entrances, to provide passive surveillance.</p> <p>Buildings should provide a minimum of 30% glazing in the facade that fronts the street.</p> <p>Pedestrian generating uses including customer service and office components, should be located at the street frontage to provide visual interest to the street and passive surveillance.</p> <p>Plant equipment, vents and any other mechanical equipment must be carefully sited or incorporated into the roof such that it is screened or concealed from the views from the street and surrounding public spaces and buildings.</p> <p>Provide sustainable water use in buildings by implementing measures to collect rain water runoff from roof areas. Ensure water storage / tanks are located away from public view.</p>
Building materials, design and details	To ensure new development positively responds to the predominant building materials and styles of the precinct.	<p>Identify pedestrian entrances and walkways through architectural expression.</p> <p>Utilise a limited mix of materials and colours to provide articulation to the buildings and visual interest to the street.</p> <p>Use muted finishes to complement the predominant rural character palette of materials in the area, such as corrugated iron, timber and textured concrete. Avoid the excessive use of heavy masonry and unfinished pre-cast concrete walls.</p> <p>External finishes should be of low reflectivity to minimise glare and reflection to surrounding areas.</p> <p>Avoid long, blank front facades and side facades facing street frontages should be avoided.</p>
Vegetation and Landscaping	To retain the heavily vegetated setting and complement the green character of the surrounding environment.	<p>Retain and / or plant mature, established or canopy trees where possible, with a preference for indigenous species where suitable and appropriate.</p> <p>Define Tree Protection Zones around existing mature trees and ensure construction does not impact upon these zones.</p> <p>Provide minimum 5m planting strip within front setbacks to allow for trees with a mature height of approximately 8 -12m, mid-level shrubs (2-4m) and groundcovers. Ensure all planting areas are mulched.</p> <p>Provide minimum 9m² formal planting zone for each proposed tree within and around car parks. *See Clause 58.03-5 of the Mornington Peninsula Planning Scheme, 2019)</p> <p>Utilise local and non-indigenous native species in planting buffers to respond to local character and contribute to biodiversity where possible.</p>

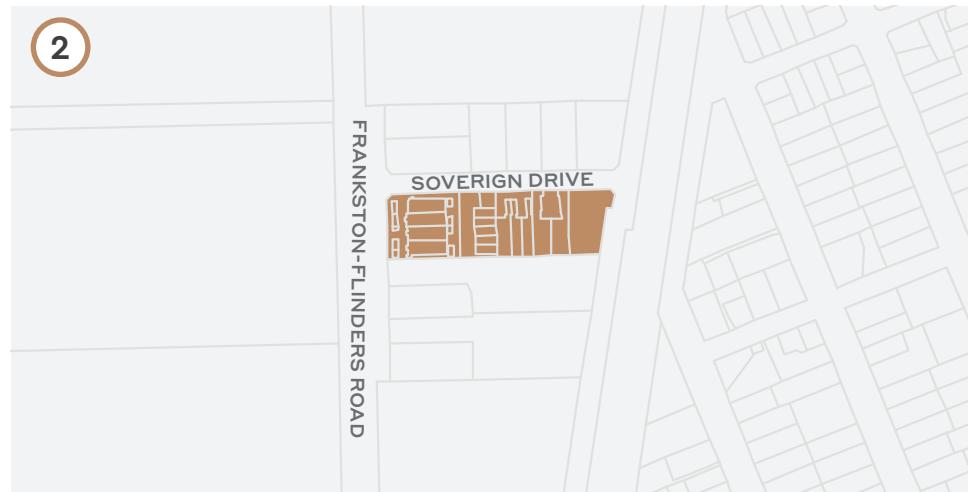
Objective	Design Objective	Design Requirements
Parking, access and circulation	Ensures car parking access is safe and efficient for all users and minimises impact on street frontages.	<p>Layout parking and access areas to comply with the current edition of AS 2890 and the Mornington Peninsula Planning Scheme where this has specific requirements.</p> <p>Parking for the disabled must be provided in layout, location and number as required by the current editions of AS 2890 and AS 1428.</p> <p>All car parks should be sealed to minimise dust in accordance with Council's adopted Unmade Carpark Construction Strategy (May 2015).</p> <p>New developments should allow vehicles to enter and exit a site in a forward motion.</p> <p>Where practical, limit vehicle entry points to one consolidated crossover per frontage in order to minimise disruption to pedestrian movement.</p> <p>Separate pedestrian and vehicular movement with pedestrian crossings and dedicated footpaths where possible.</p> <p>Locate car parking areas to the side or rear of sites, where appropriate.</p> <p>Car parking within the front setback of the site should be generally restricted to visitor parking.</p> <p>Large expanses of car park of greater than 20 spaces should be located to the side or rear of the building.</p> <p>Car parking should be avoided within 3m of the front property boundary to allow sufficient space for landscaping.</p> <p>Ensure a landscape buffer is provided between car parking areas and the front property boundary.</p> <p>Locate storage and loading areas to the rear of the site, away from the primary street frontage.</p>
Signage	To ensure signage and advertising is designed and located to be compatible with the character of the precinct.	<p>Signage should be integrated into the design of the front facade and be in keeping with the scale of the overall building.</p> <p>Signage should be limited in both the public and private realm to avoid visual clutter or visual disorder.</p> <p>In precincts adjacent to visually sensitive areas, signage should be designed so as it does not detrimentally affect the character or amenity of the adjacent area.</p> <p>Design any site identification in accordance with signage guidelines applicable to all Industrial areas, but with specific elements (colour, graphic logos etc.) reflecting local character and setting.</p> <p>Promotion signs that project outside the perimeter of the building, or are free standing are discouraged.</p> <p>Signage attached to front fences should be avoided.</p> <p>Signage, including painted signs, located on a side wall should not occupy more than 50% of the area of the wall.</p> <p>Bunting, sky signs, reflective signs, illuminated signs, floodlit signs, electronic signs, animated signs, including sandwich boards and temporary signs, are discouraged.</p> <p>Colours, materials, animation and illumination that interfere with the safety of efficient of traffic circulation of the Road Zone, Category 1 (RDZ1) should be avoided.</p> <p>The design of new buildings should take into account the likely need for signage by future occupants, and incorporate sign panels that meet these guidelines.</p> <p>Directional signage within this typology should be consistent in style and form.</p> <p>Where there are multiple business occupancies within the one site, one shared sign should be provided that details the location of the businesses.</p> <p>Also, refer to Clause 52.05 of the Mornington Peninsula Planning Scheme for general requirements relating to signage.</p>
Fencing	To ensure the front boundary treatment provides passive surveillance and contributes positively to the streetscape.	<p>Front fencing should be highly transparent and be softened with the use of landscaping, such as steel picket or black chainmesh for side boundaries and steel picket, black chainmesh or rural post and wire on frontages.</p> <p>Screen fencing (if required), should be designed to integrate with the materials and tones utilised throughout the precinct, and should be located within the property.</p>

Built Form Typology: Large Format / Industrial - Business Park





127 Business Park, Tyabb



128 Business Park, Hastings

Built Form Typology: Large Format / Industrial - Business Park



129 Business Park, Tyabb



130 Business Park, Tyabb



131 Business Park, Hastings

Description

The built form of this area is typically turned inwards to front the internal street network and car parking. With minimal vegetation the Business Park- Industrial Built Form Typology is largely dominated by built form and hard non-permeable surfaces.

Large scale built form is generally built to side and rear boundaries with the front street setback featuring minimal immature vegetation. Internal roads provide access and formal parking along built form frontages.

Consistent built form consists of double storey concrete tilt slabs with large openings along building frontages for tinted glazing. Differences in coloured render identifies change in businesses in the absence of large formal signage.

Key Attributes

Built Form

- Large double storey height of 8-9m concrete tilt-slab construction with rendered finishes in dark tones
- Large scale buildings with footprint divided into numerous ownerships, allowing for commercial and small scale industrial uses
- Typically multiple large singular building forms, featuring flat roofs, that front the sites internal street network
- Typically built form features glazing along street frontage of both ground and first floors, with buildings built to boundary around external perimeter
- Consistent street setbacks, with small immature tree plantings
- Large front fences of 1.8m, constructed in an open style, allowing views through to front areas
- Site coverage on average is approximately 48%
- The average front setback ranges between 10m - 17m
- The average side setback ranges between 2m - 6m.

Context and Setting

- Typically flat topography, affording no glimpses of surrounding areas
- Residential and public recreation (parks and reserves) interfaces
- Typically sealed kerb and channel, internal road network with surrounding unsealed roads featuring swale or rollover curb drainage
- Generous nature strips of 6-8m, with minimal street tree plantings
- No formal public space areas for gathering
- Large solid fencing and vegetated buffers along residential interfaces

Public Realm

- Footpaths are non-existent
- Surrounding streetscape features minimal vegetation
- Minimal to non-existent street lighting
- No public way-finding, however individual businesses feature small advertising signage attached to building frontages

Landscaping & Parking

- Minimal to non-existent landscaping
- Internal at grade formal car parking, located along the buildings frontages

Threats to Character

- Use of street setback and internal setback areas for storage purposes
- Solid high front fencing, reducing passive surveillance and views through to vegetation
- Large obtrusive and/or illuminated advertising signage
- Lack of space provision for front setback landscaping

Preferred Character Statement

This Built Form Typology will retain an orderly and consistent appearance through integrated development, with new buildings conforming with the siting pattern of existing development, with generous and consistent front setbacks, with well maintained plantings.

New developments avoid dominating car structures to the street and maintain the rhythm of vehicle crossovers.

New developments reflect the consistent facade articulation, internal setbacks and overall building height.

Design Guidelines

Character Element	Design Objective	Design Requirements
Public Realm	To maintain and improve public amenity within the precinct.	<p>Use simple durable pavements such as textured and / or coloured concrete or asphalt.</p> <p>Provide consistent public realm treatment including, road surfacing, drainage, street lighting and street furniture.</p> <p>Create and encourage provision of informal gathering spaces (e.g. pocket parks) throughout precinct, where appropriate. Gathering spaces should provide the opportunity for respite from the work environment and opportunity for social interaction through:</p> <ul style="list-style-type: none">• seats, benches and tables of contemporary design and durable materials (such as steel and composite timber).• year-round shade and shelter through the use of formal structures.

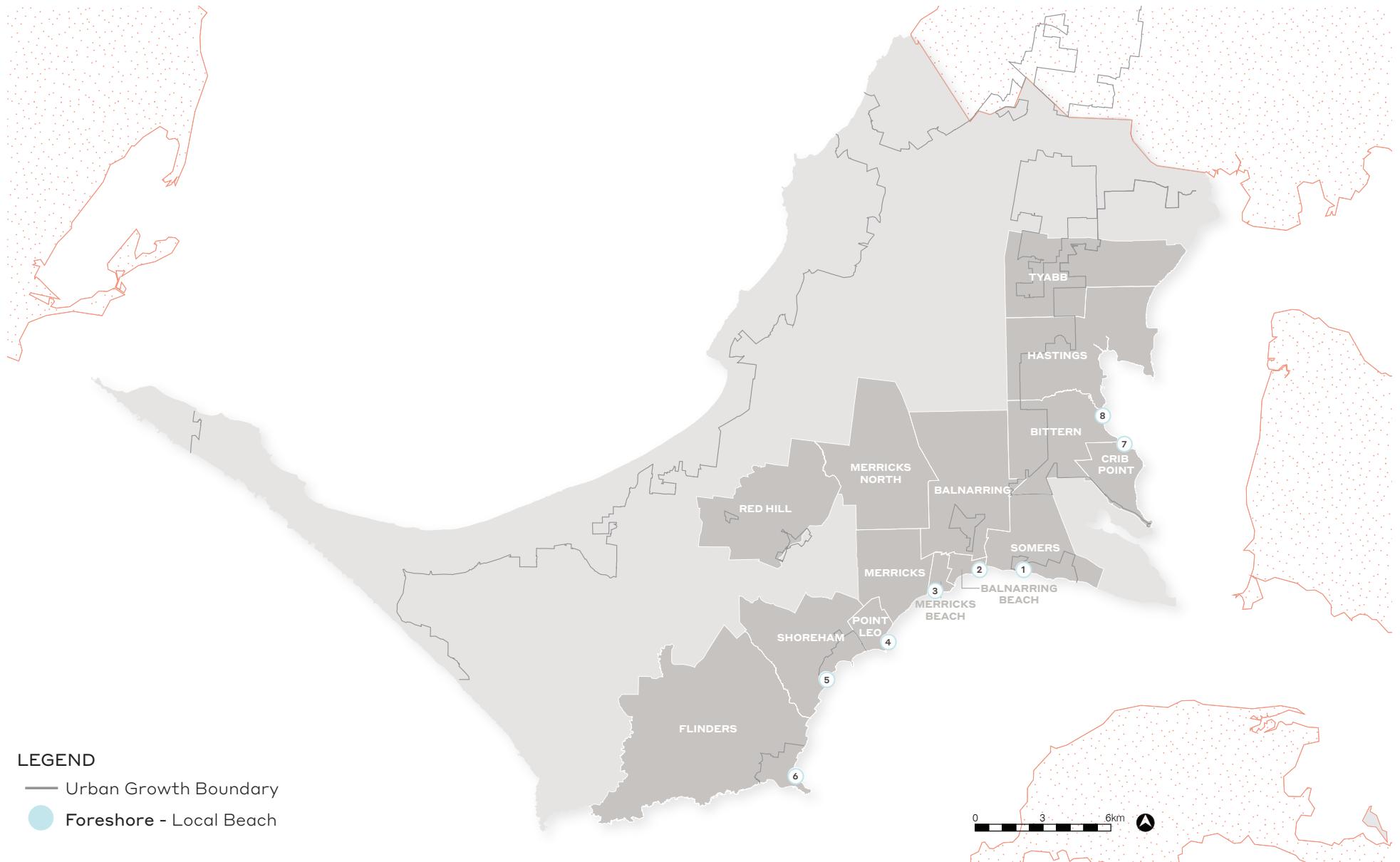
Character Element	Design Objective	Design Requirements
Siting and setbacks	To maintain and reinforce the predominant front and side setback pattern to the street and within the precinct.	<p>New buildings should have a minimum front setbacks of 17m.</p> <p>New buildings should have minimum side setbacks of 3m on one side.</p> <p>Buildings with a width of greater than 30m should be setback from both side boundaries a minimum of 1m in order to reduce the impact of a continuous built wall.</p> <p>Provide a landscaped buffer within side and rear setbacks along sensitive interfaces.</p>
	To protect the amenity of adjacent residential land and open space.	Provide a 5m setback from boundaries adjacent to a residential zone for planting of trees and shrubs, with access for maintenance.
Building height, form and layout	To ensure that new development provides a consistent, attractive and functional appearance.	<p>Building form should be large format, minimising the number of buildings on site, and incorporate a low pitched or flat roof form.</p> <p>Building heights should:</p> <ul style="list-style-type: none"> • Respond to the scale of existing development in the street, and incorporate lower elements towards the street to relate to the pedestrian scale. • Generally not exceed 9m. If a higher built form is required for the purpose of the industry or business, taller elements should be recessed from the street. • Be stepped down towards residential interfaces <p>Development should be designed to address the street frontage and car parking areas with windows and entrances, to provide passive surveillance.</p> <p>Buildings should provide a minimum of 30% glazing in the facade that fronts the street.</p> <p>Pedestrian generating uses including customer service, retail and office components, should be located at the street frontage to provide visual interest to the street and passive surveillance.</p> <p>Plant equipment, vents and any other mechanical equipment must be carefully sited or incorporated into the roof such that it is screened or concealed from the views from the street and surrounding public spaces and buildings.</p> <p>Provide sustainable water use in buildings by implementing measures to collect rain water runoff from roof areas. Ensure water storage / tanks are located away from public view.</p>
Subdivision	To create suitably sized allotments that are functional, accessible and contribute positively to future streetscapes and enhance the local character.	<p>Lots should be regular in shape to provide for efficient use of land and enable a range of industrial and business uses to be accommodated.</p> <p>Orientate lots so that buildings can be sited to maximise passive solar design.</p> <p>Streets should connect to existing established road networks and enable future connections to adjoining areas.</p> <p>New subdivisions should provide connected road networks to enable greater pedestrian, cycle and vehicle permeability and avoid the use of culs-de-sac.</p>

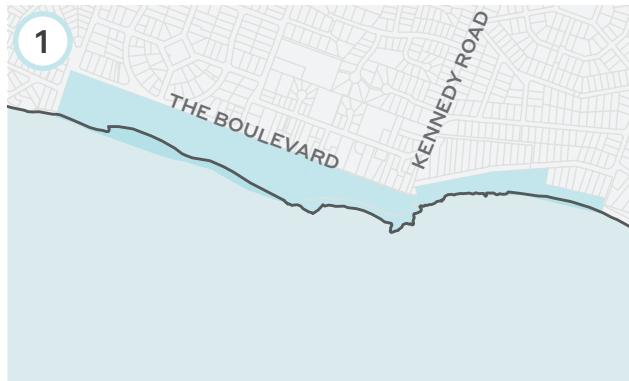
Character Element	Design Objective	Design Requirements
Building materials, design and details	<p>To ensure new development positively responds to the predominant building materials and styles of the precinct.</p>	<p>Customer service, retail and office components should be articulated by varying building setbacks, utilising glazing, and varying building materials, finishes and colours.</p> <p>Identify pedestrian entrances and walkways through architectural expression.</p> <p>Utilise a limited mix of materials and colours to provide articulation to the buildings and visual interest to the street.</p> <p>Use muted finishes to complement the predominant semi rural coastal character palette of materials in the area, such as corrugated iron, timber and textured concrete. Avoid the excessive use of heavy masonry and unfinished pre-cast concrete walls.</p> <p>External finishes should be of low reflectivity to minimise glare and reflection to surrounding areas.</p> <p>Facades that are visible from the street should avoid blank walls and be articulated to provide architectural interest and passive surveillance.</p>
Vegetation and Landscaping	<p>To retain the heavily vegetated setting and complement the green character of the surrounding environment.</p>	<p>Retain and / or plant mature, established or canopy trees where possible, with a preference for indigenous species where suitable and appropriate.</p> <p>Define Tree Protection Zones around existing mature trees and ensure construction does not impact upon these zones.</p> <p>Provide minimum 5m planting strip within front setbacks to allow for trees with a mature height of approximately 8 -12m, mid-level shrubs (2-4m) and groundcovers. Ensure all planting areas are mulched.</p> <p>Provide minimum 9m² formal planting zone for each proposed tree within and around car parks. *See Clause 58.03-5 of the Mornington Peninsula Planning Scheme, 2019</p> <p>Provide minimum 5m wide landscape strip within setbacks, as a buffer to adjoining uses.</p> <p>Require development guidelines to define consistent planting and frontage setbacks throughout developments.</p> <p>Install landscape which provides medium height canopy trees and lower level groundcovers, ensuring views to buildings and car parks are maintained.</p> <p>Utilise local and non-indigenous native species in planting buffers to respond to local character and contribute to biodiversity where possible.</p> <p>Provide consistent approach to landscape character along street frontages.</p>

Character Element	Design Objective	Design Requirements
Parking, access and circulation	<p>Ensures car parking access is safe and efficient for all users and minimises impact on street frontages.</p>	<p>Layout parking and access areas to comply with the current edition of AS 2890 and the Mornington Peninsula Planning Scheme where this has specific requirements.</p> <p>Parking for the disabled must be provided in layout, location and number as required by the current editions of AS 2890 and AS 1428.</p> <p>Carparks should be sealed to minimize dust in accordance with Councils adopted Unmade Carpark Construction Strategy (May 2015).</p> <p>New developments should allow vehicles to enter and exit a site in a forward motion.</p> <p>Where practical, limit vehicle entry points to one consolidated crossover per frontage in order to minimise disruption to pedestrian movement.</p> <p>Separate pedestrian and vehicular movement with pedestrian crossings and dedicated footpaths where possible.</p> <p>Locate car parking areas to the side or rear of sites, where appropriate.</p> <p>Car parking within the front setback of the site should be generally restricted to visitor parking.</p> <p>Large expanses of car park of greater than 20 spaces should be located to the side or rear of the building.</p> <p>Car parking should be avoided within 3m of the front property boundary to allow sufficient space for landscaping.</p> <p>Locate storage and loading areas within the site, away from the primary street frontage.</p>

Character Element	Design Objective	Design Requirements
Fencing	<p>To ensure the front boundary treatment provides passive surveillance and contributes positively to the streetscape.</p>	<p>Front fencing should be highly transparent, such as steel picket or black chainmesh for side boundaries and frontages and be softened with the use of landscaping.</p> <p>Screen fencing (if required), should be designed to integrate with the materials and tones utilised throughout the precinct.</p>
Signage	<p>To ensure signage and advertising is designed and located to be compatible with the character of the precinct.</p>	<p>Signage should be limited in both the public and private realm to avoid visual clutter or visual disorder.</p> <p>Where there are multiple occupancies within one site, one shared sign should be provided that details the location of the businesses. All other signage should be integrated into the design of the front facade and be in keeping with the scale of the overall building.</p> <p>Site identification signage should be of a consistent style within developments, allowing corporate signage to occur on buildings</p> <p>Bunting, sky signs, reflective signs, illuminated signs, floodlit signs, electronic signs, animated signs, including sandwich boards and temporary signs, are discouraged.</p> <p>In precincts adjacent to visually sensitive areas, signage should be designed so as it does not detrimentally affect the character or amenity of the adjacent area.</p>

Built Form Typology: Foreshore - Local Beach

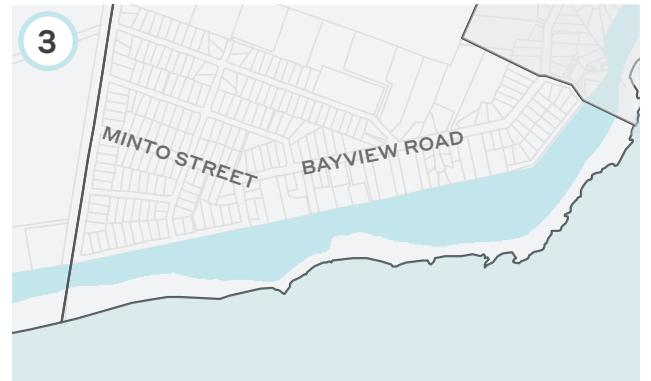




132 Local Beach, Somers



133 Local Beach, Balnarring Beach



134 Local Beach, Merricks Beach



135 Local Beach, Point Leo



136 Local Beach, Shoreham



137 Local Beach, Flinders



138 Local Beach, Crib Point



139 Local Beach, Bittern

Built Form Typology: Foreshore - Local Beach



140 Shoreham Foreshore



141 Balnarring Foreshore



142 Point Leo Foreshore

Description

The Local Beach Character Typology typically comprises sandy, low-key beaches that are complemented by coastal vegetation within an informal setting.

Local Beach Areas comprise of undeveloped open space in a natural setting, often featuring areas used for informal recreation activities.

Development is limited to small scale local Yacht Clubs and Boat Ramps that are located adjacent or on the shore line.

Access throughout the Built Form Typology is informal and set amongst coastal plantings and Native canopy trees.

Key Attributes

Built Form

- When present, built form is typically limited to low-scale yacht clubs or gazebos that provide shade along the grassed reserves adjacent to the beach area
- Typically constructed of weatherboard, featuring flat or pitched roofs

Context and Setting

- Typically undulating topography, affording views to the ocean and the wider coastal setting
- Areas of exposed geology
- Public open space and foreshore interfaces
- Roads are typically sealed leading to the Built Form Typology, but usually unsealed within
- Largely undeveloped open space

Public Realm

- Large areas of undeveloped, grassed public open space provide informal recreation spaces
- Footpaths are not always present, instead desire lines act as informal pathways
- Public toilets and changing rooms are typically located adjacent to the beach
- Typically a range of amenities are provided including, barbecue areas, playgrounds and areas for launching small boats
- Public seating is often scattered throughout, oriented towards views or within public open space
- Public furniture including seating, picnic tables, boardwalks or lookouts are constructed from timber
- Street lamps are not always present
- Way-finding signage is typically located intermittently along the foreshore

Landscaping & Parking

- Surrounding foreshore area features a mix of informal mature Native canopy trees, bushland areas and low coastal shrub
- Parking is typically informal and unsealed

Threats to Character

- Development of built form resulting in altered viewlines and the loss of rural-coastal vegetated setting
- Use of contemporary building materials and design that do not reflect surrounding established built form
- Loss of Native vegetation
- Formalisation of roads car parks and footpaths
- Some areas potentially subject to impacts of coastal climate change (inundation and erosion)

Preferred Character Statement

Local Beaches Areas will retain a semi-secluded feeling, set within a distinctive landscape setting through the presence of indigenous vegetation, coastal shrubs, undulating dunes and calm waters.

Public realm improvements, small kiosks and yacht clubs contribute to the rural-coastal, small village setting of the area, reflecting the vegetated setting, finishes and form that complement the coastal surrounds, whilst appropriately minimising impacts of coastal inundation and erosion.

Undeveloped open space coupled with indigenous vegetation and coastal shrub remain important features of the Local Beach Typology.

Design Guidelines

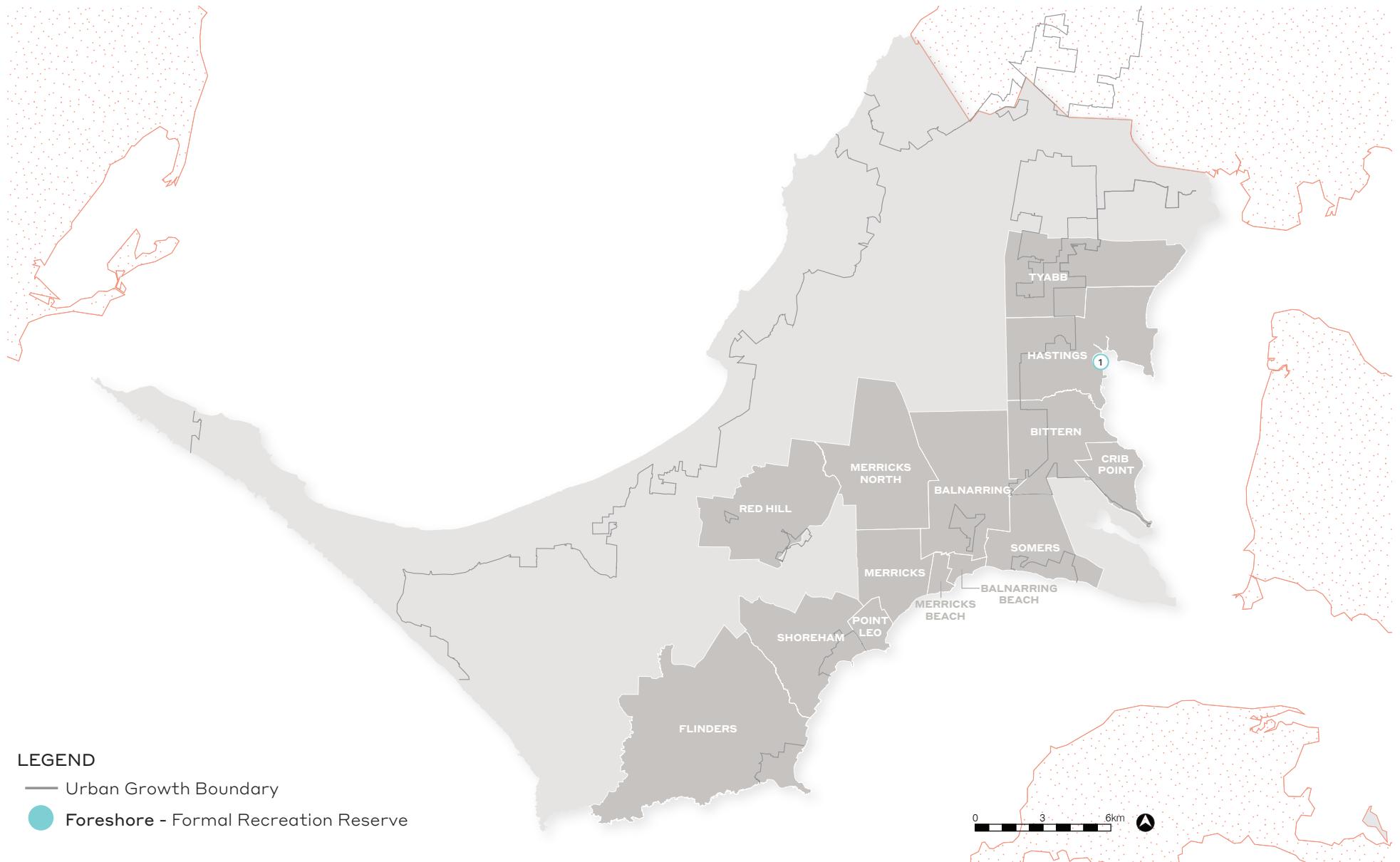
Character Element	Design Objective	Design Requirements
Public Realm	Maintain and improve public amenity within the precinct.	<p>Retain and enhance gathering spaces throughout the precinct.</p> <p>Provide consistent public realm treatment including bins, seating, picnic benches, public toilets and barbecue areas.</p> <p>Set back buildings from areas identified as being subject to erosion and inundation hazards inundation and erosion to ensure their long-term protection.</p> <p>Provide for a range of informal recreational activities including play, outdoor dining, sightseeing and exercise.</p> <p>Cluster activities within gathering spaces to minimise impact on the surrounding environments.</p> <p>Provide seating and viewing points to take advantage of view and ensure access for the aged and those with limited abilities who may not be able to access beach areas.</p>
Building materials, design and details	To ensure new development positively responds to the coastal settings.	<p>Use natural materials and muted colours to reflect the coastal setting.</p> <p>Avoid the use of bright, bold colours.</p> <p>New structures including gazebos, pavilions or recreation related facilities should not detrimentally impact existing public views to and from the coast.</p>
Vegetation and Landscaping	To ensure the indigenous vegetation and landscape setting of the foreshore is retained and enhanced.	<p>Retain and / or plant mature, established or canopy trees where possible, with a preference for indigenous species where suitable and appropriate.</p> <p>Define Tree Protection Zones around existing Native vegetation and no development is to occur within this zone.</p> <p>Retain informal planting and naturalistic form of coastal vegetation.</p> <p>Use only locally indigenous Native vegetation within all foreshore areas.</p> <p>Remove exotic grasses and lawns from dune areas, and revegetate with indigenous vegetation to reduce dune erosion and wind exposure.</p>

Character Element	Design Objective	Design Requirements
Parking, access and circulation	To minimise the impact of car parking and access on the landscape and environmental qualities of the foreshore.	<p>Only formalise carparks in accordance with Council's adopted Unmade Carpark Construction Strategy (May 2015).</p> <p>Restrict the provision of new vehicular and pedestrian access points.</p> <p>Ensure that beach access, where provided, has minimal impact on the surrounding environment and accessible for users of all abilities, in accordance with Council's adopted Pedestrian Access Strategy (March 2019).</p> <p>Remove and re-vegetate redundant access points.</p> <p>Avoid the formalisation of infrastructure such as carparks and pedestrian pathways unless otherwise foreshadowed in Council's adopted Pedestrian Access Strategy (March 2019) or Unmade Carpark Construction Strategy (May 2015).</p> <p>Accessible parking should also be included with accessible paths of travel.</p>
Signage	To ensure signage is designed and located to be compatible with the character of the precinct.	<p>Provide pedestrian level way-finding where appropriate.</p> <p>Signage should be limited and coordinated to avoid visual clutter or visual disorder.</p> <p>Regulatory and statutory signage is to be designed in accordance with Mornington Peninsula Shire standards and VicRoads or Parks Victoria standards where appropriate.</p> <p>Provide interpretive signage to recognise cultural heritage and environmental features.</p>

Character Element	Design Objective	Design Requirements
Fencing	To ensure fencing treatments provide passive surveillance and contribute positively to the surrounding character.	<p>Fencing should be low and highly transparent and be softened with the use of landscaping, where appropriate.</p> <p>Screen fencing (if required), should be constructed of natural materials and avoid diminishing existing viewlines, where appropriate.</p> <p>Utilise post and wire fencing to control pedestrian movement, while allowing for growth of vegetation.</p> <p>Use low bollard and rail fencing where required to control vehicle movement.</p>
Coastal Hazard	To respond appropriately to the threats of coastal hazards - erosion and inundation	<p>Future development must be designed and located to respond to threats from coastal hazards.</p> <p>Undertake appropriate measures including replanting, beach nourishment, or sea walls to minimise erosion along the beach and foreshore areas.</p> <p>Restrict further development or subdivision in areas identified as at risk of inundation and erosion.</p>

Refer to Siting & Design Guidelines for Structures on the Victorian Coast, 1998 as necessary.

Built Form Typology: Foreshore - Formal Recreation Reserve





143 Formal Recreation Reserve, Hastings

Built Form Typology: Foreshore - Formal Recreation Reserve



144 Wayfinding, Hastings Recreation Reserve



145 Informal Trail, Hastings Recreation Reserve



146 Outdoor Gym, Hastings Recreation Reserve

Description

The Formal Recreation Character Typology typically includes formal sporting facilities and public open spaces that are complemented by informal areas of remnant vegetation.

Formal Recreation Reserve areas comprise of developed open space and sporting facilities in a natural setting.

Development is restricted to pavilions or other built form that contains or assists with the functioning of sports facilities.

Key Attributes

Built Form

- If present, built form if present, is typically low-scale, single storey that complements the functions of the area
- Built form is set back and in a vegetated setting
- Construction is typically from weatherboard or brick and feature flat or pitched roofs

Context and Setting

- Typically flat topography, affording views across the port
- Public open space, residential and foreshore interfaces

Public Realm

- A mix of sporting facilities and recreation facilities and spaces
- Footpaths are formal and connect to create a network e.g. formal trail or exercise loop
- Presence of public toilets
- A range of amenities including picnic areas, playgrounds and shade are provided
- Public seating is often scattered throughout, oriented towards views, along formal trail network or within public open space
- Public furniture including seating, picnic tables and board-walks are constructed from natural materials e.g. timber
- Lighting is not provided in areas of open space only in formal sporting facilities e.g. tennis courts
- Typically, no direct access to the water's edge or boat launching facilities/areas
- Way-finding signage is typically located throughout

Landscaping & Parking

- Vegetation is typically characterised by bushland areas, informal Native canopy trees and low shrubs
- Parking is typically at grade and is located intermittently throughout the precinct

Threats to Character

- Development of supporting built form or car parking resulting in incremental loss of public open space, vegetation and/or views
- Use of contemporary building materials and design that do not reflect surrounding established built form
- High solid fencing, resulting in loss of views and passive surveillance
- Unnecessary formalisation of car parks and pedestrian access points
- Some areas potentially subject to impacts of coastal climate change (inundation and erosion)

Preferred Character Statement

Formal Recreation Reserves offer the local community a wide range of formal and informal recreation and opportunities including walking, exercising, playground use and picnicking.

The foreshore area will continue to accommodate formal and informal activities while ensuring that any development reflects and enhances the openness and accessibility of the area while complementing the coastal, vegetated surrounds and appropriately minimising impacts of coastal inundation and erosion.

Design Guidelines

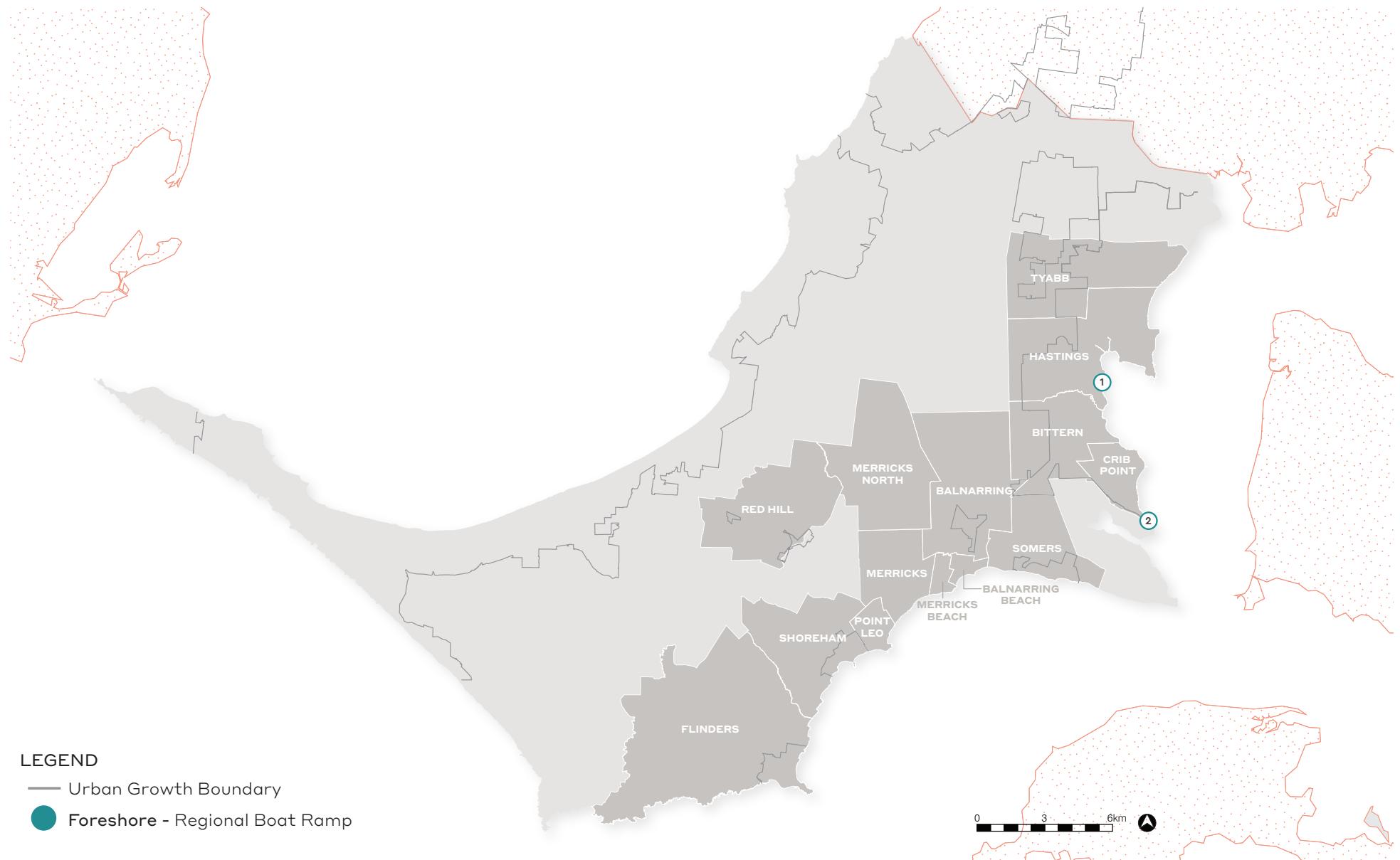
Character Element	Design Objective	Design Requirements
Public Realm	Maintain and improve public amenity within the precinct.	<p>Retain and enhance gathering spaces throughout the precinct.</p> <p>Provide shade / shelter structures to encourage the use of spaces in all weather conditions.</p> <p>Provide consistent public realm treatment including bins, seating, picnic benches, public toilets and barbecue areas, including:</p> <ul style="list-style-type: none">• seating, particularly in clusters, to encourage social interaction.• seating opportunities for individuals, as well as for groups of up to 20 people (depending upon the scale of the reserve).• seats located to take advantage of natural shade, to provide views to points of natural interest, and to provide views to activity areas and play spaces.• seating along path loops every 400m. Such seats should have arm rests and backs to allow for use by all ages.
Building materials, design and details	To ensure new development positively responds to the coastal settings.	<p>Use natural materials and muted colours to reflect the coastal setting, including:</p> <ul style="list-style-type: none">• utilising timber seating, table and benches, with limited use of steel framing where necessary.• utilising timber framed play equipment, and develop "nature play" areas using boulders and logs etc. <p>Avoid the use of bright, bold colours.</p> <p>New structures including gazebos, pavilions or recreation related facilities should not detrimentally impact existing public views, to and from the coast.</p>

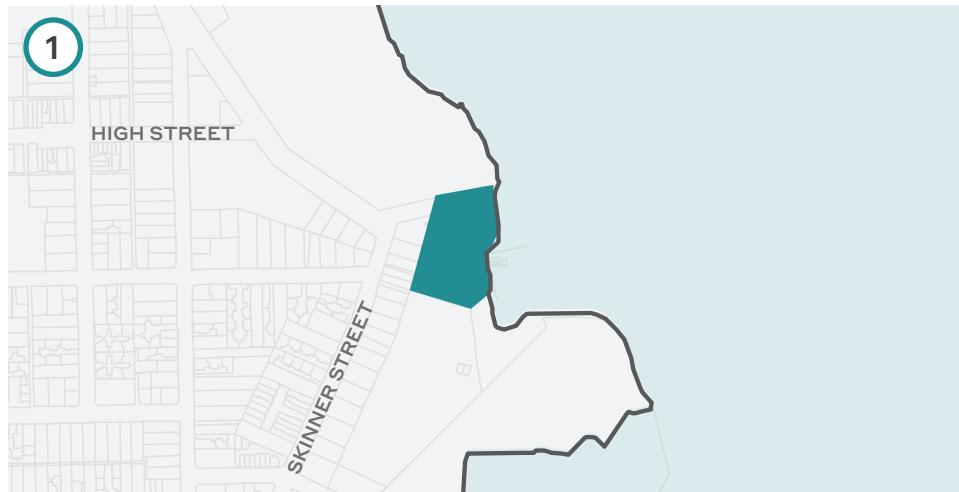
Character Element	Design Objective	Design Requirements
Vegetation and Landscaping	<p>To ensure the indigenous vegetation and landscape setting of the foreshore is retained and enhanced.</p>	<p>Retain and / or plant mature, established or canopy trees where possible, with a preference for indigenous species where suitable and appropriate.</p> <p>Define Tree Protection Zones around existing Native vegetation and ensure no development is to occur within this zone.</p> <p>Retain informal planting and naturalistic form of coastal vegetation.</p> <p>Use primarily locally indigenous vegetation within all foreshore areas.</p> <ul style="list-style-type: none"> The use of exotic species should be avoided except where based on cultural precedents and as a deliberate feature (such as the use of <i>Ficus macrophylla</i> at the Hastings Foreshore). Remove exotic grasses and lawns from dune areas, and revegetate with indigenous vegetation to reduce dune erosion and wind exposure. Use exotic grasses and lawns only in gathering spaces and recreation activity areas. <p>Consider CPTED principles by avoiding mid-level screening to maintain sightlines between pedestrians, open spaces, activity areas and the foreshore. *See <i>Safer Design Guidelines for Victoria</i> <https://www.healthyplaces.org.au/userfiles/file/Safer+Design+Guidelines%20Victoria.pdf>.</p>
Parking, access and circulation	<p>To minimise the impact of car parking and access on the landscape and environmental qualities of the foreshore.</p>	<p>Avoid construction of additional formal car parks wherever possible.</p> <p>Restrict the provision of new vehicular and pedestrian access points.</p> <p>Provide adequate pedestrian and cycling access externally from the precinct and within the precinct.</p> <p>Ensure pedestrian footpaths are integrated with all points of focus including gathering spaces, playground, car parks and adjoin uses.</p> <p>Accessible parking should also be included with accessible paths of travel.</p>

Character Element	Design Objective	Design Requirements
Signage	To ensure signage is designed and located to be compatible with the character of the precinct.	<p>Provide pedestrian level way-finding where appropriate.</p> <p>Signage should be limited and coordinated to avoid visual clutter or visual disorder.</p> <p>Regulatory and statutory signage is to be designed in accordance with Mornington Peninsula Shire standards and VicRoads or Parks Victoria standards where appropriate.</p> <p>Provide interpretive signage to recognise cultural heritage and environmental features.</p>
Fencing	To ensure fencing treatments provide passive surveillance and contribute positively to the surrounding character.	<p>Fencing should be low and highly transparent and be softened with the use of landscaping, where appropriate.</p> <p>Screen fencing (if required), should be constructed of natural materials and avoid diminishing existing viewlines, where appropriate.</p> <p>Utilise post and wire fencing to control pedestrian movement, while allowing for growth of vegetation.</p> <p>Use low bollard and rail fencing where required to control vehicle movement.</p>
Coastal Hazard	To respond appropriately to the threats of coastal hazards - erosion and inundation	<p>Future development must be designed and located to respond to threats from coastal hazards.</p> <p>Undertake appropriate measures including replanting, beach nourishment, or sea walls to minimise erosion along the beach and foreshore areas.</p> <p>Restrict further development or subdivision in areas identified as at risk of inundation and erosion.</p>

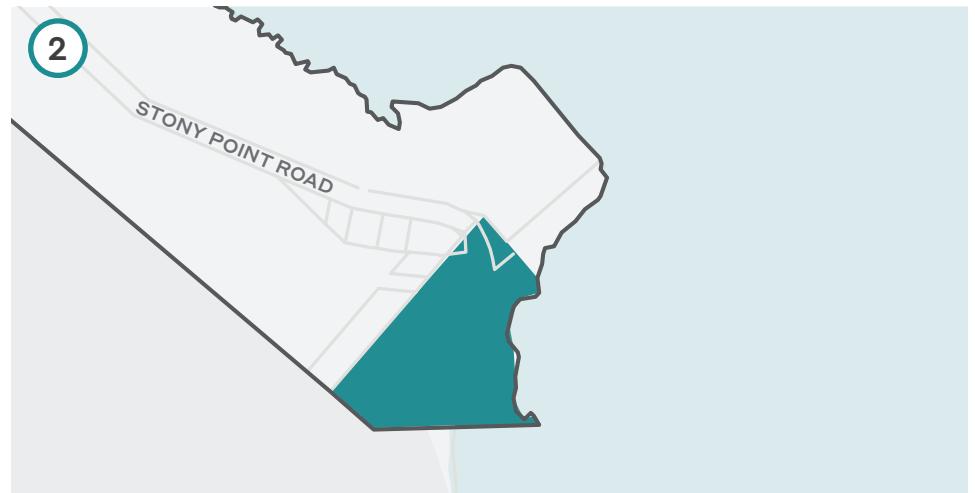
Refer to Siting & Design Guidelines for Structures on the Victorian Coast, 1998 as necessary.

Built Form Typology: Foreshore - Regional Boat Ramp





147 Regional Boat Ramp, Hastings



148 Regional Boat Ramp, Crib Point

Built Form Typology: Foreshore - Regional Boat Ramp



149 Boat Ramp, Crib Point



150 Car and Trailer Parking, Hastings



151 Car and Trailer Parking, Crib Point

Description

The Boat Launch Character Typology typically includes formal boat launching facilities with double length car parking to cater for cars with trailers.

Boat Launch areas comprise largely of a boat ramp and ancillary services catering for local and regional boat owners.

Built form is not always present but is restricted to Yacht Clubs that benefit from direct access to the water.

Key Attributes

Built Form

- If present, built form is typically low-scale, single storey that complements the functioning of the area e.g. Yacht Club
- Construction is typically from weatherboard or brick and features pitched roofs
- Concrete ramps allow for safe launching

Context and Setting

- Typically flat topography, affording views across the port
- Public open space and foreshore interfaces

Public Realm

- Typically includes ancillary ramp amenities e.g. lighting, fish cleaning tables etc.
- Sealed, multiple lane, boat launching facilities
- Footpaths are not typically present
- Public toilets are located within the area
- Public seating is often located near launching facilities
- Minimal to non-existent street lighting
- Way-finding signage is typically located throughout

Landscaping & Parking

- Vegetation is typically characterised by formal planting around built form if present or remnant vegetation along shoreline
- Typically sealed double length parking to cater for cars and boat trailers

Threats to Character

- Large scale built form, resulting in loss of wide ranging views
- Additional formal car parking, resulting in loss of coastal shrub and remnant vegetation
- Some areas potentially subject to impacts of coastal climate change (inundation and erosion)

Preferred Character Statement

Boat Launch Only Areas are a key location for local and regional boat owners to launch their vessels. New development enhances public realm features and complements the coastal setting of the area.

Any built form development will reflect the coastal, vegetated surrounds and enhance the accessibility of the area while complementing the coastal, vegetated surrounds, whilst appropriately minimising impacts of coastal inundation and erosion.

Design Guidelines

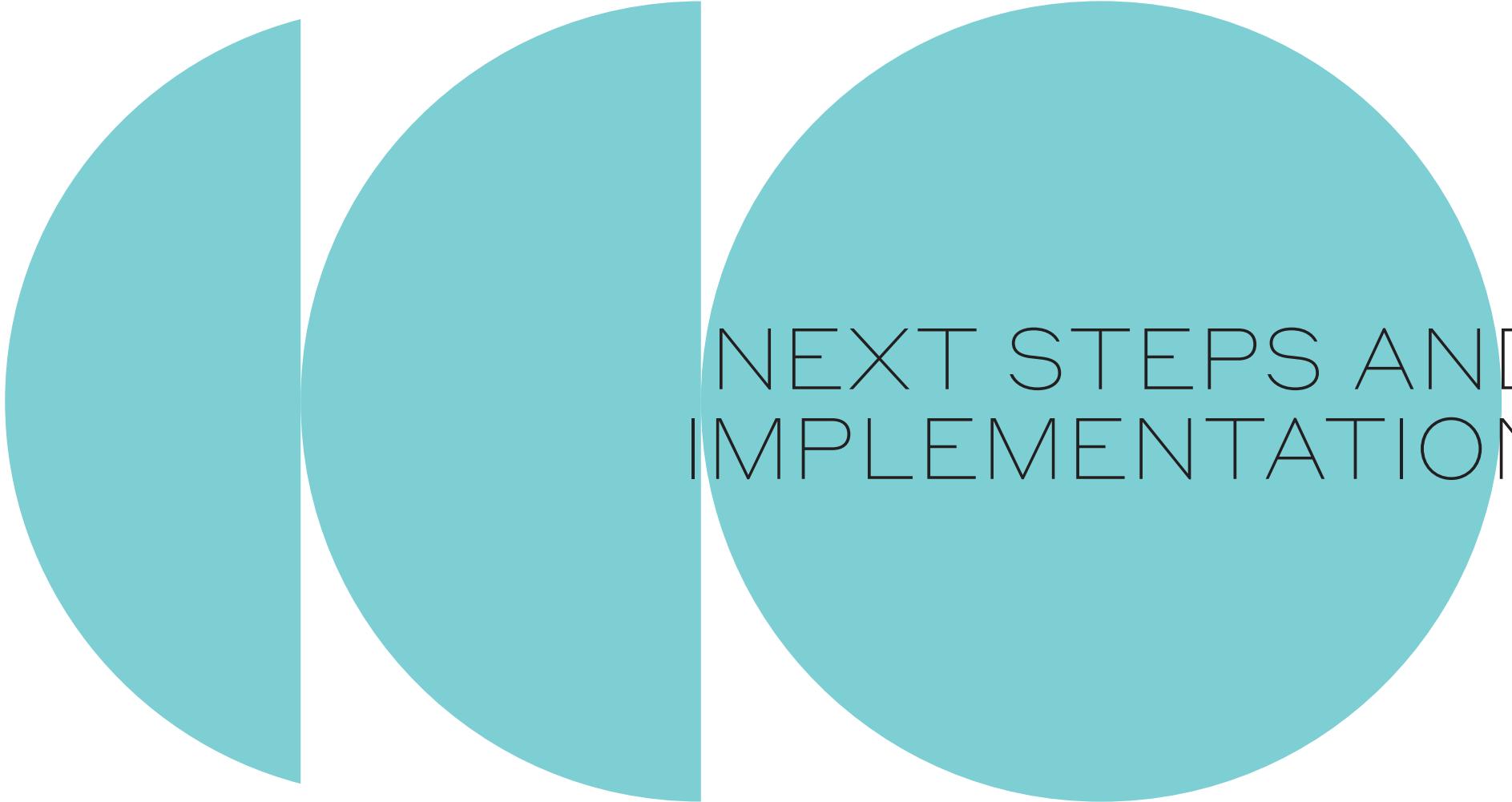
Character Element	Design Objective	Design Requirements
Public Realm	Maintain and improve public amenity within the precinct.	Retain and enhance seating and viewing locations where these do not interfere with boat launching. Provide consistent public realm treatment including bins, seating, public toilets and fish cleaning facilities. Provide toilets, change and washdown areas for boat ramp users.
Building materials, design and details	To ensure new development positively responds to the coastal settings.	Use natural materials and muted colours to reflect the coastal setting. Avoid the use of bright, bold colours. New structures including gazebos, pavilions or recreation related facilities should not detrimentally impact existing public views, to and from the coast.

Character Element	Design Objective	Design Requirements
Vegetation and Landscaping	To ensure the indigenous vegetation and landscape setting of the foreshore is retained and enhanced.	<p>Retain and / or plant mature, established or canopy trees where possible, with a preference for indigenous species where suitable and appropriate.</p> <p>Define Tree Protection Zones around existing native and indigenous vegetation and no development is to occur within these zones.</p> <p>Retain informal planting and naturalistic form of coastal vegetation.</p> <p>Use only locally indigenous native vegetation within all foreshore areas.</p> <p>Remove exotic grasses and lawns from dune areas, and revegetate with indigenous vegetation to reduce dune erosion and wind exposure.</p>
Parking, access and circulation	To minimise the impact of car parking and access on the landscape and environmental qualities of the foreshore.	<p>Provide pedestrian crossings and circulation within formalised car parking areas, where appropriate, recognising that precedence is given to vehicle movements.</p> <p>Provide sealed paths in all non-vehicle movement areas to allow for all abilities, in accordance with Council's adopted Unmade Carpark Construction Strategy (May 2015).</p> <p>Accessible parking should also be included with accessible paths of travel.</p>

Character Element	Design Objective	Design Requirements
Signage	To ensure signage is designed and located to be compatible with the character of the precinct.	<p>Provide pedestrian level way-finding where appropriate.</p> <p>Signage should be limited and coordinated to avoid visual clutter or visual disorder.</p> <p>Regulatory and statutory signage related to boating and fishing activity is to be designed and installed in accordance with Mornington Peninsula Shire standards and VicRoads and Parks Victoria requirements where appropriate.</p> <p>Provide interpretive signage to recognise cultural heritage and environmental features.</p>
Fencing	To ensure fencing treatments provide passive surveillance and contribute positively to the surrounding character.	<p>Utilise post and wire fencing to control pedestrian movement, while allowing for growth of vegetation.</p> <p>Direct vehicle movement through durable steel bollards and fences where required.</p> <p>Utilise timber pedestrian bollards to slow pedestrian movement at points of conflict with vehicle driveways.</p> <p>Screen fencing (if required), should be constructed of natural materials and avoid diminishing existing viewlines, where appropriate.</p>
Coastal Hazard	To respond appropriately to the threats of coastal hazards - erosion and inundation	<p>Future development must be designed and located to respond to threats from coastal hazards.</p> <p>Undertake appropriate measures including replanting, beach nourishment, or sea walls to minimise erosion along the beach and foreshore areas.</p> <p>Restrict further development or subdivision in areas identified as at risk of inundation and erosion.</p>

Refer to Siting & Design Guidelines for Structures on the Victorian Coast, 1998 as necessary.

5.0



NEXT STEPS AND
IMPLEMENTATION

5.0 Next Steps and Implementation

5.1 Implementation Options

There are a variety of means by which the Mornington Peninsula Shire Council can implement the recommendations of this Strategy. 'Statutory' implementation, meaning introduction of planning controls to the Mornington Peninsula Planning Scheme, can be utilised to protect the design and character of Western Port townships in accordance with the objectives and requirements of the various Character Typologies and Design and Character Framework Plans for each area.

Other 'non-statutory' yet equally important implementation measures can also assist in protecting and enhancing the design and character of townships. Such measures can be grouped broadly into four categories: Council works; community encouragement and education; staff up-skilling and statutory support.

5.1.1 Non-Statutory Options

Coordination of Council Strategies

Integrating of the design of both the public and private domain is key challenge and essential starting point for implementing this Strategy. Design in the public domain covers a variety of elements, including street trees, road details and street furniture. It is not only a question of appearance, but also of location, and the desired geometrical arrangement of all elements, as well as how they relate to each other.

Council Strategies include:

- Activity Centres Strategy, May 2018
- Asset Management Strategy
- Bicycle Strategy Ride Safe
- Disability Inclusion Plan
- Footpath Construction Strategy
- Industrial Areas Strategy, April 2018
- Integrated Local Flood Management and Drainage Strategy
- Mornington Peninsula Coastal Management Plan April 2015
- Open Space Strategy Volume 1 -3
- Playspace Strategy 2015 – 2020

- Public Toilet Strategy
- Road Improvement Strategy
- Sustainable Transport Strategy
- Mornington Peninsula Access and Mobility Study
- Unmade Roads Construction Strategy
- Unmade Car park Construction Strategy

Design Coordination

The impact of the public domain on the character of an area cannot be understated. Street tree planting, road, kerb and footpath treatments all have a significant impact upon the streetscape.

The best way of coordinating works in the public domain with the design principles established for each Character Typology identified by the Strategy is, in the short term, to establish a coordination mechanism.

This could take the form of an officer group with the following objectives:

- Coordinate all aspects of design in road reserves and other parts of the public domain including liaising with service providers.
- Build up a consistent character across defined local areas

The officer group would comprise representatives from across Council involved in areas such as design and engineering, infrastructure, development approvals, strategic planning, environment and social planning, street lighting, and parks services. It would:

- Ensure that design decisions relating to a single street, park or other facility are consistent with the various strategies.
- Resolve conflicts, overlaps or gaps in the strategies.
- Establish guidelines for the conduct of public consultation about public domain design, with mechanisms designed to accommodate pressures for divergent treatments in every location within a strategic, consistent approach.

Community Partnerships, Engagement and Education

Education and encouragement, partly by means of forming partnerships, is an essential aspect of implementation. The following strategies could be adopted:

- Education of real estate agents, developers and landowners generally.
- Education of design and building professionals.

- Encouragement schemes for 'good character' developments.
- Partnerships with local community groups to undertake community projects in accordance with the Community Capital Infrastructure Policy and this Strategy.

The kinds of techniques that could be used to give effect to these strategies include (some of which the Shire of Mornington Peninsula already utilises):

- Information leaflets
- Workshops
- Award schemes
- Displays
- Media articles/events

The partnership aspect could be fostered by bringing stakeholders with differing perspectives (e.g. residents and developers) together into the same forum. This may be best accomplished independently of a contentious planning application with statutory time limits.

Staff Skilling and Design Advice

The Council's statutory planners may need support and skilling to make the best use of this Strategy's recommendations. Correct approaches to site analysis, knowledge about

acceptable design solutions, familiarity with architectural styles, and consistency of decisions are all important. Training sessions, workshops and review of current applications by urban design consultants are useful techniques. In addition, training may be required by other parts of the Council organisation where the recommendations impact upon public domain works designed and undertaken by engineering personnel or contractors in accordance with specifications prepared by Council staff.

Resourcing may be an issue in the implementation of the recommendations of this Strategy, as some recommendations such as increasing controls over buildings and vegetation and more detailed assessment of design, may result in increased workloads for planning staff.

The Council must be aware of this potential and monitor the effect of introducing new controls to ensure that implementation of the Strategy is effective. Above all, the Council must determine to 'send out the right message' to the development community through consistent decision making as well as communication techniques discussed earlier. That message must foster an expectation that the best quality design is expected, and that applicants will be subject to delays or refusal if they fail to meet this expectation.

Statutory Support

The main vehicles for statutory support are the Desired Future Character Statements and the Local Policy described below. Planning controls will also provide significant help, as will the community education and encouragement initiatives referred to above. However, there are allied or associated measures that can be taken. Possibilities include:

- Permit conditions.
- Increased enforcement of scheme provisions and permit conditions.
- Increased publicity about penalties.
- Active monitoring of works undertaken without permission (e.g. illegal carports or vegetation removal).
- Local Laws.
- Title covenants, over single properties or groups of properties (Section 173 Agreements).

5.1.2 Statutory Implementation Options

Statutory implementation of the Strategy Study is only one part of the total package of implementation techniques. However, it is perhaps the most important as it legally binds the Council, the Victorian Civil and Administrative Tribunal (VCAT) and the community to consider the outcomes of the Strategy in the development arena.

Having regard to the statutory framework within which the recommendations of the Strategy must be implemented, there are several possibilities for the implementation of the Strategy Study within the development control system.

Options

Options for statutory implementation of the Strategy and Design Guidelines in the Character Typologies range from a minimalist 'guideline' approach to a highly statutory approach involving incorporation of large parts of the Strategy into the planning scheme as statutory documents or controls. Many of these options, outlined below, can be used together, however each requires individual consideration:

- Adopt the Strategy, including the Character Typologies, as a Council guideline only, with no formal statutory weight.
- Refer to the document in the planning scheme (Background Document).
- Incorporate the entire Strategy into the planning scheme (Incorporated Document).
- Extract parts of the Strategy and Design Guidelines to form a Local Policy in the planning scheme (in the Planning Policy Framework).
- Implement parts of the Design Guidelines in the Character Typologies relating to the form of buildings through a Design and Development Overlay or Significant Landscape Overlay.

The advantages and disadvantages of each of these options are summarised below:

Council Guideline

The advantages of this option are:

- The Council could commence using the guidelines immediately.
- The Council would have the ability to change the Guidelines as it wishes.
- No planning scheme amendment would be required.

The significant disadvantage is that the Strategy will not be of assistance at VCAT as the Strategy and Guidelines will not be considered to be of relevance to the consideration of applications without some reference in the scheme. The Department of Environment, Land, Water and Planning actively discourages stand-alone Council policies.

Reference Document

The advantage of this option is that it provides some statutory weight to the Strategy at VCAT. However, the Department of Environment, Land, Water and Planning advises that Reference Documents are to be considered as 'background' only, and should not contain policies or guidelines that assist in determining upon planning applications. However, referencing of the Strategy and Township Design Brochures is a sound and proper approach in conjunction with other statutory implementation mechanisms.

Incorporated Document – extract of the Strategy or each Character Typology

In this option the whole or part of the Strategy, or the Township Design Brochure are incorporated into the planning scheme, become a statutory document. The whole incorporated document therefore has statutory weight.

The disadvantage of this approach is that a planning scheme amendment process is required to change any part of the incorporated document should the need to do so arise in the future. In addition, it is unlikely that incorporation of the Strategy would be supported by the Department of Environment, Land, Water and Planning, as the Practice Note on incorporated and reference documents discourages the incorporation of documents that contain criteria, performance measures or decision guidelines. Incorporation of the Character Typologies Guidelines is a possibility, however should the key elements of the Guidelines be included in Local Policy, this would be superfluous.

Include Elements of the Strategy in Local Policy

The Council's existing Municipal Strategic Statement (MSS) makes reference to a number of objectives and strategies relating to various land use and development themes including, settlement, open space, rural areas, foreshore and coastal areas, built environment, heritage and housing. It recognises the key issues relating to each theme and provides policy directions and objectives.

An analysis of Clauses with particular relevance can be viewed in Chapter Two of the Issues & Opportunities Report. Of particular relevance are the following clauses.

Recent State-wide changes to all planning schemes has seen the creation of an integrated "Planning Policy Framework" as a single source of State, regional and local policy. Introduction of the PPF coincides with the replacement of the Municipal Strategic Statement (MSS) with a Municipal Planning Strategy (MPS). The newly-drafted MPS will be a succinct expression of the overarching strategic policy directions of a municipality, and will not provide for more detailed policy directions, which will need to sit either within the Planning Policy Framework or as schedules to zone or overlay controls.

The inclusion of a Local Policy within the recently implemented Planning Policy Framework (PPF) would enable the provision of policy guidance for the assessment of planning applications. The Local Policy can serve to provide a set of general considerations that apply to all proposals within the Character Typologies for which a planning permit is required, or more preferably the specific guidelines that apply to each typology.

The final form of the Policy will require consultation with the Department of Environment, Land, Water and Planning, however it is recommended that the Policy should include the key elements of the Design Guidelines in the Character Typologies. The objectives, desired future character statements and some guidelines can assist in designing and determining development applications. The Policy provisions cannot, however, attempt to provide specific measures or provisions with numerical standards, and therefore must be framed carefully. The Guidelines within the brochures have been worded to avoid this conflict as far as practicable.

Inclusion of a policy in the scheme provides the highest level of strategic direction, next to the MSS (or future MPS) itself, and therefore the Council's objectives and the measures against which all applications will be assessed are clear.

It is noted that a Local Policy forms part of the planning scheme, and therefore an amendment is required to insert it into the scheme, and to alter it if necessary in future.

Overlays

Design & Development Overlay

A Design and Development Overlay (DDO) requires that a permit be obtained for all development within the area covered (some types of development can be exempted).

It ensures the implementation of the detailed guidelines in the consideration of all development in that area. A DDO can control, by permit, elements such as height, setback, site coverage, fences and development within certain distance of tree trunks.

It is noted, however, that a DDO does not control the demolition of buildings and cannot vary the ResCode standards. These controls are only available through Heritage Overlay and the Neighbourhood Character Overlay. The introduction of a DDO requires delineation of the exact area to be covered; it cannot be applied to a whole section of the municipality such as the study area. It must be applied discriminately.

Vegetation Protection or Significant Landscape Overlays

A Vegetation Protection Overlay (VPO) or Significant Landscape Overlay (SLO) requires a permit for removal of trees over a certain

trunk diameter or height; and it can apply to all trees, or to any of native, indigenous or exotic vegetation. The only limitation is the ease of use and enforcement of the provisions. In order for a VPO or SLO to be justifiable, the vegetation or landscape must be demonstrated to be of significance to the character of the area.

The VPO is primarily aimed at situations where the vegetation is of individual significance however it is also used in cases of collective significance. The VPO can only require a permit for vegetation removal, and not for buildings and works. It is preferable that VPO controls be confirmed by a parallel study that identifies the environmental significance of vegetation. Such a study is not in scope for the *Western Port Coastal Villages & Surrounding Settlements Strategy*.

The SLO has the distinct advantage of providing the opportunity to control the type of vegetation, the types of buildings and works and fences that require a permit, as necessary. As with the VPO and DDO, the Council needs to be aware that the introduction of an SLO will increase the number of planning applications in some areas, and that some community members may consider these controls to be over-regulation of their rights as property owners.

Land Subject to Inundation Overlay

Council has already implemented the LSIO to identify areas subject to coastal inundation via Amendment C216 to the Mornington Peninsula Planning Scheme which was approved on 21 March 2019. As previously noted in this report, the LSIO triggers referral of planning applications to the floodplain management authority, which generally results in the requirement for land owners to provide an engineering or finished floor level response. Other possible options include specified setbacks and building design parameters, subject to the advice of the floodplain management authority.

Erosion Management Overlay

As per advice from the Department of Environment, Land, Water and Planning, the Erosion Management Overlay (EMO) is the appropriate planning provision to implement for the management of control erosion caused by sea level rise. As previously noted in this report, the EMO is used to protect areas prone to erosion processes by minimising land disturbance and inappropriate development. Schedules to the EMO can be used to trigger the requirement for a Land Capability Report and/or Geotechnical Investigation Report

and associated Quantitative Risk and Hazard Assessment in affected areas.

Recommended approach

Having considered the pros and cons of the various statutory implementation options, it is recommended that the implementation of the recommendations of this report comprise the following components:

- Refer to the document in the planning scheme (Background Document).
- Include parts of the Strategy and Design Guidelines in the Planning Policy Framework, notably the Preferred Character Statements and township Visions.
- Implement parts of the Design Guidelines in the Character Typologies relating to the form of buildings through a Design and Development Overlay (for buildings) or Significant Landscape Overlay (for building and vegetation).
- Implement the Erosion Management Overlay for land identified as subject to coastal erosion impacts.

The detailed recommendations for implementation are contained in the next section.

5.2 Existing Planning Scheme Controls

5.2.1 Planning Policy Framework

Smart Planning

Smart Planning has introduced Amendments VC142 and VC148 to all Victorian Planning Schemes which restructure the *Victorian Planning Provisions* (VPP), and support the future translation of Local Planning Policy (LPPFs) into the Municipal Planning Strategy (MPS) and Planning Policy Framework (PPF).

In the future, the PPF will have a new 3-tier integrated policy structure, new and updated policy themes and integration of regional policy, rather than separate State, Regional and Local sections.

The Mornington Peninsula Municipal Strategic Statement (MSS) and Local Planning Policy Framework (LPPF) remain in the interim, but will eventually be included in the new Municipal Planning Strategy and PPF. It is anticipated that Mornington Peninsula Shire Council will undertake this translation within the next 12 months.

5.2.2 Zones

Land in the townships affected by the recommendations of this Strategy is located in one of four zones:

- Commercial areas: C1Z
- Industrial / Bulky Goods: C2Z, IN3Z
- Foreshore areas: PPRZ, PCRZ

Each of these zones have slightly different applications and permit requirements. C1Z & C2Z require a permit for buildings and works (with minor exemptions). IN3Z required a permit for all buildings and works. While a permit required, the zone provisions do not provide adequate guidance for specific built form outcomes. The specific requirements should be contained as an overlay.

In commercial and industrial zones, permit requirements for development are often required due to the zone having limited control and guidance, or the form of development is critical to the function, appeal and identity of the area and therefore proposed development warrants review.

The following tables show what zone and overlays affect each township / character typology.

Table 7 – Commercial Areas Gap Analysis

Township	Commercial	
	Zone	Overlay
EVERYDAY CONVENIENCE		
Tyabb	C1Z	No DDO
Crib Point (north)	C1Z	No DDO
Crib Point (south)	C1Z	DDO21 (full area)
Red Hill (west)	C1Z	No DDO
Red Hill (east)	C1Z	No DDO
COASTAL VILLAGE		
Flinders	C1Z	DDO14
Shoreham	C1Z	DDO15
CONTEMPORARY VILLAGE		
Balnarring	C1Z	DDO2 (part) *
Bittern	C1Z	No DDO
EVERYDAY CONVENIENCE		
Hastings	C1Z	No DDO

*Balnarring Village is not covered by a DDO, only the C1Z land to the south Frankston-Flinders Road, and the C2Z land at the corner of Stumpy Gully Road and Frankston-Flinders Road

Table 8 – Industrial / Bulk Goods Areas Gap Analysis

Township		Industrial	
	Zone	Overlay	
FORMAL SHED			
Hastings	IN3Z	No DDO	
Balnarring	C2Z	DDO2	
Tyabb	IN3Z	No DDO	
BUSINESS PARK			
Hastings			
Tyabb	IN3Z	No DDO	
MISCELLANEOUS			
Bittern	IN3Z	No DDO	
Crib Point	IN3Z	No DDO	

Table 9 – Foreshore Areas Gap Analysis

Township	Foreshore	
	Zone	Overlay
LOCAL BEACH		
Balnarring Beach	PCRZ*	ESO20 (part) ESO17 (part)
Flinders	PPRZ	ESO20 (part) ESO21 (part)
Merricks Beach	PPRZ	ESO20 (full) ESO27 (full + other areas)
Point Leo	PPRZ	ESO20 (part) ESO21 (part)
Somers	PPRZ*	ESO20 (full + other areas)
Shoreham	PPRZ	ESO20 (full + other areas)
	PCRZ	ESO17 (part)
Crib Point	PCRZ	LSIO (full)
Bittern	PCRZ	LSIO (full) ESO5 (part)
RECREATION RESERVE		
Hastings	PPRZ	
REGIONAL BOAT RAMP		
Hastings	PPRZ	
Crib Point	PPRZ	

* Balnarring Beach has portion of land not zoned, and a GRZ1 anomaly past the water line
 * Somers has a GRZ1 anomaly
 All lack zoning over the beach

Commercial 1 Zone

The Commercial 1 Zone (C1Z) encourages mixed use commercial centres for retail, office, business, entertainment and community uses.

Commercial buildings in each town are typically limited to single storey shops and retail outlets fronting the town centre.

A permit is required:

- For some industrial and residential uses
- To subdivide land
- To Construct a building or construct or carry out work (with some exemptions)

Commercial 2 Zone

The Commercial 2 Zone (C2Z) encourages offices, light manufacturing and industries, bulky goods retailing, other retail uses, and associated business and commercial services.

A permit is required:

- For some business uses
- To subdivide land
- To construct a building or construct or carry out works

Industrial 3 Zone

The Industrial 3 Zone (IN3Z) provides for industries and associated uses in specific areas where special consideration of the nature and impacts of industrial uses is required or to avoid inter-industry conflict.

A permit is required:

- For some business uses
- To subdivide land
- To construct a building or construct or carry out works

Public Conservation & Resource Zone

The Public Conservation & Resource Zone (PCRZ) protects and conserves the Mornington Peninsula's natural environment and processes for their historic, scientific, landscape, habitat or cultural values. The PCRZ provides facilities which assist in public education and interpretation of the natural environment with minimal degradation of the natural environment or natural processes.

A permit is required:

- For some uses
- To construct a building or construct or carry out works. This does not apply to:

- Building or works shown in an Incorporated plan which applied to the land.
- Building or works specified in Clause 62.02-1 or 62.02-2 carried out by or on behalf of a public authority or municipal council, if the public authority or municipal council is carrying out functions, powers or duties conferred by or under a range of Acts.
- A building or works carried out by or on behalf of a public land manager or Parks Vic under a range of Acts.
- To subdivide land

Public Park & Recreation Zone

The Public Park & Recreation Zone (PPRZ) recognises areas for public recreation and open space and protects and conserves areas of significance. Commercial uses are allowed where by or on behalf of the public land manager and should relate to the purpose for which the land was reserved. The PPRZ applies to land along the foreshore, reserves, wetlands and parks.

A permit is required:

- For some uses
- To construct a building or construct or carry out works. This does not apply to:

- Pathways, trails, seating, picnic tables, drinking taps, shelters, barbecues, rubbish bins, security lighting, irrigation, drainage or underground infrastructure.
- Playground equipment of sporting equipment, provided these facilities do not occupy more than 10 sqm of parkland
- Navigational beacons and aids
- Planting or landscaping
- Fencing that is 1m or less in height above ground level
- A building or works shown in an Incorporated plan which applies to the land
- A building or works carried out by or on behalf of a public land manager or Parks Vic under a range of Acts.
- To subdivide land.

5.2.3 Overlays

Design and Development Overlays

Design and Development Overlays (DDO) apply design requirements to achieve specific design and built form outcomes. For all Design and Development overlays, a permit is required to construct a building or carry out works within the overlay.

The zones only require permits for certain use and development. The overlays, where they apply, require permits for most development however further design guidance is required within the overlay controls to enable more detailed assessment of proposed development. See Appendix B for more detail on DDO and SLO permit requirements.

DDO2 - Bayside and Village Design ensures that the design of subdivision and housing is responsive to the environment, landform, site conditions and character of coastal and bayside residential areas and rural villages. The building and works requirements apply to residential development, therefore it is recommended that this overlay be removed from the C1Z and C2Z zoned land in Balnarring.

DDO14 - Flinders Village Centre and DD015 - Shoreham Village Centre contains detailed

buildings and works requirements that reinforce the scale and character of the village centre as a small coastal town.

DDO21 - Crib Point Town Centre ensures that new development has proper regard for the establish streetscape character and development pattern of the Crib Point town centre.

Permit Requirements

Each DDO has varied permit requirements that are summarised in Table 7.

Mandatory Requirements

- A reticulated sewerage and drainage system
- Maximum building height
- DDO2 no more than 8m or 2 storeys
- DDO14, DDO15 & DDO21 no more than 8.5m or 2 storeys

Subdivision

- DDO2: The average area of all lots within a subdivision must be no less than 1300 square meters, and each lot able to contain a rectangle with minimum dimensions of 20m x 30m
- DDO14, DDO15 & DDO21 contain no subdivision requirements.

Environmental Significant Overlays

The Environmental Significant Overlays (ESO) are concerned with ensuring that the development of land does not affect identified environmental values and qualities of particular areas within the Shire.

Each schedule presents a statement of environmental significance, describing the features to be protected and environmental objectives to be achieved to protect, maintain and enhance those features

Significant Landscape Overlays

The Significant Landscape Overlay (SLO) is concerned with identifying, protecting and enhancing the visual and aesthetic landscape qualities of a particular areas within the Mornington Peninsula.

Each schedule provides a statement of the nature and key elements of the landscape and the character objectives to protect, maintain and conserve those features.

A permit is required under all schedules to remove, destroy or lop vegetation. However there are multiple exemptions in the schedule.

Table 10 – Relevant DDOs

Schedule	Requirements
DDO1: Township Design	Includes township areas adjacent to foreshore / coast; no specified minimum lot size but includes height controls; permit required for building over 6m (maximum 10m or 2 storeys).
DDO2: Bayside and Village Design	Requires a minimum lot size of 1,300 sqm (with provision to consider dual occupancy on lots of 1,300 sqm); includes a maximum height limit of 8m or 2 storeys.
DDO3: Coast and Landscape Design	Minimum lot area of new subdivision of 1,500 sqm, includes a maximum height limit of 8m or 2 storeys.
DDO4: Environmental Design	Minimum lot area in new subdivision generally between 2,000 - 5,000 sqm; includes a maximum height limit of 2 storeys.
DDO5: Low Density - Wildcoast Protection Area	Minimum lot size of 5,000 sqm; includes a maximum height limit of 8m or 2 storeys.
DDO6: Low Density - Landscape	Minimum average lot size of 1 hectare; includes building height controls; requires approval over 8m or 2 storeys.
DDO7: Low Density - Environmental	Minimum average lot size of 2 hectares; includes building height controls; requires approval over 8m or 2 storeys.
DDO14: Flinders Village Centre	Applies to frontages along Cook Street; includes a max height limit of 8.5m or 2 storeys.
DDO15: Shoreham Village Centre	Reinforces the scale and character of the Shoreham Village Centre; includes a max building height of 8.5m or 2 storeys.
DDO19: Bittern and Crib Point Township Residential Area	Sets out mandatory requirements for the design and siting of new development; includes minimum street setbacks, building heights, site coverage and permeability, significant trees/landscaping, POS, design detail, fence height and number of dwellings.
DDO20: Crib Point Town Centre Residential Area	Sets out mandatory requirements for the design and siting of new development; includes neighbourhood character, street integration, minimum street setbacks, building heights, site coverage and permeability, significant trees/landscaping, POS, design detail, fence height and number of dwellings.
DDO21: Crib Point Town Centre	Applies to new development in the Crib Point town centre; includes a max height limit of 8.5m or 2 storeys.

5.3 Required Planning Scheme Controls

5.3.1 Planning Policy Framework

General Recommendations

There are a number of actions that should be taken to improve the guidance provided to all parties involved in the development approvals process for land affected by this Strategy. These actions will collectively assist: applicants to design more sympathetic buildings; nearby residents, Council officers and Councillors to assess the suitability of development proposals; and where necessary, the Victorian Civil and Administrative Tribunal members to determine upon planning appeal cases in the Township.

The aims of the statutory approach should be:

- To give the whole Strategy recognition within the planning scheme, as an important background document;
- To provide the appropriate strategic basis within the MSS (or future MPS), to support the implementation of policy and any proposed controls;
- To ensure the Desired Future Character Typology Statements are contained within the planning scheme;
- To enable the guidelines contained in the Character Typology Design Guidelines to be used as an assessment tool for all applications in the relevant zones;

- To ensure that, where necessary, additional statutory controls are provided to require permits for buildings, works or tree removal so that the findings of the Strategy can be enacted.

Specifically, the following changes are recommended to have effect to all planning applications in the areas of the Mornington Peninsula covered by the Strategy.

Planning Scheme

This section identifies the recommended planning scheme controls to implement the overarching Western Port Vision, Township Built Form Frameworks and Character Typologies outlined in this report.

It recommends changes to:

- The Municipal Strategic Statement (or future MPS)
- Overlay provisions, for example, in order to give effect to the Design Guidelines

Planning Policy Framework

When a planning authority translates its LPPF into the new PPF, it will also be required to introduce a Municipal Planning Strategy at Clause 02 of the planning scheme. The MPS supports but does not form part of the PPF. The PPF and MPS will work together to form the strategic basis of a planning scheme.

The MPS will be a succinct expression of the overarching strategic policy directions for the Mornington Peninsula. Planning schemes already have similar clauses in the Municipal Strategic Context (MSS), however the new format will ensure a focused and direct message about the Mornington Peninsula's planning aspirations.

Non prescriptive elements of the design requirements such as the township visions, preferred character statements for typologies would be recommended for inclusion in the PPF.

It is recommended that the overarching Vision and Objectives for Western Port identified in section 2 of this report are incorporated into the MPS. The Desired Future Character Statement for each typology, with a map identifying the township typologies.

Further policy and guidelines could be placed in Clause 11.03-6S Regional and Local Places. The State Strategies for this Clause are:

- Integrate relevant planning considerations to provide specific direction for the planning of sites, places, neighbourhoods and towns.
- Consider the distinctive characteristics and needs of regional and local places in planning for future land use and development.

5.3.2 Zones & Overlays

Design and Development Overlays

It is recommended that a Design and Development Overlay (DDO) be applied to all commercial land currently not covered by a DDO. Commercial land currently covered by a DDO should be reviewed and potentially amended so it is in line with the Desired Future Character Statement and Design Guidelines of the identified Typology area.

The DDO is considered to be the most appropriate tool from the suite of Victorian Planning Provisions (VPPs) to manage built form outcomes particularly in non-residential areas. It provides the mechanism to include the key elements of the design guidelines (identified in Chapter 3) that relate to private land in the scheme.

The DDO should contain all information from the design guidelines relevant to development on private land, including building height, setback and materials requirements. The schedule will be tailored to provide objectives, strategies and decision guidelines for Council that have been crafted specifically for the Western Port townships.

The DDO schedule would contain:

- Design objectives relating to private land only would be included
- Condensed Design objectives derived from each typology (maximum 5)
- General design guidelines
- A section for each character typology that includes:
 - Character typology design objectives
 - Character typologies guidelines and requirements that include built form (e.g. height and setbacks), landscape, land use (development on commercial / industrial lots), lighting and safety and access and movement
- Map of precincts
- Public domain requirements would be recommended for inclusion in Council design manuals

Significant Landscape Overlay

It is recommended that a schedule to the Significant Landscape Overlay (SLO) be introduced and applied to all identified foreshore Typology land.

A schedule to the overlay should be introduced to recognise the significance of the coastal

foreshore and ensure that a permit is required for all buildings and works, including accessways.

This schedule should contain exemptions for appropriate foreshore development identified in the character typologies to reduce the number of permit applications required by the SLO. These exemptions should apply to development and works that will have no impact on the land form, except pedestrian or vehicular access or the coastal vegetation.

The SLO should reflect exemptions for buildings, identified in any DDO that applies to the land. Works will not be exempt in locations subject to inundation or potential erosion and vegetation removal will require approval. An arborists report will be required to identify any danger or disease to vegetation.

The schedule to the SLO should contain design objectives and principles for new development. These should recommend approaches to:

- Changes to the land form
- Planting, management and clearing of vegetation
- Siting of new buildings
- Height and massing of new buildings
- Materials and finishes of built form

Other Recommendations

It has been noted that two areas of foreshore land in Balnarring and Somers are identified within the residential zone. These appear to be anomalies and should be rezoned to an adjoining public purpose zone.

Public Realm recommendations contained in the township character typologies guidelines that relate to the public realm could be included within a Council Design Manual for application to the coastal townships. The changes / improvements incrementally as required by regular maintenance or in accordance with Council Capital Works Budget.

Erosion Management Overlay

As per advice from the Department of Environment, Land, Water and Planning, amend the Mornington Peninsula Planning Scheme to apply the Erosion Management Overlay (EMO) to all land identified on the township Built Form Framework Plans as subject to erosion impacts (ie. land shown as “erosion hazard”).

Bushfire Protection Exemptions

It is noted that, in implementing the recommendations of the Strategy, the design guidelines of the various typology and character areas do not override the existing bushfire protection exemptions provided at Clause 52.12 of the Mornington Peninsula Planning Scheme.

That is, whilst the Strategy recognises vegetation as an attribute integral to the character of coastal villages and surrounding settlements, seeking to encourage the retention of existing vegetation and the continued planting of native vegetation, vegetation is able to be removed as-of-right in accordance with the provisions of Clause 52.12.

The exemptions of Clause 52.12 override all other planning controls and policies as they relate to the protection of human life.

5.4 Implementation Methods

5.4.1 Planning Scheme Amendment Process

Changes to the planning scheme are called amendments, and the process is set out in the Planning and Environment Act 1987. An amendment may involve a change to a planning scheme map, a change to the written part of the scheme, or both.

The Mornington Peninsula Shire Council can prepare amendments to their planning scheme to achieve a planning outcome or to support a new policy direction. Amendments to a scheme can have significant planning implications and affected the wider community as they change the way land can be used or developed. They can also change the basis for making planning decisions in the future.

To enable Council to implement the overarching Western Port Vision, Township Built Form Frameworks and Character Typologies through a Planning Scheme Amendment process with the State government, the Design & Character Frameworks document must be able to respond to the following strategic justification questions (from *Planning Practice Note 48: Strategic Assessment Guidelines for Preparing and Evaluating Planning Scheme Amendments*, August 2018) including:

- Why is the amendment required?
- Does the amendment implement the objectives of planning and address any environmental, social and economic effects?
- Does the amendment comply with all the relevant Minister's Directions?
- How does the amendment support or implement the Planning Policy Framework (PPF)?
- How does the amendment support or implement the Local Planning Policy Framework (LPPF) and specifically, the Municipal Strategic Statement (MSS)?
- How does the amendment support or implement the Municipal Planning Strategy (MPS)?
- Does the amendment make proper use of the Victoria Planning Provisions?
- What impact will the new planning provisions have on the administrative costs of the responsible organisation?
- Any proposed changes to the planning scheme will be publicly exhibited for comment.

The drafting of any planning scheme amendments will follow only once the Strategy has been formally adopted by Council. The

planning scheme amendment process will involve a process of public exhibition, allowing the community to comment on any proposed changes. Any proposed amendment to the Mornington Peninsula Planning Scheme must ultimately be approved by the Minister for Planning.

5.4.2 Future State Government Projects

Section 1.4 of this report outlined a series of State Government projects currently underway that are aimed at improving adaptation responses to coastal climate change. This evolving policy framework may necessitate supplementary improvements or changes to the recommendations of this Strategy in future.

5.4.3 Council's Role

Mornington Peninsula Shire Council will play different roles in the implementation of the Design & Character Frameworks. These will vary between the roles of Planner, provider, Advocate, Partner / Facilitator, Educator and Regulator. A description of these various roles is provided below.

- **Planner** - in developing detailed plans and drawings for construction, and in relation to its urban and social planning responsibilities
- **Advocate** - requesting community needs and interests to Federal and State Governments and the private sector
- **Partner / Facilitator** - working closely with developers, land owners, residents and businesses
- **Educator** - providing information to businesses, residents and interest groups
- **Regulator** - ensuring that built form, infrastructure and other elements of the environment meet town planning, building, transport and public health regulations and expectations

Suggested Actions

The Council could undertake a number of specific actions within these roles to further the implementation of this project including:

- Prepare the planning scheme amendment to implement the recommendations.
- Advocate to State government for funding or to undertake more detailed flood mapping due to sea level rise.
- Closely monitor the progress and outcomes of State Government initiatives regarding the refinement of coastal climate change adaptation policy and strategy, and respond accordingly, including making improvements to this Strategy as necessary.
- Continue to advocate and seek support from State Government to further refine and implement adaptation strategies arising from State Government initiatives.
- Advocate for funding to make improvements to the foreshore areas to manage the impact of sea level rise.
- Provide information to the community about the impact of sea level rise and the investigations and actions that are underway to manage these impacts.
- Ensure that the planning requirements and guidelines in this report for the public realm are adopted throughout the organisation as a reference and for implementation through departmental business plans and budget allocations.
- Work with local real estate agents to convey appropriate information to future land buyers about Council requirements.

5.4.4 Next Steps

In addition to implementing the aforementioned detailed planning controls, the following is a list of the recommended further work that Council should consider undertaking, to ensure all public realm improvements are addressed and prioritised, including the preparation of:

- Undertake detailed studies of each foreshore area to determine the appropriate adaptation measures (identified in Sections 1.7 and 1.8) for the specific topographical, environmental and hazards conditions, including prioritisation of locations and measures.
- Council Public Realm Manual - develop a consistent series of details addressing the landscape materials and elements likely to occur per typology.
- Way-finding Strategy - the way-finding strategy should address the full public realm as a context for specific typology way-finding signage to be addressed.
 - Prepare precinct specific signage in accordance with signage guidelines applicable to all precincts, but with specific elements (colour, graphic logos etc.) reflective of local character and setting.
- Vegetation and Planting Schedule and Guidelines for the differing areas and typologies.
- Council Manual outlining a standard range of facilities for all Western Port foreshore areas.
- Prepare master plans for Foreshore typologies and undertake works in accordance with the approved plan.
- Maintenance Schedules - also consisting of review periods and capital works priorities per typology.

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APPENDIX A



RELEVANT
RESIDENTIAL
CHARACTER AREA
PRECINCT PROFILES

Garden Residential 1

Preferred Character Statement

New development is consistent with the predominantly small scale dwellings of 1-2 storeys, using simple building and pitched roof forms with eaves.

Consistent front and side setbacks create a sense of openness, and space around dwellings. Formal garden settings are enhanced by canopy trees, bushes, shrubs and garden beds.

Absent, or low and permeable front fences allow for views through to dwellings and front garden areas with little separation between public and private realm, creating an open streetscape.



153 Garden Residential 1 Streetscape - Hastings



152 Garden Residential 1 Streetscape- Hastings



Design Guidelines - Garden Residential 1

Character Elements	Objective	Design Responses
Building height and form	To ensure that new buildings and extensions do not dominate the streetscape.	Storeys above ground level should be recessed from the front facade. Roofs should provide prominent eaves.
Siting and setbacks	To maintain and reinforce the predominant building alignment along the street and retain the existing street rhythm.	Buildings should be set back a minimum of 1m from one side boundary and 2m from the other side boundary. Orient dwellings parallel to the street. In the case of multi-dwellings on a lot, design the front dwelling to present as one dwelling to the street through the use of roof forms, materials and design detail.
Gardens and landscaping	To maintain and strengthen the garden settings of dwellings.	Prepare a landscape plan to accompany all applications for new dwellings that utilise low maintenance species. Retain existing trees and plant vegetation around dwellings, including trees.
Garage storage and vehicle access	To minimise the dominance of car parking access and structures.	Locate garages and carports behind the line of the front dwelling façade. Provide only one vehicular crossover per typical site frontage. Where a side by side development occurs, space the vehicle crossovers to retain the existing rhythm of the street.
Front fencing	To maintain the openness and minimal delineation between public and private areas of the streetscape.	Provide no or low, visually permeable front fence up to 1.2m in height. On main roads, higher front fences (up to 1.8m) may be constructed where they provide at least 20% permeability.

Garden Residential 2

Preferred Character Statement

The bushy garden setting is retained by siting the low scale dwellings with spaces for dense planting including canopy trees, bushes, shrubs and garden beds.

New development is consistent with the predominantly small scale dwellings of 1-2 storeys, using simple building and pitched roof forms with eaves.

Existing, informal native vegetation within nature strips is retained, enhancing the bush garden character of the precinct.

Absent, or low and transparent front fencing adds to the spaciousness of the streetscapes.



154 Garden Residential 2 Streetscape - Somers



155 Garden Residential 2 Streetscape - Somers



Design Guidelines - Garden Residential 2

Character Elements	Objective	Design Responses
Building height and form	To ensure that new buildings and extensions do not dominate the streetscape.	Storeys above ground level should be recessed from the front facade. Roofs should provide prominent eaves.
Gardens and landscaping	To maintain and strengthen the bushy garden settings of dwellings.	Retain existing native trees and understorey wherever possible (Locate footings outside tree protection zone.) Prepare a landscape plan to accompany all applications for new dwellings that utilise appropriate native species. Plant vegetation around dwellings, including trees. Buildings should not exceed 50% site coverage. Provide at least 30% of the site as permeable surface.
Siting and setbacks	To maintain and reinforce the predominant building alignment along the street and retain the existing street rhythm.	Buildings should be set back a minimum of 1m from one side boundary and 3m from the other side boundary. Orient dwellings parallel to the street. In the case of multi-dwellings on a lot, design the front dwelling to present as one dwelling to the street through the use of roof forms, materials and design detail.
Garage storage and vehicle access	To minimise the dominance of car parking access and structures.	Locate garages and carports behind the line of the front dwelling façade. Provide only one vehicular crossover per typical site frontage. Where a side by side development occurs, space the vehicle crossovers to retain the existing rhythm of the street.
Front fencing	To retain the spaciousness of the streetscape and uninterrupted views to dwellings and gardens.	Provide no or low, visually permeable front fence up to 1.2m in height.

Garden Residential 3

Preferred Character Statement

New development reflects the predominantly low scale dwellings, using contemporary facade articulation and a consistent materials palette of brick or rendered finish and muted tones.

New development allows space for increased vegetation planting within the front gardens and a lack of front fencing creates an open streetscape.



156 Garden Residential 3 Streetscape - Mount Martha



157 Garden Residential 3 Streetscape - Mount Martha



Design Guidelines - Garden Residential 3

Character Elements	Objective	Design Responses
Building height and form	To ensure that new buildings and extensions do not dominate the streetscape.	Respect the predominant building height of 1-2 storeys in the street and nearby properties. Roofs should provide prominent eaves.
Siting and setbacks	To maintain and reinforce the predominant building alignment along the street and to retain the existing rhythm of spacing.	Set back dwellings at least 1m from one side boundary. Orient dwellings parallel to the street.
Gardens and landscaping	To enhance the garden settings of dwellings.	Prepare a landscape plan to accompany all applications for new dwellings that utilise low maintenance species. Plant vegetation around dwellings, including trees.
Garage storage and vehicle access	To minimise the dominance of car parking access and structures.	Locate garages and carports at or behind the line of the front dwelling façade. Provide only one vehicular crossover per typical site frontage. Where a side by side development occurs, space the vehicle crossovers to retain the existing rhythm of the street.
Front fencing	To maintain and improve openness of the streetscape.	Provide no or low, visually permeable front fence up to 1.2m in height, in an appropriate style for the dwelling. On main roads, higher front fences (up to 1.8m) may be constructed where they provide at least 20% permeability.

Garden Court 1

Preferred Character Statement

New development reflects the predominantly low scale dwellings, using simple building forms and low pitched roofs with eaves.

Formal garden settings are enhanced by large native canopy trees, bushes, shrubs and garden beds. Consistent front and side setbacks provide space for native vegetation and contribute to the sense of openness.

Absent or low and permeable front fences allow for views through to dwellings and front garden areas.



158 Garden Court 1 Streetscape - Mt Eliza



159 Garden Court 1 Streetscape - Mt Eliza



Design Guidelines - Garden Court 1

Character Elements	Objective	Design Responses
Building height and form	To ensure that new buildings and extensions do not dominate the streetscape.	New development should complement the 1-2 storey building height, building forms and siting of existing dwellings. Storeys above ground level should be recessed from the front facade. Roofs should provide prominent eaves.
Siting and setbacks	To maintain and reinforce the predominant building siting rhythm of the streetscape.	Set back dwellings at least 1m from one side boundary. In the case of multi-dwellings on a lot, design the front dwelling to present as one dwelling to the street through the use of roof forms, materials and design detail.
Gardens and landscaping	To maintain and strengthen the garden settings of dwellings.	Retain existing native trees and understorey wherever possible (Locate footings outside tree protection zone.) Prepare a landscape plan to accompany all applications for new dwellings that utilise low maintenance species. Plant vegetation around dwellings, including trees.
Garage storage and vehicle access	To minimise the dominance of car parking access and structures.	Locate garages and carports behind the line of the front dwelling façade. Provide only one vehicular crossover per typical site frontage. Where a side by side development occurs, space the vehicle crossovers to retain the existing rhythm of the street.
Front fencing	To retain the spaciousness of the streetscape and uninterrupted views to dwellings and gardens.	Provide no or low, open style front fence up to 1.2m in height. On main roads, higher front fences (up to 1.8m) may be constructed where they provide at least 20% permeability.

Garden Court 2

Preferred Character Statement

New development reflects the predominantly low scale dwellings, using simple building forms and pitched roofs with eaves.

Vistas around street bends and courts are characterised by modest dwellings hidden behind dense vegetation and tree canopies. Buildings are sited informally, but retain separation by side setbacks and similar front setbacks.

Existing, informal native vegetation within nature strips is retained, enhancing the native garden character of the precinct.

Absent or low front fencing forward of the dwelling creates an open streetscape.



160 Garden Court 2 Streetscape - Hastings



161 Garden Court 2 Streetscape - Hastings



Design Guidelines - Garden Court 2

Character Elements	Objective	Design Responses
Building height and form	To ensure that new buildings and extensions do not dominate the streetscape.	<p>New development should complement the 1-2 storey building height, building forms and siting of existing dwellings.</p> <p>Storeys above ground level should be recessed from the front facade.</p> <p>Roofs should provide prominent eaves.</p>
Gardens and landscaping	To maintain and strengthen the vegetated settings of dwellings.	<p>Retain existing native and/or canopy trees and understorey wherever possible (Locate footings outside tree protection zone).</p> <p>Prepare a landscape plan to accompany all applications for new dwellings that utilise appropriate native species.</p> <p>Plant vegetation around dwellings, including trees.</p> <p>Buildings should not exceed 50% site coverage.</p>
Siting and setbacks	To maintain and reinforce the predominant building alignment along the street and to retain the existing streetscape rhythm.	<p>Set back dwellings at least 2m from one side boundary.</p> <p>In the case of multi-dwellings on a lot, design the front dwelling to present as one dwelling to the street through the use of roof forms, materials and design detail.</p>
Garage storage and vehicle access	To minimise the dominance of car parking access and structures.	<p>Locate garages and carports behind the line of the front dwelling façade.</p> <p>Minimise paving in front yards, including the driveway.</p> <p>Provide only one vehicular crossover per typical site frontage.</p> <p>Where a side by side development occurs, space the vehicle crossovers to retain the existing rhythm of the street.</p>
Front fencing	To retain the spaciousness of the streetscape and uninterrupted views to dwellings and gardens.	<p>Provide no or low, open style front fence up to 1.2m in height.</p> <p>On main roads, higher front fences (up to 1.8m) may be constructed where they provide at least 20% permeability.</p>

Garden Court 3

Preferred Character Statement

New development reflects the predominantly low scale dwellings, using contemporary facade articulation and a consistent materials palette of brick or render.

Building spacing is compact with small side and front setbacks. New development allows space for increased vegetation planting within the front setback adding to the character of the neighbourhood.

A lack of front fencing creates an openness to the streetscape.



163 Garden Court 3 Streetscape - Hastings



162 Garden Court 3 Streetscape - Hastings



Design Guidelines - Garden Court 3

Character Elements	Objective	Design Responses
Building height and form	To ensure that new buildings and extensions do not dominate the streetscape.	Respect the predominant building height of 1-2 storeys in the street and nearby properties. Roofs should provide prominent eaves.
Siting and setbacks	To maintain and reinforce the predominant building alignment along the street and to retain the existing streetscape rhythm.	Set back buildings at least 1m from one side boundary. In the case of multi-dwellings on a lot, design the front dwelling to present as one dwelling to the street through the use of roof forms, materials and design detail.
Gardens and landscaping	To enhance the garden settings of dwellings.	Prepare a landscape plan to accompany all applications for new dwellings that utilise low maintenance species. Plant vegetation around dwellings, including trees.
Garage storage and vehicle access	To minimise the dominance of car parking access and structures.	Locate garages and carports behind the line of the front dwelling façade. Provide only one vehicular crossover per typical site frontage. Where a side by side development occurs, space the vehicle crossovers to retain the existing rhythm of the street.
Front fencing	To maintain and improve openness of the streetscape.	Provide no or low, open style front fence up to 1.2m in height. On main roads, higher front fences (up to 1.8m) may be constructed where they provide at least 20% permeability.

Bush Residential 1

Preferred Character Statement

Informal bush gardens surround low scale dwellings on spacious sites. New development provides large front and side setbacks to allow for the retention and continued planting of native vegetation.

New development reflects the existing low scale dwellings, using simple building forms. Dwellings do not penetrate the existing native tree canopy and are often obscured by vegetation.

Dwellings utilise natural materials with muted tones and colours to fit within the vegetated landscape setting.

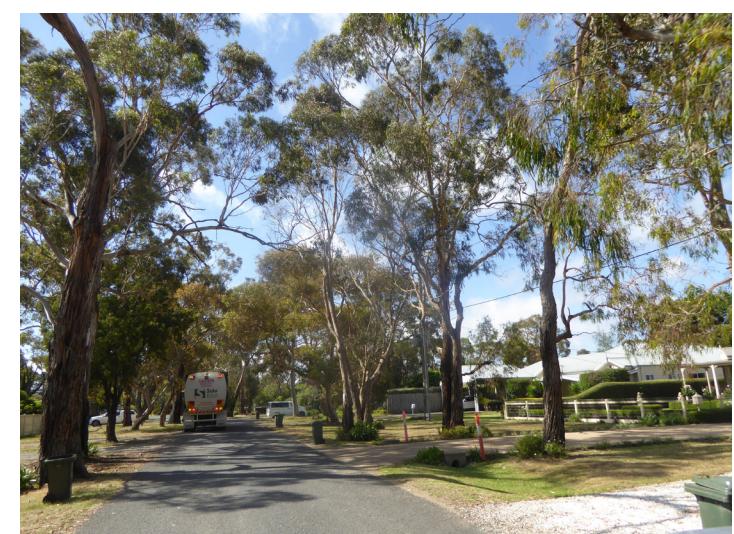
Front fencing is low and unobtrusive, blending with gardens and street vegetation.



164 Bush Residential 1 Streetscape - Hastings



165 Bush Residential 1 Streetscape - Hastings



Design Guidelines - Bush Residential 1

Character Elements	Objective	Design Responses
Building height and form	To ensure that new buildings and extensions do not dominate the streetscape.	New development should complement the 1-2 storey building height and forms of existing dwellings. Roofs should provide prominent eaves.
Gardens and landscaping	To maintain and enhance the native vegetation dominated vistas, streetscapes and backdrops.	Retain existing native and/or canopy trees and understorey wherever possible (Locate footings outside tree protection zone). If this cannot be achieved, or a tree is considered appropriate for removal, the site should provide adequate space for offset planting of native trees that will grow to a mature height similar to the mature height of the tree to be removed. Prepare a landscape plan to accompany all applications for new dwellings that utilise appropriate native species. Plant vegetation around dwellings, including trees. Provide for one area within the front set back with minimum dimensions of 5m x 5m, to accommodate at least one canopy tree. Where a tree is to be removed, it is to be replaced on site with a tree of a similar height. Buildings should not exceed 40% site coverage. Provide at least 40% of the site as permeable surface.
Siting and setbacks	To maintain and reinforce the predominant rhythm of dwelling spacing within the streetscape, while enabling tree planting.	Buildings should be set back a minimum of 2m from both side boundaries to enable the planting and growth of medium to large trees and understorey planting.
Garage storage and vehicle access	To minimise the dominance of car parking access and structures and to retain the existing street rhythm.	Locate garages and carports behind the line of the front dwelling façade. Minimise paving in front yards, including the driveway. Provide only one vehicular crossover per typical site frontage.
Front fencing	To maintain and strengthen the spaciousness and bush character of front gardens and the view of these gardens and trees from the street.	Provide no or a low, open style front fence up to 1.2m in height. Provide no, or a low, open style side fence up to 1.2m in height from the front of the dwelling.

Bush Residential 3

Preferred Character Statement

The streetscapes in this precinct are dominated by large mature trees and supporting undergrowth. Dwellings are sited to sit within the undulating landscape and vegetation, well below the tree canopy, in a spacious rural setting.

The predominantly unmade roads wind through the area with no delineation between public and private land.

Dwellings use natural materials with muted tones and colours to fit within the landscape setting. Front fencing is low and unobtrusive, blending with gardens and street vegetation.



166 Bush Residential 3 Streetscapes - Red Hill



167 Bush Residential 3 Streetscapes - Red Hill



Design Guidelines - Bush Residential 3

Character Elements	Objective	Design Responses
Building height and form	To ensure that new buildings and extensions do not dominate the streetscape.	<p>New development should complement the 1-2 storey building height and forms of existing dwellings.</p> <p>Buildings and extensions should not penetrate the tree canopy, where a canopy is present.</p> <p>Buildings should be designed to follow the topography of the land, and minimise the need for cut and fill throughout the site.</p> <p>New buildings at or near ridgelines should be designed and sited below the height of trees along the ridgeline.</p> <p>Roofs should provide prominent eaves.</p>
Gardens and landscaping	To maintain and enhance the native vegetation dominated vistas, streetscapes and backdrops. Provide at least 40% of the site as permeable surface.	<p>Retain existing native and/or canopy trees and understorey wherever possible (Locate footings outside tree protection zone). If this cannot be achieved, or a tree is considered appropriate for removal, the site should provide adequate space for offset planting of native trees that will grow to a mature height similar to the mature height of the tree to be removed.</p> <p>Prepare a landscape plan to accompany all applications for new dwellings that utilise appropriate native species.</p> <p>Plant vegetation around dwellings, including trees.</p> <p>Provide for one area within the front set back with minimum dimensions of 5m x 5m, to accommodate at least one canopy tree.</p> <p>Where a tree is to be removed, it is to be replaced on site with a tree of a similar height.</p> <p>Buildings should not exceed 40% site coverage.</p> <p>Provide at least 40% of the site as permeable surface.</p>
Siting and setbacks	To maintain and reinforce the predominant building alignment along the street, whilst enabling tree planting.	<p>Buildings should be set back a minimum of 2m from both side boundaries to enable the planting and growth of medium to large trees and understorey planting.</p> <p>If more than one dwelling is proposed, provide sufficient separation between each dwelling to allow for the planting of small to medium trees and understorey vegetation.</p>
Building materials, design and details	To ensure new dwellings positively respond to the preferred building materials and styles of the precinct.	<p>Use earthy muted finishes to complement the predominant existing palette of materials in the area, such as weatherboard.</p> <p>Solar panels, air conditioning, rainwater tanks, bins and storage should be located to minimise their visual impact.</p>
Garage storage and vehicle access	To minimise the dominance of car parking access and structures and to retain the existing street rhythm.	<p>Locate garages and carports behind the line of the front dwelling façade.</p> <p>Minimise paving in front yards, including the driveway.</p> <p>Provide only one vehicular crossover per typical site frontage.</p>
Front fencing	To maintain and strengthen the spaciousness and bush character of front gardens and the view of these gardens and trees from the street.	<p>Provide no or a low, open rural style or wire front fence up to 1.2m in height.</p> <p>Provide no, or a low, open style side fence up to 1.2m in height from the front of the dwelling.</p>

Bush Coastal 1

Preferred Character Statement

This precinct is defined by high levels of coastal vegetation including occasional canopy trees and frequent lower level trees. Dwellings do not penetrate the existing tree canopy and are not visually dominant from the street level.

Front and side setbacks allow for the retention of remnant native vegetation, as well as the continued planting of native, coastal vegetation and gardens.

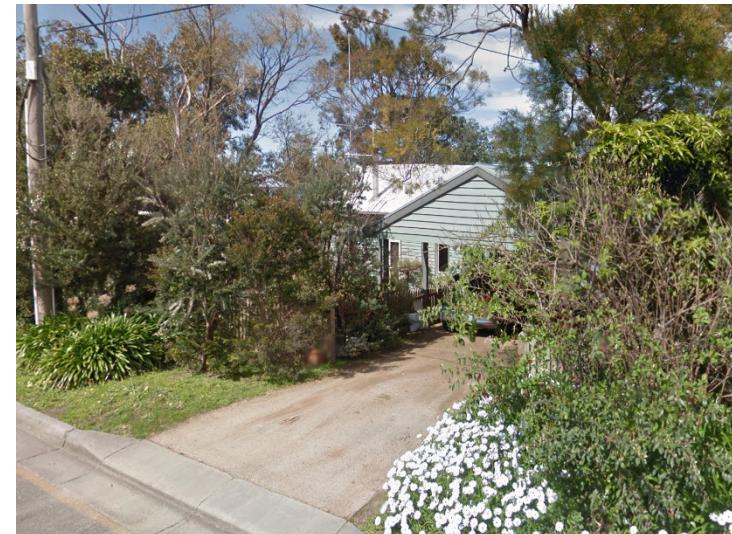
New development along ridgelines is sited to retain the public views to the water, and makes reasonable effort to ensure view sharing between neighbouring properties.

Dwellings utilise natural materials with muted tones and colours to sit within the vegetated landscape setting.

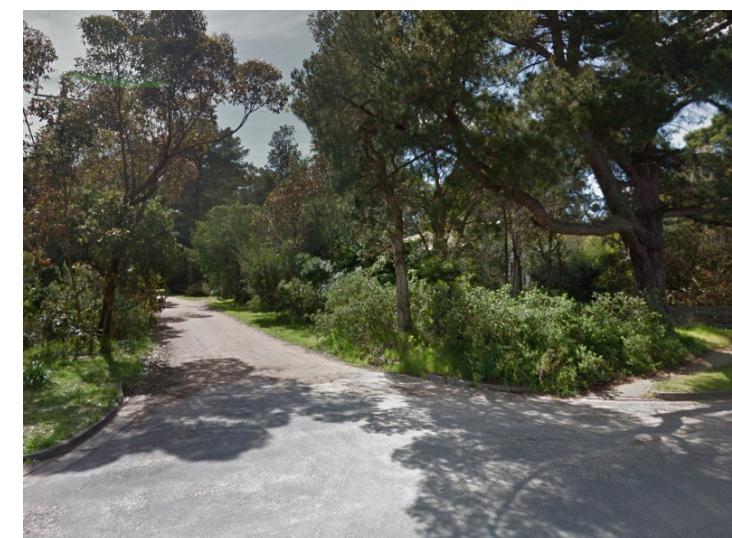
Low and permeable front fences allow for views through to dwellings and front garden areas.



168 Bush Coastal 1 Streetscape - Somers



169 Bush Coastal 1 Streetscape - Somers



Design Guidelines - Bush Coastal 1

Character Elements	Objective	Design Responses
Building height and form	To ensure that new buildings and extensions do not dominate the streetscape.	<p>New development should complement the 1-2 storey building height and forms of existing dwellings.</p> <p>Buildings and extensions should not penetrate the tree canopy, where a canopy is present.</p> <p>Developments should minimise the need for cut and fill throughout the site.</p> <p>Solar panels, air conditioning, rainwater tanks, bins and storage should be located to minimise their visual impact.</p> <p>Roofs should provide prominent eaves.</p>
Siting and setbacks	To maintain and reinforce the predominant building alignment along the street.	<p>Buildings should be set back a minimum of 1m from one side boundary and 2m from the other side boundary to enable the planting and growth of trees and understorey planting.</p> <p>Buildings should be sited to take into account the sharing of view corridors to the shoreline from nearby properties and public areas.</p> <p>If more than one dwelling is proposed, provide sufficient separation between each dwelling to allow for the planting of small to medium trees and understorey vegetation.</p>
Gardens and landscaping	To maintain and strengthen the coastal character of the area.	<p>Retain existing coastal native trees and understorey wherever possible (Locate footings outside tree protection zone.)</p> <p>Provide for one area within the front set back with minimum dimensions of 5m x 5m, to accommodate at least one canopy tree.</p> <p>Prepare a landscape plan to accompany all applications for new dwellings that utilises appropriate native coastal species.</p> <p>Plant vegetation around dwellings, including trees.</p> <p>Where a tree is to be removed, it is to be replaced on site with a tree of a similar height.</p> <p>Buildings should not exceed 50% site coverage.</p> <p>Provide at least 30% of the site as permeable surface.</p>
Garage storage and vehicle access	To minimise the dominance of car parking access and structures and to retain the existing street rhythm.	<p>Locate garages and carports to the side or rear, behind the line of the dwelling.</p> <p>Minimise paving in front yards, including the driveway.</p> <p>Provide only one vehicular crossover per typical site frontage.</p> <p>Where a side by side development occurs, space the vehicle crossovers to retain the existing rhythm of the street.</p>
Front fencing	To maintain and strengthen the spaciousness and bush character of front gardens and the view of these gardens and trees from the street.	<p>Provide no or a low, open style front fence up to 1.2m in height.</p> <p>Provide no, or a low, open style side fence up to 1.2m in height from the front of the dwelling.</p> <p>On main roads, higher front fences (up to 1.8m) may be constructed where they provide at least 20% permeability.</p>

Bush Coastal 2

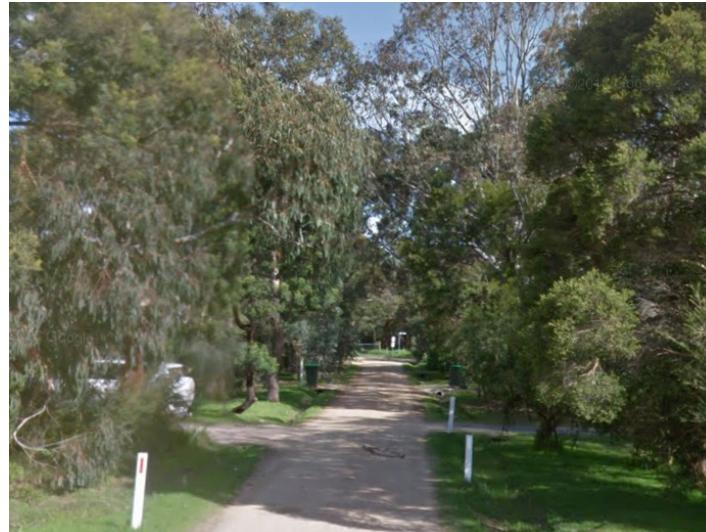
Preferred Character Statement

High levels of vegetation including occasional large canopy trees and frequent lower level trees dominate the streetscapes of this precinct. Combined with the predominately unmade roads, there is limited delineation between public and private realm.

Dwellings sit well below the existing tree canopy and utilise natural materials and colours to sit within the vegetated landscape.

Generous front and side setbacks are provided to allow for the retention of remnant vegetation, as well as the continued planting of native, coastal vegetation and gardens.

Absent or low and permeable front fences allow for views through to dwellings and front garden areas.



170 Bush Coastal 2 Streetscape - Merricks Beach



171 Bush Coastal 2 Streetscape - Merricks Beach



Design Guidelines - Bush Coastal 2

Character Elements	Objective	Design Responses
Building height and form	To ensure that new buildings and extensions do not dominate the streetscape.	<p>New development should complement the 1-2 storey building height and forms of existing dwellings.</p> <p>Buildings and extensions should not penetrate the tree canopy, where a canopy is present.</p> <p>Developments should minimise the need for cut and fill throughout the site.</p> <p>Buildings should provide prominent eaves.</p>
Siting and setbacks	To maintain and reinforce the predominant building alignment along the street.	<p>Buildings should be set back a minimum of 1m from one side boundary and 3m from the other side boundary to enable the planting and growth of medium to large trees and understorey planting.</p> <p>Buildings should be sited to take into account the sharing of view corridors to the shoreline from nearby properties and public areas.</p> <p>If more than one dwelling is proposed, provide sufficient separation between each dwelling to allow for the planting of small to medium trees and understorey vegetation.</p>
Building materials, design and details	To ensure new dwellings positively respond to the preferred building materials and styles of the precinct.	<p>Use muted finishes to complement the predominant existing palette of materials in the area, such as weatherboard.</p> <p>Incorporate building elements and details that contribute to a lightness of structure including balconies, verandahs and light transparent ballustrading.</p> <p>Solar panels, air conditioning, rainwater tanks, bins and storage should be located to minimise their visual impact.</p>
Gardens and landscaping	To maintain and strengthen the coastal garden character of the area.	<p>Retain existing coastal native trees and understorey wherever possible (Locate footings outside tree protection zone.)</p> <p>Provide for one area within the front set back with minimum dimensions of 5m x 5m, to accommodate at least one canopy tree.</p> <p>Prepare a landscape plan to accompany all applications for new dwellings that utilises appropriate native coastal species.</p> <p>Plant vegetation around dwellings, including trees.</p> <p>Where a tree is to be removed, it is to be replaced on site with a tree of a similar height.</p> <p>Buildings should not exceed 40% site coverage.</p> <p>Provide at least 40% of the site as permeable surface.</p>
Garage storage and vehicle access	To minimise the dominance of car parking access and structures and to retain the existing street rhythm.	<p>Locate garages and carports to the side or rear, behind the line of the dwelling.</p> <p>Minimise paving in front yards, including the driveway.</p> <p>Provide only one vehicular crossover per typical site frontage.</p>
Front fencing	To maintain and strengthen the spaciousness and bush character of front gardens and the view of these gardens and trees from the street.	<p>Provide no or a low, open style front fence up to 1.2m in height.</p> <p>Provide no, or a low, open style side fence up to 1.2m in height from the front of the dwelling.</p> <p>On main roads, higher front fences (up to 1.8m) may be constructed where they provide at least 20% permeability.</p>

Bush Coastal Contemporary 3

Preferred Character Statement

This precinct is characterised by high levels of remnant tea tree and other coastal native shrubs and small trees. Large scale, contemporary dwellings are sited on large lots and screened by vegetation, ensuring that, while visible over the low lying vegetation, they do not dominate the streetscape.

Dwellings utilise contemporary materials with muted tones and colours to sit within the vegetated landscape.

Generous front and side setbacks are provided to allow for the increased planting of native vegetation. Vegetation continues to play a significant role in the screening and privacy of dwellings within the precinct.

Front fencing is often solid, but incorporates permeable elements or vegetation to soften the appearance.



173 Bush Coastal Contemporary 3 Streetscape - St Andrews Beach



172 Bush Coastal Contemporary 3 Streetscape - Portsea



Design Guidelines - Bush Coastal Contemporary 3

Character Elements	Objective	Design Responses
Building height and form	To ensure that new buildings and extensions do not dominate the streetscape and the wider landscape setting.	New development should complement the 1-2 storey building height and forms of existing dwellings. Buildings should be designed to follow the topography of the land, and minimise the need for cut and fill throughout the site.
Gardens and landscaping	To strengthen the coastal character of the areas by planting of appropriate coastal species.	Retain existing coastal native trees and understorey wherever possible (locate footings outside tree protection zone). Prepare a landscape plan to accompany all applications for new dwellings that utilises appropriate native coastal species. Provide for one area within the front set back with minimum dimensions of 5m x 5m, to accommodate at least one canopy tree. Where a tree is to be removed, it is to be replaced on site with a tree of a similar height.
Siting and setbacks	To maintain and reinforce the rhythm of building spacing in the streetscape and provide for reasonable sharing of views to the ocean or coast.	Buildings should be set back at least 2m from both side boundaries. New development should be sited to take into account the shared view corridors to the ocean or bay through the vegetation from nearby properties and public areas. New development should be informally sited. Buildings should not exceed 50% site coverage.
Building materials, design and details	To use materials and finishes that complement the vegetation and coastal setting.	Use muted tones and finishes, such as concrete or metal sheeting / cladding. Incorporate building elements and details that contribute to a lightness of structure including balconies, verandahs and light transparent balustrading. Solar panels, air conditioning, rainwater tanks, bins and storage should be located to minimise their visual impact.
Garage storage and vehicle access	To minimise the dominance of car parking access and structures and to retain the existing street rhythm.	Locate garages and carports in line or behind the line of the front dwelling façade. Provide only one vehicular crossover per typical site frontage. Where a side by side development occurs, space the vehicle crossovers to retain the existing rhythm of the street. Minimise paving in front garden areas including driveways and cross overs. Use permeable driveway materials where possible, or curve driveways to incorporate planting along edges.
Front fencing	To maintain and improve openness of the streetscape.	Provide front fencing up to 1.2m in height or incorporate vegetation or permeable element. Provide no, or a low, open style side fence up to 1.2m in height from the front of the dwelling. On main roads, higher front fences (up to 1.8m) may be constructed where they provide at least 20% permeability.

Rural Settlement 1

Preferred Character Statement

The streetscapes in this precinct are characterised by large native trees and supporting undergrowth. Dwellings do not penetrate the existing native tree canopy and are often obscured from view.

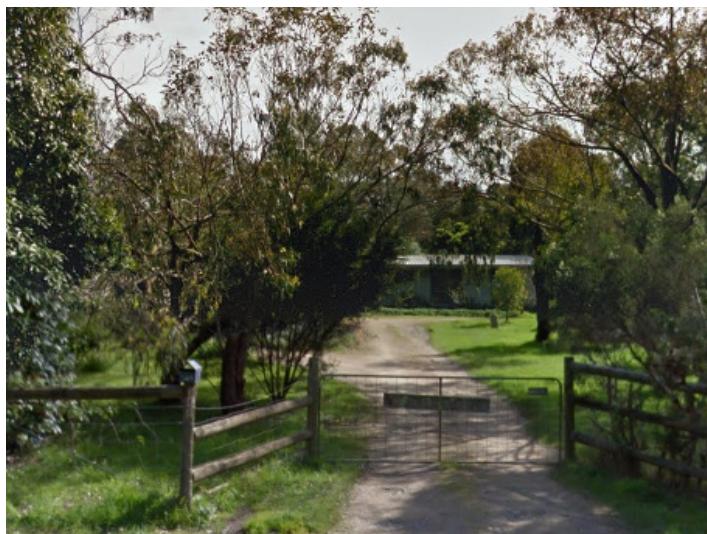
Significant front and side setbacks are provided to allow for the retention of remnant vegetation and continued planting of native trees and gardens.

Dwellings utilise natural materials and muted colours to sit within the vegetated landscape.

Low and permeable front fences allow for views through to dwellings and front garden areas.



174 Rural Settlement 1 Streetscape - Somerville



175 Rural Settlement 1 Streetscape - Somerville



Design Guidelines - Rural Settlement 1

Character Elements	Objective	Design Responses
Building height and form	To ensure that new buildings and extensions do not dominate the streetscape and the wider landscape setting.	<p>New development should complement the 1-2 storey building height and forms of existing dwellings.</p> <p>New development should not protrude above the predominant tree canopy height.</p>
Gardens and landscaping	To strengthen the vegetation dominated landscape by planting and retention of native species.	<p>Prepare a landscape plan to accompany all applications for new dwellings that includes substantial native trees and shrubs.</p> <p>Provide for one area within the front set back with minimum dimensions of 5m x 5m, to accommodate at least one canopy tree.</p> <p>Retain large, established native trees and understorey and provide for the planting of new native trees wherever possible.</p> <p>Plant vegetation around dwellings, including trees.</p> <p>Buildings should be sited and designed to incorporate space for the planting of substantial vegetation (locate footing outside tree protection zone).</p>
Siting and setbacks	To minimise site disturbance and impact of the building on the landscape.	<p>Buildings should be designed to follow the contours of the site or step down the site.</p> <p>Buildings should be set back a minimum of 6m from both side boundaries to enable the planting and growth of medium to large trees and understorey planting.</p> <p>Buildings should not exceed 30% site coverage.</p> <p>Provide at least 50% of the site as permeable surface.</p>
Garage storage and vehicle access	To minimise the dominance of car parking access and structures.	<p>Locate garages and carports behind the line of the front dwelling façade.</p> <p>Provide only one vehicular crossover per typical site frontage.</p> <p>Minimise paving in front garden areas including driveways and cross overs.</p> <p>Use permeable driveway materials.</p>
Front fencing	To maintain and enhance the continuous flow of vegetation across the landscape.	<p>Provide low, open rural style or wire front fence up to 1.2m in height.</p> <p>Provide no, or a low, open style side fence up to 1.2m in height from the front of the dwelling.</p>

Rural Settlement 2

Preferred Character Statement

New development reflects the existing smaller scale dwellings of 1-2 storeys, using simple building forms, pitched roof forms with eaves and muted tones.

Buildings are sited within large lots having significant front and side setbacks to allow for the continued planting of native vegetation, formal gardens and lawn.

Low and permeable rural style front fences allow for views through to dwellings and front garden areas.



176 Rural Settlement 2 Streetscape - Somerville



177 Rural Settlement 2 Streetscape - Bittern



Design Guidelines - Rural Settlement 2

Character Elements	Objective	Design Responses
Building height and form	To ensure that new buildings and extensions do not dominate the streetscape and the wider landscape setting.	New development should complement the 1-2 storey building height and forms of existing dwellings. Buildings should incorporate a pitched roof form with eaves.
Gardens and landscaping	To strengthen the vegetation dominated landscape by planting and retention of native species.	Prepare a landscape plan to accompany all applications for new dwellings that includes substantial native trees and shrubs. Retain large, established native trees and understorey and provide for the planting of new native trees wherever possible.
Siting and setbacks	To minimise site disturbance and impact of the building on the landscape.	Buildings should be set back a minimum of 6m from both side boundaries to enable the planting and growth of medium to large trees and understorey planting. Buildings should not exceed 30% site coverage. Provide at least 50% of the site as permeable surface.
Garage storage and vehicle access	To minimise the dominance of car parking access and structures.	Locate garages and carports in line of the front dwelling façade. Provide only one vehicular crossover per typical site frontage. Minimise paving in front garden areas including driveways and cross overs. Use permeable driveway materials.
Front fencing	To maintain and enhance the continuous flow of vegetation across the landscape.	Provide low hedging or open rural style front fence up to 1.2m in height. Provide no, or a low, open style side fence up to 1.2m in height from the front of the dwelling.

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