MORNINGTON PENINSULA Shire

ATTACHMENTS

COUNCIL MEETING

TUESDAY, 20 MAY 2025

6:30PM

FLINDERS CIVIC HALL
54-56 COOK STREET, FLINDERS

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Councillor Briefing Sessions

MORNINGTON PENINSULA Shire

Briefing Date: 29 April 2025 **Time:** 4.30pm **Location:** Municipal Offices, Rosebud

Councillors Present (please tick)

☒ Cr Roper ☒ Cr Patton ☒ Cr Marsh ☒ Cr Binyon ☒ Cr Gill ☒ Cr Batty

☒ Cr Ranken ☒ Cr Allen ☒ Cr Pingiaro ☒ Cr Williams ☒ Cr Stephens

The matters listed below were presented at the Councillor Briefing Session

Item No	Item
1	**BN2039 – Compliance and Enforcement Councillor Induction Workshop** Councillors were provided a high-level overview of the Compliance and Enforcement Policy, a statistical analysis of compliance and enforcement activities for each team in the Unit and and a more detailed understanding of the legal standards of which Authorised Officers must meet before taking action.
2	**BN2025 – Erosion Management Overlays and Future Options** Councillors were briefed on how landslide risk is currently managed and options for bringing forward the review of existing landslide susceptibility data to inform a Planning Scheme Amendment.
3	**BN2040 – Planning Updates** Councillors were provided updates on: • Current VCAT matters, • P18/2434.01 – 1210 Boneo Road, Cape Schanck • Statutory updates
4	**BN2030 – Draft Amended Road Management Plan 2025 and RMP Review Report** Councillors were presented with the Road Management Plan 2022 Review Report and draft Amended Road Management Plan 2025, prior to seeking Council endorsement of the Review Report and approval to place the draft Amended Road Management Plan 2025 on public exhibition at the 3 June Council Meeting.
5	**BN2032 – Draft Capital Works and Operating Projects Workshop** Councillors were updated on the changes made to the Capital Works and Operating Project Programs following the initial workshop on 18 March 2025 and discussed further recommendations to investigate prior to seeking final adoption on 20 May 2025.
6	**BN2041 – Peninsula Trails Masterplan for Public Exhibition** Councillors were presented with the draft Peninsula Trails Masterplan, seeking feedback prior to a Council decision on the preferred alignments for the Mornington to Moorooduc and Anthony's Nose sections, and endorsement to release the draft Masterplan for public exhibition.

Councillor Briefing Sessions

7	**BN2042 – Mornington Peninsula Shire Brand Refresh** Councillors were briefed and asked for feedback on the key elements of the draft Brand Refresh Style Guide.

Conflict of Interest Disclosures: Not applicable

Responsible Officer completing this form:

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

2019 Council Decision Register

Printed on 28-April-2025

In Progress
No Action Yet
Completed
No Further Action

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

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

ACTIONS

Slide to choose date range

1/01/2020 | 31/12/2020

261	1	0	260	81
View all Actions	In Progress	Overdue	Completed	Completed within Target

Meeting Events

Meeting Attendance

Actions

Actions - Monthly Status

Papers

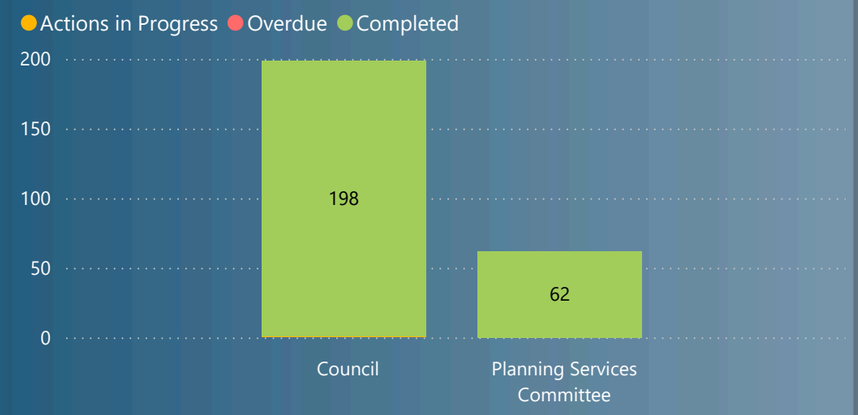
Reports

Meeting Actions by Directorates

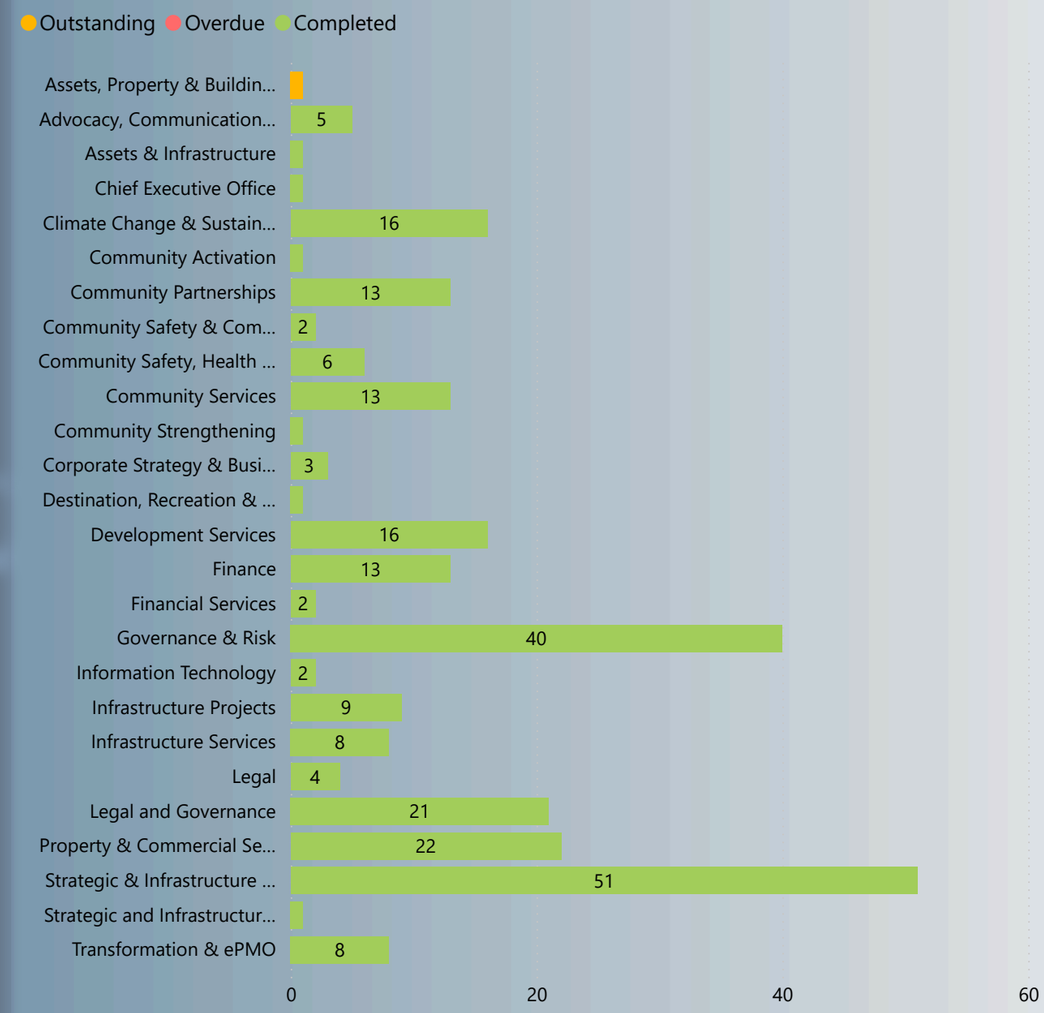
Directorate Name	Completed	In Progress	Overdue
Planning and Environment	95	0	0
Corporate Strategy and Business Improvement	70	0	0
Office of the CEO	48	0	0
Community Strengthening	37	0	0
Assets and Infrastructure	10	1	0
Total	**260**	**1**	**0**

Please select Directorate from above table

Actions Completed, In Progress and Overdue by Meeting



Actions Completed, In Progress and Overdue by Branch



ACTIONS

Slide to choose date range

1/01/2021 | 31/12/2021

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View all Actions	In Progress	Overdue	Completed	Completed within Target

Meeting Events

Meeting Attendance

Actions

Actions - Monthly Status

Papers

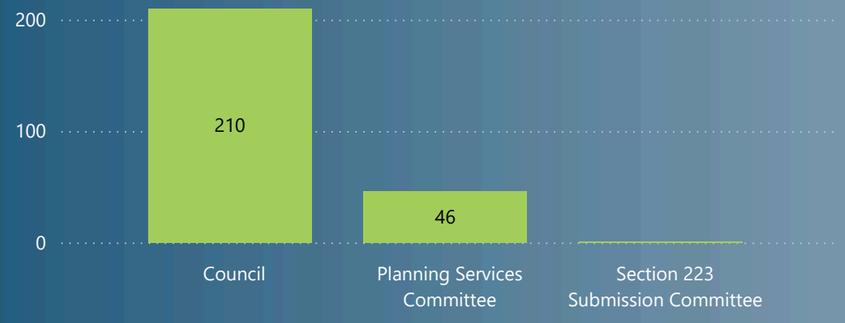
Reports

Meeting Actions by Directorates

Directorate Name	Completed	In Progress	Overdue
Planning and Environment	95	0	0
Corporate Strategy and Business Improvement	56	0	0
Office of the CEO	54	0	0
Community Strengthening	32	0	0
Assets and Infrastructure	20	0	0
Total	**257**	**0**	**0**

Please select Directorate from above table

Actions Completed, In Progress and Overdue by Meeting



Actions Completed, In Progress and Overdue by Branch

ACTIONS

Slide to choose date range

1/01/2022 | 31/12/2022

225	3	1	222	62
View all Actions	In Progress	Overdue	Completed	Completed within Target

Meeting Events

Meeting Attendance

Actions

Actions - Monthly Status

Papers

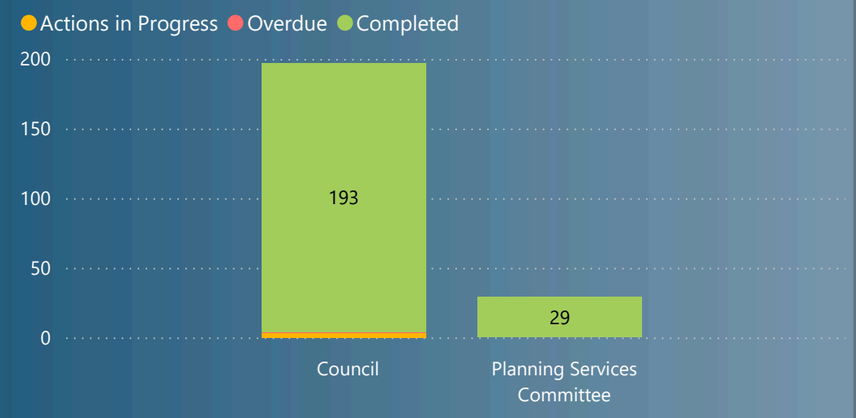
Reports

Meeting Actions by Directorates

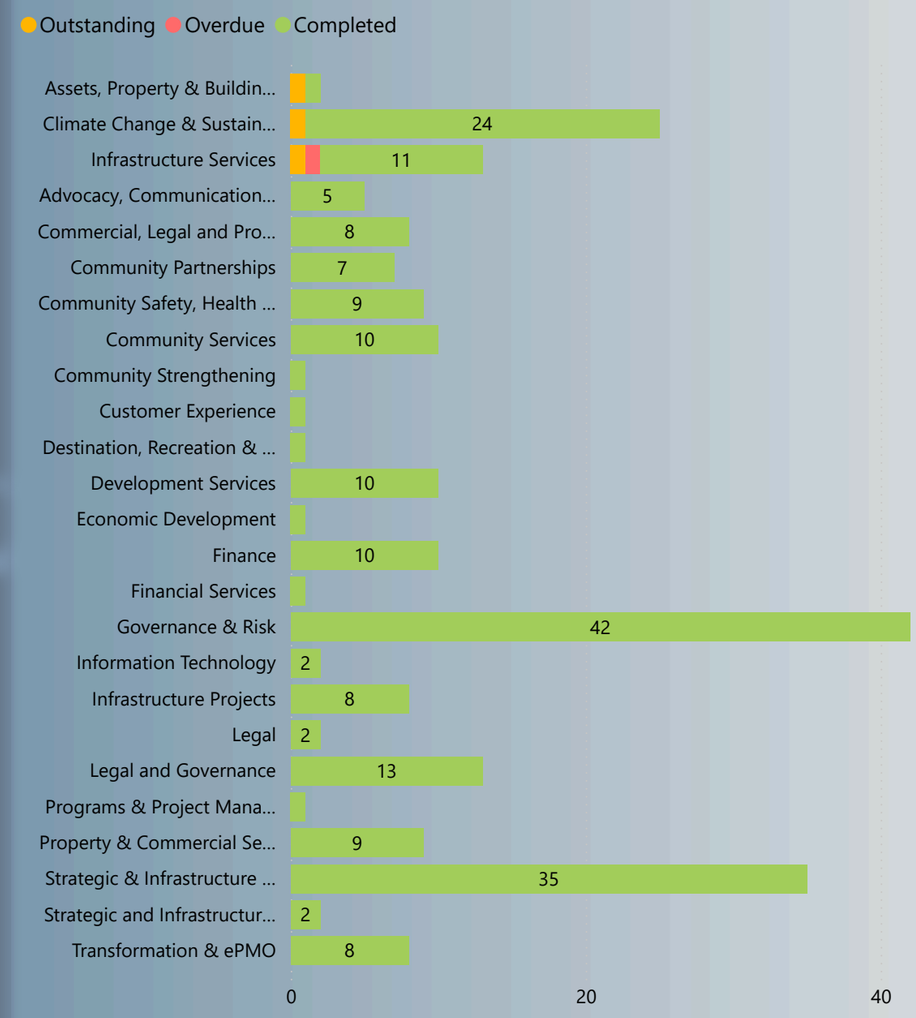
Directorate Name	Completed	In Progress	Overdue
Planning and Environment	75	1	0
Corporate Strategy and Business Improvement	61	0	0
Office of the CEO	40	0	0
Community Strengthening	28	0	0
Assets and Infrastructure	18	2	1
Total	**222**	**3**	**1**

Please select Directorate from above table

Actions Completed, In Progress and Overdue by Meeting



Actions Completed, In Progress and Overdue by Branch



ACTIONS

Slide to choose date range

1/01/2023 | 31/12/2023

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View all Actions	In Progress	Overdue	Completed	Completed within Target

Meeting Events

Meeting Attendance

Actions

Actions - Monthly Status

Papers

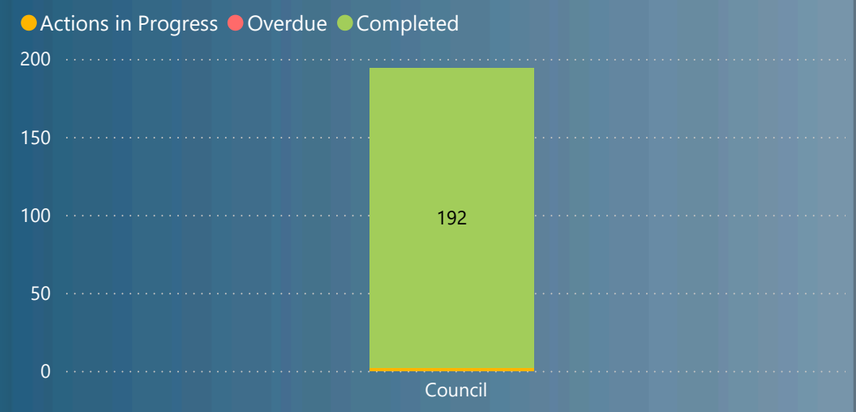
Reports

Meeting Actions by Directorates

Directorate Name	Completed	In Progress	Overdue
Planning and Environment	75	0	0
Corporate Strategy and Business Improvement	54	0	0
Community Strengthening	30	0	0
Assets and Infrastructure	20	2	0
Office of the CEO	13	0	0
Total	**192**	**2**	**0**

Please select Directorate from above table

Actions Completed, In Progress and Overdue by Meeting



Actions Completed, In Progress and Overdue by Branch

ACTIONS

Slide to choose date range

1/01/2024 | 31/12/2024

233	20	5	213	69
View all Actions	In Progress	Overdue	Completed	Completed within Target

Meeting Events

Meeting Attendance

Actions

Actions - Monthly Status

Papers

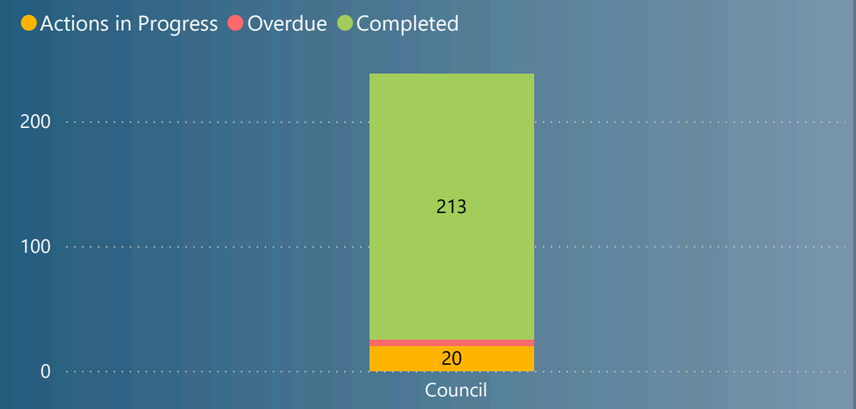
Reports

Meeting Actions by Directorates

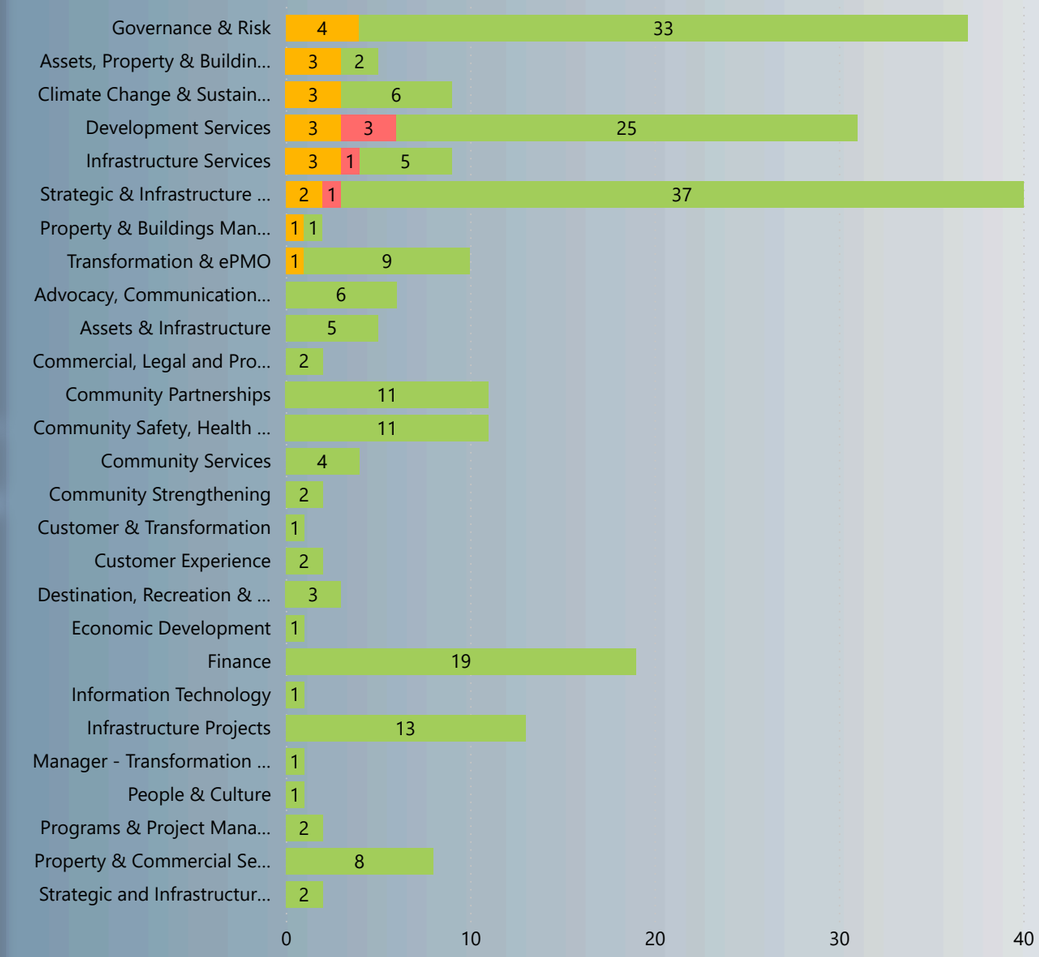
Directorate Name	Completed	In Progress	Overdue
Planning and Environment	71	8	4
Corporate Strategy and Business Improvement	56	5	0
Assets and Infrastructure	33	7	1
Community Strengthening	31	0	0
Office of the CEO	22	0	0
Total	**213**	**20**	**5**

Please select Directorate from above table

Actions Completed, In Progress and Overdue by Meeting



Actions Completed, In Progress and Overdue by Branch



ACTIONS

Slide to choose date range

1/01/2025 | 9/05/2025

60	23	12	37	17
View all Actions	In Progress	Overdue	Completed	Completed within Target

Meeting Events

Meeting Attendance

Actions

Actions - Monthly Status

Papers

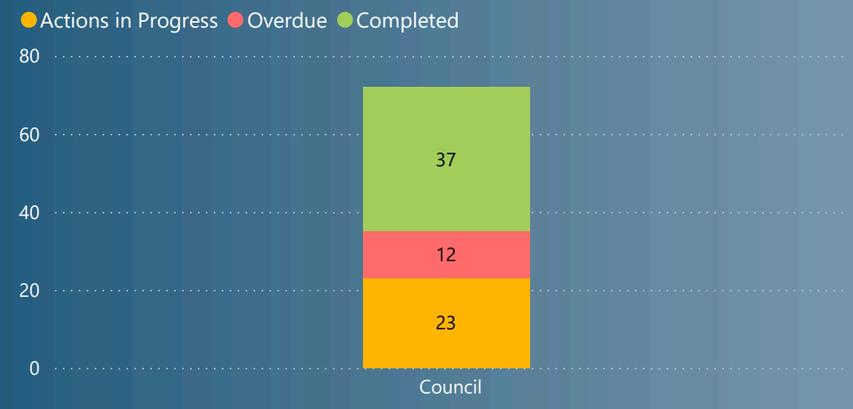
Reports

Meeting Actions by Directorates

Directorate Name	Completed	In Progress	Overdue
Corporate Strategy and Business Improvement	13	7	4
Planning and Environment	9	8	4
Office of the CEO	7	3	3
Community Strengthening	6	2	1
Assets and Infrastructure	2	3	0
Total	**37**	**23**	**12**

Please select Directorate from above table

Actions Completed, In Progress and Overdue by Meeting



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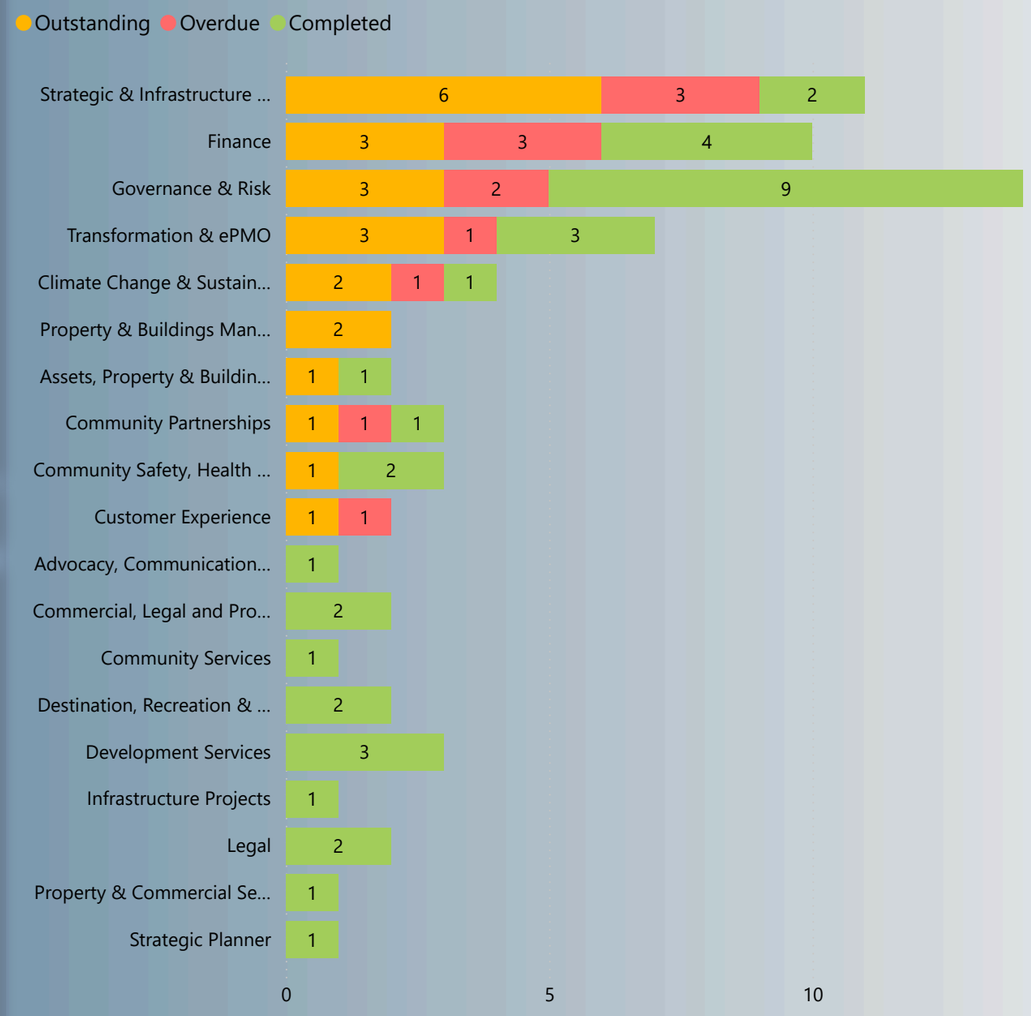


06/06/2019
C210morn

SCHEDULE 1 TO CLAUSE 45.06 DEVELOPMENT CONTRIBUTIONS PLAN OVERLAY

Shown on the planning scheme map as **DCPO1.**

CRESWELL STREET EAST DEVELOPMENT CONTRIBUTIONS PLAN

1.0 Area covered by this development contributions plan

06/06/2019
C210morn

Land at Crib Point subject to Amendment C210 to the Mornington Peninsula Planning Scheme and shown on the planning scheme maps as DCPO1.

2.0 Summary of costs

06/06/2019
C210morn

Facility	Total cost $	Time of provision	Actual cost contribution attributable to development $	Proportion of cost attributable to development %
Road and Drainage Infrastructure	$2,091,053	Consistent with the Creswell Street Development Contributions Plan, April 2018	$1,463,737	70%
TOTAL	**$2,091,053**	**-**	**$1,463,737**	**70%**

3.0 Summary of contributions

06/06/2019
C210morn

Facility	Levies payable by the development ($)					
	Development infrastructure		Community infrastructure		All infrastructure	
	residential	non-residential	residential	non-residential	residential	non-residential
Road and Drainage	$20,330	$0	$0	$0	$20,330	$0
TOTAL	**$** 20,330	**$** 0	**$** 0	**$** 0	**$** 20,330	**$0**

Note: $ per equivalent lot frontage (based on the approximate 20.12m frontage)

All capital costs of infrastructure items are expressed in October 2017 dollars and will be indexed by the Collecting Agency quarterly to take account of inflation in line with the Australian Bureau of Statistics Producer Price Indexes, Road and Bridge Construction Index Victoria.

4.0 Land or development excluded from development contributions plan

06/06/2019
C210morn

None specified.

Note: This schedule sets out a summary of the costs and contributions prescribed in the development

contributions plan. Refer to the incorporated development contributions plan for full details.

CRESWELL STREET EAST CRIB POINT DEVELOPMENT CONTRIBUTIONS PLAN

JUNE 2024

Document Version History

The Creswell Street East Crib Point Development Contributions Plan (DCP) was first introduced into the Mornington Peninsula Planning Scheme via Planning Scheme Amendment C210morn on 6 June 2019.

The following revisions have since been made to the DCP:

Planning Scheme Amendment	Revision
Amendment VC249	Amended section 12 (Development Contributions Plan Administration) to exempt the development of land for a small second dwelling from the requirement to pay a development infrastructure levy.
Amendment C300morn	Amended section 7 (Project Timing) to extend the projected delivery date from five to seven years from the date upon which the DCP is first incorporated into the Mornington Peninsula Planning Scheme.
Amendment C305morn	Amended section 12 (Development Contributions Plan Administration) to reinsert the exemption for small second dwellings inadvertently omitted from Amendment C300morn. Amended the title page to reference the amendment number and date this document was revised.

1 INTRODUCTION

The Creswell Street East Development Contributions Plan (the 'DCP') has been prepared by Watsons Pty Ltd in consultation with service authorities and Council. The DCP:

- Outlines the minimum infrastructure standards including access roads, drainage, water supply and public street lighting required to ensure that future residents and visitors can be provided with timely access to infrastructure and services necessary to support residential living within the Amendment C210 area.

- Establishes a framework for Council and development proponents to make a financial contribution towards the cost of the identified infrastructure projects.

- It ensures that the cost of providing new infrastructure and services is shared equitably between Council and development proponents.

The DCP provides the details of the calculation of financial contributions that must be made by future developments towards the nominated project. In this way, it provides certainty about development contributions requirements and how these will be administered.

2 STRATEGIC BASIS

The strategic basis for the DCP is established by the State and Local Planning Policy Framework set out in the Mornington Peninsula Planning Scheme that seek to ensure that housing land is appropriately serviced, and that measures are in place to fund any necessary upgrades.

3 PLANNING AND ENVIRONMENT ACT 1987

The DCP has been prepared in accordance with Part 3B of the Planning and Environment Act 1987 (the Act) as well as other relevant legislation and has been developed in line with the State and Local Planning Policy Framework of the Mornington Peninsula Planning Scheme.

It is consistent with the Minister for Planning's Direction on Development Contributions made under section 46M(1) of the Act and has regard to the Victorian Government's Development Contributions Guidelines (the 'DCP Guidelines').

The DCP provides for the charging of a Development Infrastructure Levy pursuant to section 46J(a) of the Act towards works, services and facilities.

The DCP forms part of the Mornington Peninsula Planning Scheme pursuant to section 46I of the Act and is an incorporated document under Clause 81 of the Mornington Peninsula Planning Scheme.

The Development Contributions Plan Overlay applies to the area shown in Plan 1. The area of Crib Point covered by the DCP consists of approximately 10.2 hectares of land in the Neighbourhood Residential Zone 1.

The DCP has been prepared in conjunction with Amendment C210 as it provides the rationale and justification for the DCP. Accordingly, the DCP is an implementation based planning tool which identifies the infrastructure required by Amendment C210 and apportions the cost of this infrastructure in an equitable manner across the Amendment area.

PLAN 1: C210 AMENDMENT AREA

4 The area to which the Development Contributions Plan applies

In accordance with section 46K(1)(a) of the Planning and Environment Act 1987 the DCP applies to land shown in Plan 1. The area is also shown on Development Contributions Plan Overlay Schedule 1 in the Mornington Peninsula Planning Scheme.

The DCP applies to approximately 10.2 Hectares of land and is defined as one charge area. The DCP clearly demonstrates the infrastructure required to service urban development in the Amendment C210 area.

In selecting items, consideration has been given to ensure they are not already wholly funded through another contribution mechanism, such as an agreement under Section 173 of the Act or as a condition on an existing planning permit.

5 Infrastructure Project Justification

The need for infrastructure included in the DCP has been determined according to the anticipated residential development of the Amendment C210 area.

Projects can be included in a DCP if they will be used by the future community of an area. New development does not have to trigger the need for new items in its own right. An item can be included in a development contributions plan regardless of whether it is within or outside the DCP area.

The DCP works have been assessed to ensure there is a relationship or nexus to proposed development in the DCP area. The proposed infrastructure works reflect the minimum standards adopted within other parts of Mornington Peninsula Shire and in particular the Crib Point area.

The cost apportionment methodology adopted in the DCP relies on the nexus principle. A new development is deemed to have a nexus with an item if its future residents are expected to make use of that item. This methodology ensures that the contributions are funding the development of appropriate infrastructure works necessary for the residential development of the DCP area.

A summary of how the project is related to proposed development within the DCP area is set out below.

The DCP project has the following characteristics:

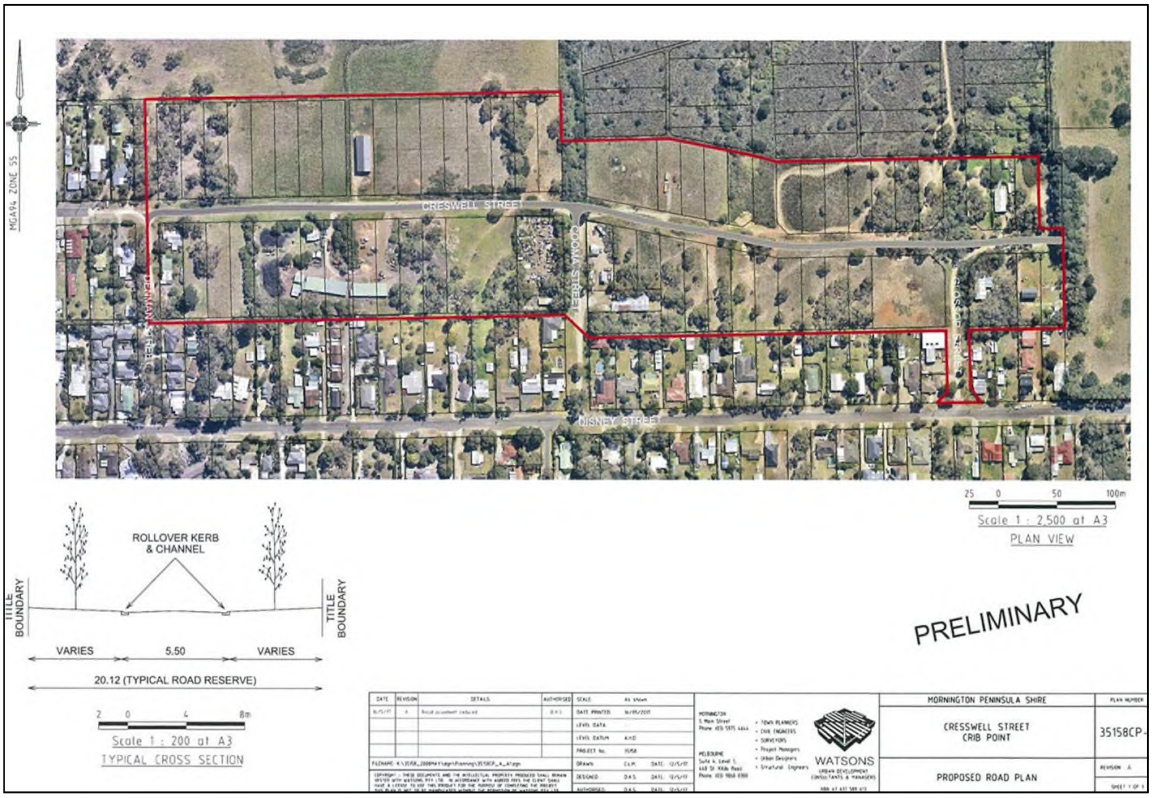
- It is essential to the health, safety and well being of the community.
- It will be used by a broad cross-section of the community.
- It reflects the purpose of Amendment C210.
- It is not a recurrent item.
- It provides for an integrated road network accessing all existing allotments
- It provides for water supply, public street lighting and optic fibre ready pit and pipe infrastructure

6 Infrastructure Projects

The project to be included in the DCP is the construction of Creswell Street/ Cooma Street, Crib Point within the C210 Amendment area (refer to Plan 2).

This project includes road, drainage, water supply, public street lighting and optic fibre ready pit and pipe infrastructure construction within the existing unmade Council road reserves. The project is fully funded by a 70% contribution by land owners and a 30% contribution by Council.

Contribution is triggered upon development of land and further subdivision within the Amendment C210 area.



PLAN 2: DCP PROJECT

7 Project Timing

The Council, as Development Agency will monitor and assess the required timing for the Project with regard to its capital works program and development within the Amendment C210 area.

The DCP project will be delivered as soon as practicable. The trigger for delivery is the first of either of the following events to occur:

(a) 50% of the landowner contributions necessary to deliver the project have been collected by Council; or

(b) Within seven years from the date upon which this DCP is first incorporated into the Mornington Peninsula Planning Scheme.

This acknowledges the Development Agency's capacity to provide the balance of funds not recovered by this DCP in the short term.

8 Calculation of Contributions

The general cost apportionment method includes the following steps:

- Calculation of the existing lots within the Amendment Area.
- Calculation of the project cost (refer to Appendix A).
- Calculation of costs payable for the infrastructure project (refer to Appendix A).
- The development infrastructure charge per existing 20.12m equivalent lot frontage within the Amendment C210 area.
- Apportionment of the infrastructure costs based on landowner contribution of 70% of the total cost and a Council contribution of 30%. This reflects the standard Council contribution rates for similar current projects being funded by Special Charge Schemes.

9 Calculation of Developable Area and Demand Units

The following section sets out how the developable area is calculated.

Developable Area
For the purposes of this DCP, the developable area is defined as the total existing lot frontage within the C210 Amendment Area to Creswell Street and part of Cooma Street that is being made available by virtue of Amendment C210 to the Mornington Peninsula Planning Scheme for the development of housing.

In total, the developable road length comprises 770m frontage to Creswell St and 90m frontage to Cooma St as set out in Appendix A to this DCP.

Demand Units
Lot frontage is the demand unit for this DCP and is based on a frontage of 20.12m per demand unit. This results in a total of 72 equivalent demand units in the DCP area. Lots with frontage greater or less than the demand unit of 20.12m will be required to contribute on a pro rata basis.

This basis for calculation ensures the levy is fairly apportioned.

The contribution per equivalent 20.12m lot frontage must not be amended to respond to minor changes to land budgets that may result from the development process. In other words, the DCP is permanently linked to the calculation of lot frontage set out in the detailed calculations at Appendix A to this DCP.

For the purposes of the DCP, the calculation of the 20.12m equivalent lot frontage will only change if the Collecting Agency agrees to a variation.

10 Calculation of Contribution Charges

Watsons Pty Ltd has prepared the estimated cost for the road project within this DCP. The scope for the road project was established collaboratively with Council.

Road construction and intersection costs were derived from the concept design which has been overlaid onto existing conditions in an AutoCAD system. This enables the provision of accurate and detailed component costing as shown in the calculations at Appendix A to this DCP.

Rates for the works have been established by using current estimation rates as of Oct 2017 for road, drainage, water supply, public street lighting and optic fibre ready pit and pipe construction. The rates are generally in accordance with similar works within the area.

The road reserve layout was agreed with Council as were the scope of works. The general assumptions underpinning the estimate are also set out in Appendix A to this DCP.

11 Concept designs and cost sheets

A Concept design and cost sheet has been prepared for the DCP project. This information is included in Appendix A to this DCP.HECTARES

12 Development Contributions Plan Administration

This section sets out how this DCP will be administered and covers the timing of payment, provision of works and how funds generated by this DCP will be managed in terms of reporting, indexation and review periods.

The DCP Development Infrastructure Levy applies to subdivision and / or development of land. The development of land for a small second dwelling is exempt from the requirement to pay the Development Infrastructure Levy under this Development Contributions Plan.

Council will be both the Collecting Agency and the Development Agency for the purposes of this DCP.

Payment of Contribution Levies and Payment Timing

A development infrastructure levy must be paid to the Collecting Agency prior to commencement of development on the land.

Where no planning permit is required, the land may only be used and developed subject to the following requirement being met:

- Unless otherwise agreed to by the Collecting Agency in a Section 173 agreement, a development infrastructure levy must be paid to the Collecting Agency prior to the commencement of any development in accordance with the provision of this approved Development Contributions Plan for the land.

13 Funds Administration

The administration of the contributions made under this DCP will be transparent and development contributions will be held in an account for the infrastructure to be provided under this DCP. Details of funds received and expenditures will be held by the Collecting Agency in accordance with the provisions of the Local Government Act 1993 and the Planning and Environment Act 1987.

The administration of contributions made under this DCP will be transparent and demonstrate:

- The amount and timing of funds collected.
- The sources of the funds collected.
- The amount and timing of expenditure.
- The project on which the expenditure was made.

The Collecting Agency will provide for regular monitoring, reporting and review of the monies received and expended in accordance with this DCP. The Collecting Agency will establish an interest bearing account and all monies held in these accounts will be used solely for the provision of infrastructure as specified in this DCP, as required under Section 46QB(2) of the Planning and Environment Act 1987.

Should the Development Agency achieve savings on the DCP project, the funds collected will be used for alternative works in the same infrastructure class as specified by this DCP. Such funds may also be used for the provision of additional works, services or facilities where approved by the Minister responsible for the Planning and Environment Act, or will be refunded to developers and / or owners of land subject to these infrastructure charges.

14 Construction Cost Indexation

Capital costs of the DCP project is in 2017 dollars and will be indexed by the Collecting Agency quarterly to take account of inflation in line with the Australian Bureau of Statistics Producer Price Indexes, Road and Bridge Construction Index, Victoria.

15 Development Contributions Plan Review Period

This DCP commences on the date of incorporation into the Mornington Peninsula Planning Scheme.

The DCP is expected to be revised and updated every 5 years (or more frequently if required). This will require an amendment to the Mornington Peninsula Planning Scheme to replace this document with an alternative, revised document, or to remove the DCP from the Planning Scheme if works are completed. It is projected that works will be completed within 7 years of gazettal.

16 Collecting Agency (Agency Responsible for Collecting Infrastructure Levy)

The Mornington Peninsula Shire Council is the Collecting Agency pursuant to section 46K(1)(fa) of the Planning and Environment Act 1987 which means that it is the public authority to whom all levies are payable.

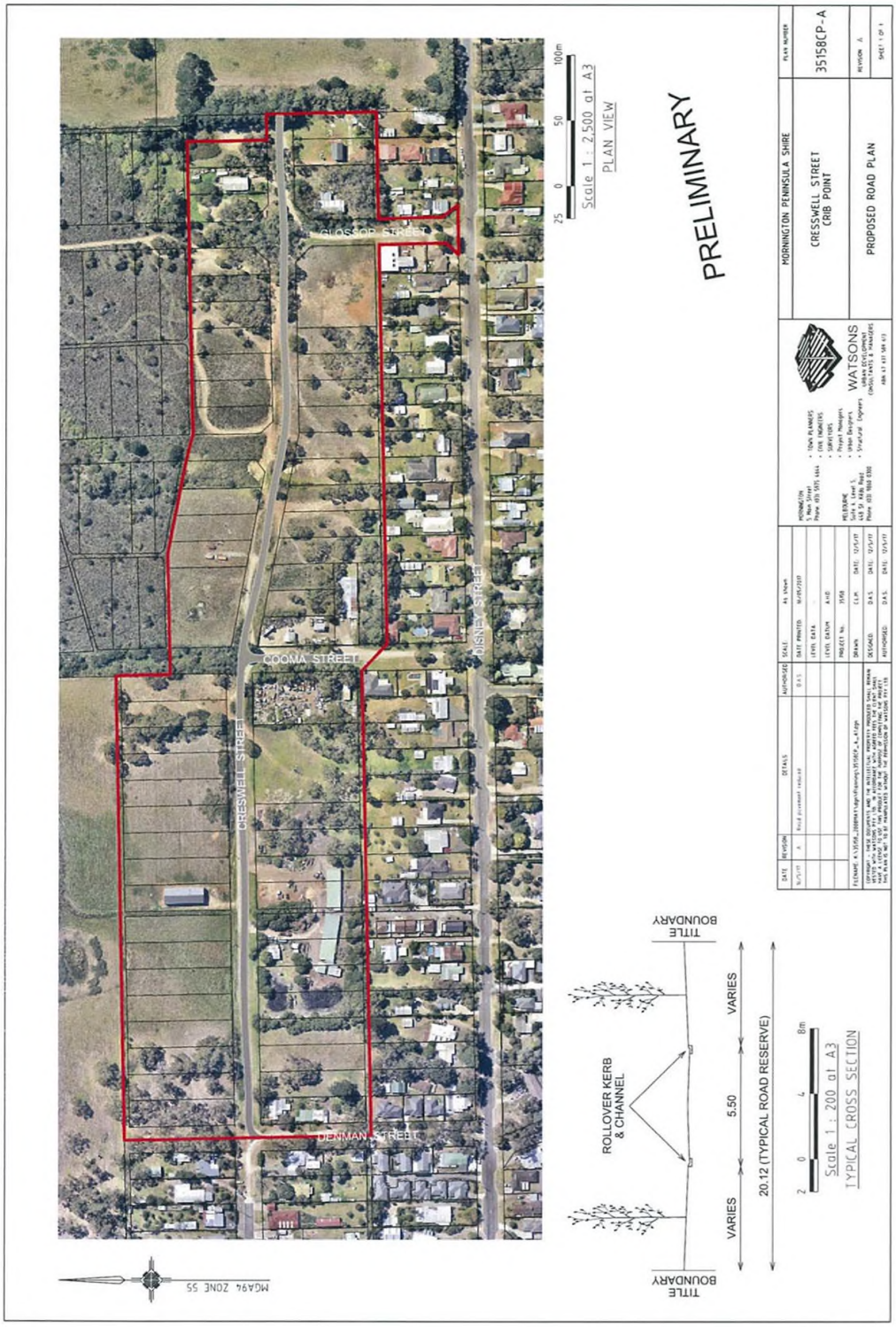
As the Collecting Agency, Mornington Peninsula Shire is also responsible for the administration of this DCP and also its enforcement pursuant to Section 46QC of the Act.

17 Development Agency (Agency Responsible for Works)

Mornington Peninsula Shire Council is the Development Agency and is

responsible for the provision of all the DCP Project identified in this DCP.

APPENDIX A


GLASSOP STREET
COOMA STREET
CRESWELL STREET
DISNEY STREET
DENMAN STREET
MGA94 ZONE 55
Scale 1 : 2,500 at A3
PLAN VIEW
PRELIMINARY
MORNINGTON PENINSULA SHIRE
CRESSWELL STREET
CRIB POINT
PROPOSED ROAD PLAN
35158CP-A
WATSONS
ROLLOVER KERB
& CHANNEL
TITLE BOUNDARY
VARIES
5.50
20.12 (TYPICAL ROAD RESERVE)
Scale 1 : 200 at A3
TYPICAL CROSS SECTION

April 2018 (Amended October 2017)

CRESWELL STREET EAST/ COOMA STREET - PROJECT COSTINGS, CRIB POINT
SCHEDULE OF PRELIMINARY ESTIMATED COSTS OF CONSTRUCTION
SUMMARY SHEET
PROJECT No. 35158
OCTOBER 2017 (AMENDED)

ITEM No.	ITEM DESCRIPTION	QUANTITY	UNIT	RATE	COST
1	Creswell Street - 5.5m wide back of kerb to back of kerb, asphalt pavement, stormwater drainage, (no footpath)	770	m	1,700	1,309,000
2	Cooma Street - 5.5m wide back of kerb to back of kerb, asphalt pavement, stormwater drainage, (no footpath)	90	m	1,700	153,000
3	Site clearing and vegetation removal (allow)	1	item	25,000	25,000
4	Local Area Traffic Management (LATM) traffic control devices	4	no	10,000	40,000
5	Localised WSUD drainage treatment facilities	9	no	10,000	90,000
6	Public Street Lighting (intersections & 40m spacing allowed)	15	no	3,800	57,000
7	Service relocation (water, sewerage, overhead power) (allowance)	1	item	70,000	70,000
8	Council Plan Checking & Supervision Fee (3.25% of Items 1 to 5)	1	no		52,553
9	Electrical Authority project fees (allow)	1	no	8,000	8,000
10	South East Water Development deed application fee, (allow)	1	no	1,000	1,000
11	Engineering Design & Project Management (allow 10.0% of Items 1 to 8)	1	no		174,400
12	Engineering Supervision & Contract Admin. (allow 2.5% of Items 1 to 8)	1	no		43,600
13	Engineering feature and level survey (allow)	1	no	15,000	15,000
14	Street lighting and cabling design (allow)	1	no	12,500	12,500
15	Geotechnical assessment for roads and drainage (allow)	1	no	20,000	20,000
16	Vegetation assessment report (allow)	1	no	10,000	10,000
17	WSUD drainage assessment (allow)	1	no	10,000	10,000
	TOTAL COST (excluding GST)				**2,091,053**
	Total Lots in Amendment C210 area				64
	Total Equivalent Lots in Amendment C210 area based on approximate 20.12m frontage				**72**
	Landowner Contribution to total cost at 70%				**1,463,737**
	Residual Cost based on Council Contribution to total cost at 30%				**627,316**
	Land Owner Contribution per equivalent Lot frontage (based on approximate 20.12m frontage)				**20,330**

CRESWELL STREET EAST / COOMA STREET - PROJECT COSTINGS, CRIB POINT
SCHEDULE OF PRELIMINARY ESTIMATED COSTS OF CONSTRUCTION
EXPLANATORY NOTES
PROJECT No. 35158
OCTOBER 2017 (AMENDED)

1. This estimate is based on Preliminary Road Concept Plan No. 35158CP-A (Rev.A) prepared by Watsons Pty Ltd.
2. This Schedule is based on preliminary information received from the Authorities and all items are subject to confirmation and review on receipt of Permits, agreements, formal conditions for development from service authorities, site inspections, surveys, geotechnical investigations, detailed designs and Tender prices for construction of works following finalisation of detailed engineering design.
3. Estimated costs of construction are based on other similar recent works and the rates and are expressed in October 2017 dollars. This schedule makes no allowance for inflation or indexation.
4. This cost estimate allows for the construction of a typical asphalt pavement with concrete kerb & channel to Council specifications. Pavement design will be subject to geotechnical investigation & design.
5. This schedule makes no allowance for unusual geotechnical conditions or groundwater issues or any associated costs including consultants, sub-consultants and specialist Contractors.
6. No allowance has been made for provision of Gas reticulation works.
7. No allowance has been made for fibre optic cabling within or external to the site.
8. No allowance has been made for the installation of electrical supply works other than supply for standard street lighting purposes.
9. Cost estimates do not allow for any streetscaping or specific landscaping costs.
10. GST amounts that may apply to construction works, fees, services or other costs have NOT been included.
11. This document is prepared solely for the use of Mornington Peninsula Shire Council. No responsibility to any other party is contemplated or accepted and any such parties relying on its contents do so entirely at their own risk.

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CRESWELL STREET / COOMA STREET - PROJECT COSTINGS, CRIB POINT
SCHEDULE OF PRELIMINARY ESTIMATED COSTS OF CONSTRUCTION
EXPLANATORY NOTES
PROJECT No. 35158
MAY 2017

1. This estimate is based on Preliminary Road Concept Plan No. 35158CP-A (Rev.A) prepared by Watsons Pty Ltd.

2. This Schedule is based on preliminary information received from the Authorities and all items are subject to confirmation and review on receipt of Permits, agreements, formal conditions for development from service authorities, site inspections, surveys, geotechnical investigations, detailed designs and Tender prices for construction of works following finalisation of detailed engineering design.

3. Estimated costs of construction are based on other similar recent works and the rates used make no allowance for inflation and revision of material and labour charges beyond the date of this report.

4. This cost estimate allows for the construction of a typical asphalt pavement with concrete kerb & channel to Council specifications. Pavement design will be subject to geotechnical investigation & design.

5. This schedule makes no allowance for unusual geotechnical conditions or groundwater issues or any associated costs including consultants, sub-consultants and specialist Contractors.

6. No allowance has been made for provision of Gas reticulation works.

7. Fibre optic (Item 1.9) allows for the provision of fibre optic ready Pit & Pipe as per NBN Co. requirements only. No allowance has been made for fibre optic cabling within or external to the site.

8. No allowance has been made for the installation of electrical supply works other than supply for standard street lighting purposes.

9. Cost estimates do not allow for any streetscaping or specific landscaping costs.

10. GST amounts that may apply to construction works, fees, services or other costs have NOT been included.

11. This document is prepared solely for the use of Mornington Peninsula Shire Council. No responsibility to any other party is contemplated or accepted and any such parties relying on its contents do so entirely at their own risk.

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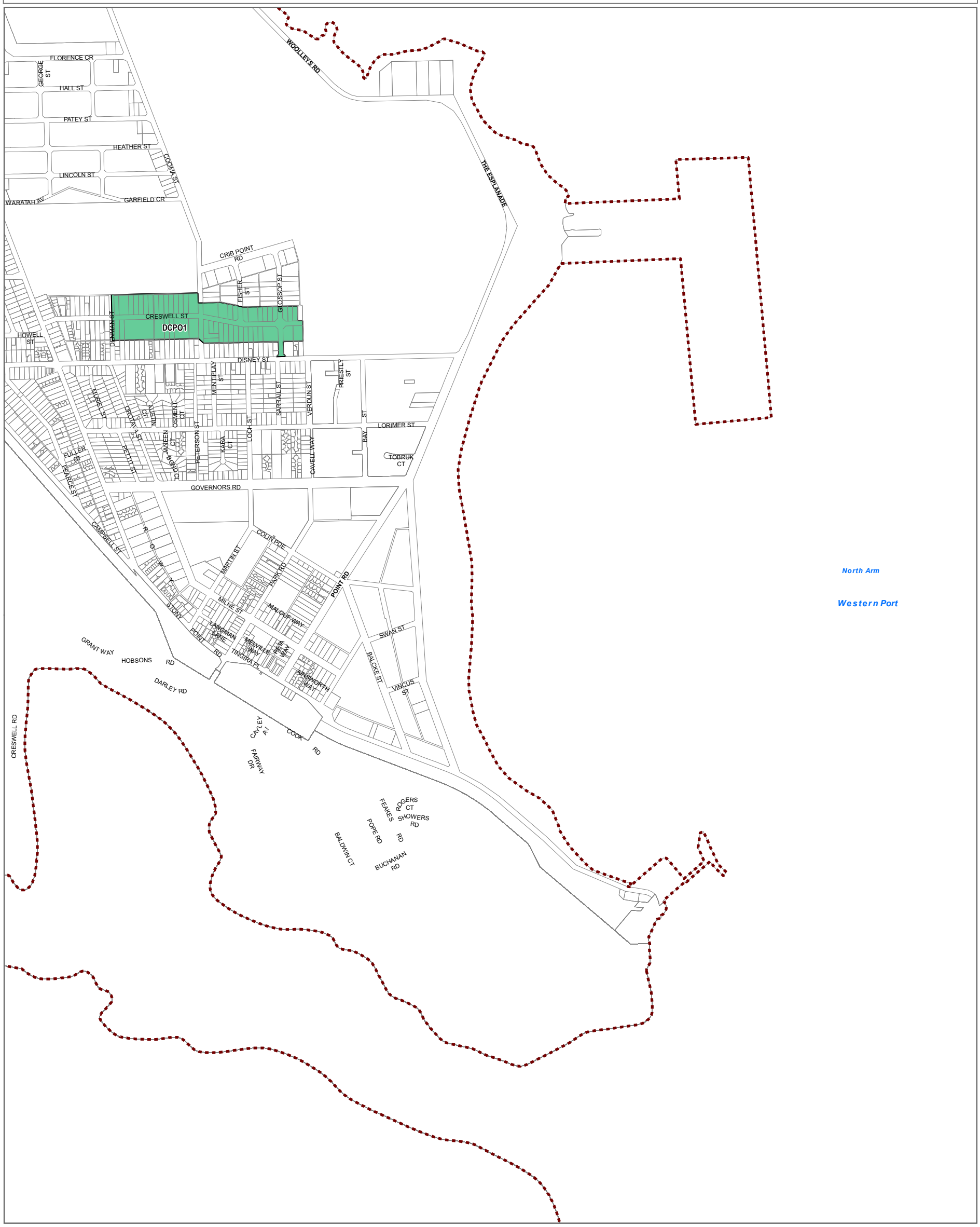
MORNINGTON PENINSULA PLANNING SCHEME - LOCAL PROVISION



LEGEND

DCPO1 - Development Contributions Plan Overlay - Schedule 1

Municipal Boundary

Land Outside Urban Growth Boundary

Disclaimer
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0 450 900
Meters

NORTH

Australian Map Grid Zone 55

Planning Group

AMENDMENT C210morn

Printed: 3/06/2019

VICTORIA State Government | Environment, Land, Water and Planning

INDEX TO ADJOINING SCHEME MAPS

DEVELOPMENT CONTRIBUTIONS PLAN OVERLAY

MAP No 33DCPO

Planning and Environment Act 1987

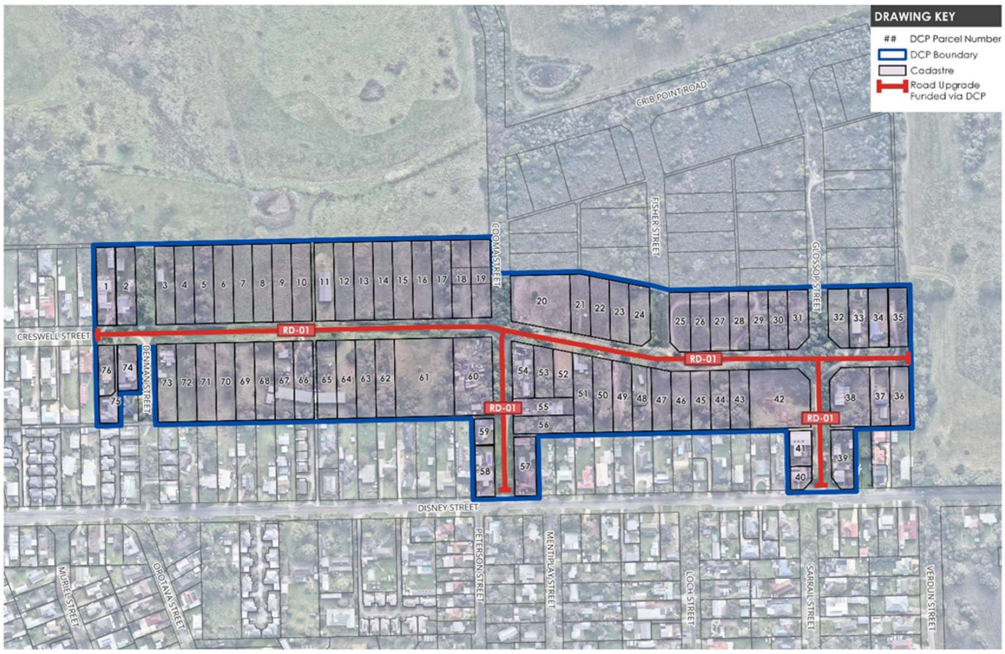
MORNINGTON PENINSULA PLANNING SCHEME

AMENDMENT C295morn

EXPLANATORY REPORT

Overview

The amendment replaces the Creswell Street East Crib Point Development Contributions Plan (Watsons, June 2024) incorporated document with the revised Creswell Street East, Crib Point Development Contributions Plan (Mesh Planning, December 2023) incorporated document, to provide for the funding and delivery of access and drainage infrastructure required to support the urban development of the 76 parcels within the Development Contributions Plan (DCP) area, as outlined in map 1 below.



Map 1: Land Affected by Amendment C295morn and the DCP Project extent

Where you may inspect this amendment

The amendment can be inspected free of charge at:

- Mornington Peninsula Shire Council website at www.mornpen.vic.gov.au/Building-Planning/Strategic-Planning/Planning-Scheme-Amendments.
- During office hours at the following Shire offices:
  - Rosebud Office – 90 Besgrove Street, Rosebud
  - Mornington Office – 2 Queen Street, Mornington
  - Hastings Office – 21 Marine Parade, Hastings

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- Department of Transport and Planning website at www.planning.vic.gov.au/public-inspection or by contacting the office on 1800 789 386 to arrange a time to view the amendment documentation.

Submissions

Any person may make a submission to the planning authority about the amendment. Submissions about the amendment must be received by **Friday 20 December 2024 at 5:00pm**.

A submission must be sent to the Mornington Peninsula Shire:

- **By online form** (preferred): visit www.mornpen.vic.gov.au/Building-Planning/Strategic-Planning/Planning-Scheme-Amendments and click on 'Amendment C295morn'
- **By email:** at strategic.admin@mornpen.vic.gov.au (use 'Amendment C295morn – submission' in the subject line)
- **By post:**
  Attention: Team Leader, Strategic Planning
  Re: Amendment C295morn - submission
  Mornington Peninsula Shire
  Private Bag 1000
  Rosebud VIC 3939

Panel hearing dates

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

- directions hearing: week beginning 30 June 2025.
- panel hearing: week beginning 11 August 2025.

Details of the amendment

Who is the planning authority?

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

The amendment has been made at the request of the Mornington Peninsula Shire Council.

Land affected by the amendment

The amendment applies to properties between 1 and 77 Creswell Street, and those fronting Cooma Street and Glossop Street between Creswell Street and Disney Street, Crib Point, as shown in map 2 below.

Map 2: Land Affected by Amendment C295morn

What the amendment does

The amendment replaces the Creswell Street East Crib Point Development Contributions Plan (Watsons, June 2024) incorporated document with the revised Creswell Street East, Crib Point Development Contributions Plan (Mesh Planning, December 2023) incorporated document, to provide for the funding and delivery of access and drainage infrastructure required to support the urban development of the 76 parcels within the DCP area.

Specifically, this amendment makes the following changes to the Overlay maps and Planning Scheme Ordinance:

Overlay maps

- Mornington Peninsula Planning Scheme map number 33DCPO has been amended to include a further 12 properties which are to be included within the DCP area.

Planning Scheme ordinance

- Amends Schedule 1 to Clause 45.06 (Development Contributions Plan Overlay) (DCPO1) to enable implementation of the Creswell Street East, Crib Point Development Contributions Plan (Mesh Planning, December 2023) incorporated document.
- Amends Schedule 1 to Clause 52.17 (Native Vegetation) to exempt vegetation required to be removed as shown in the Creswell Street East, Crib Point Development Contributions Plan (Mesh Planning, December 2023) incorporated document.
- Amends the Schedule to Clause 72.04 to remove reference to the existing Creswell Street East Crib Point Development Contributions Plan (Watsons, June 2024) incorporated document and instead reference the new incorporated document titled Creswell Street East, Crib Point Development Contributions Plan (Mesh Planning, December 2023).

Strategic assessment of the amendment

Why is the amendment required?

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The amendment is required to enable a coordinated approach to the funding and delivery of local road and drainage infrastructure required to support residential development within the DCP area.

In 2019, Amendment C210morn rezoned some land within Creswell Street and Cooma Street, Crib Point from Industrial 3 Zone (INZ3) to Schedule 1 to the Neighbourhood Residential Zone (NRZ1) to facilitate residential development of the land.

Amendment C210morn also introduced the DCPO1, which applied the Creswell Street East, Crib Point Development Contributions Plan, 2018 incorporated document (the Original DCP) to provide a formal, lawful, and equitable way to collect contributions from new development to help fund the delivery of infrastructure required to service the residential land.

This amendment replaces the existing:

- Schedule 1 to Clause 45.06 (Development Contributions Plan Overlay) with the revised DCPO1; and
- Creswell Street East Crib Point Development Contributions Plan (Watsons, June 2024) incorporated document with the revised Creswell Street East, Crib Point Development Contributions Plan (Mesh Planning, December 2023) incorporated document.

The Mornington Peninsula Shire Council recently completed a review of the Original DCP which identified several issues, the most significant being that the project costs included in the existing Development Contributions Plan do not reflect the current construction costs.

As a result, a revised Development Contributions Plan has been prepared which:

- Extends the local road and drainage works to include the eastern edge of Creswell Street so it meets the existing road pavement and upgrade Cooma Street and Glossop Street between Creswell Street and Disney Street. As a result, the total length of unmade local roads to be upgraded has increased from 860 linear metres in the Original DCP to 1,138 linear metres in the revised DCP. The extension of the road and drainage upgrades will provide an improved outcome for the local residents and deliver two upgraded north-south local access roads.

- Retains the project type and scope i.e. the road cross-section remains the same as that in the Creswell Street East Crib Point Development Contributions Plan (Watsons, June 2024) incorporated document and includes the construction of a 5.5 metre wide asphalt pavement and stormwater drainage but does not include construction of a footpath.

- Increases the DCP area as the extent of the upgrade of the local unmade roads has increased. The DCP area has been increased to include all properties immediately adjacent to the unmade local roads that will be upgraded, as a result 12 additional properties are included in the revised DCP.

- Increases the total costs included in the DCP to account for the extended road length, updated construction costs based on detailed design plans, Quantity Surveyor estimates, includes finance costs to deliver the project by 30 June 2028, and plan preparation costs.

- Increases the DCP charges required due to the increase in total DCP costs.

- Apportions 70% of all DCP projects including the road and drainage infrastructure construction, plan preparation and finance costs to the landowners benefiting from the localised infrastructure. This level of apportionment was applied to the Original DCP which funded road and drainage infrastructure construction only. Council will fund the remaining 30% of the total DCP project costs.

- Increases the delivery timeframe of the project to 30 June 2028.

- Revises the demand units from linear metre of lot frontage as defined in the Original DCP to metre square of lot area.

- Includes a vegetation removal plan identifying the vegetation to be removed from private and public land, to allow for the construction of the road and drainage infrastructure required to be delivered by the DCPO1.

  Further, the Schedule 1 to Clause 52.17 (Native Vegetation) is amended to exempt vegetation required to be removed as shown in the Development Contributions Plan. This provides an exemption for the Development Agency (the Mornington Peninsula Shire) from requiring a planning permit to remove, destroy or lop native vegetation.

It is noted that the Original DCP has previously been amended twice by two separate planning scheme amendments approved and gazetted in 2024 as follows:

- In June 2024, Amendment C300morn extended the expiry date of the DCP by 2 years, from 6 June 2024 to 6 June 2026 to ensure the DCP remains in place so Council can retain contributions collected to date and continue to collect contributions while Amendment C295morn to introduce the proposed new DCP is being progressed.

- In July 2024, Amendment C305morn corrected obvious technical errors that occurred as part of Amendment C300morn by:

  - Inserting an exemption in the DCP for small second dwellings consistent with Amendment VC249 which exempted small second dwellings from DCP requirements in all Victorian planning schemes as of 15 January 2024.

  - Updating the date of the DCP from 2018 to June 2024 in recognition of the changes made by Amendment C300morn.

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

The amendment implements the following objectives of the *Planning and Environment Act 1987* (the Act) set out in section 4(1):

(a) *to provide for the fair, orderly, economic and sustainable use, and development of the land.*

The amendment will result in the fair, orderly, economic and sustainable use and development of land by providing a formal, lawful and equitable method to collect contributions to fund and enable the construction of the local unmade roads and necessary drainage infrastructure.

(c) *to ensure a pleasant, efficient and safe working, living and recreational environment for all Victorians and visitors to Victoria.*

The amendment will provide for the upgrade of existing local unmade roads and the provision of necessary drainage infrastructure to support the growth of the area and result in an improved level of amenity and safety for those landowners and residents.

(e) *to protect public utilities and other assets and enable the orderly provision and co-ordination of public utilities and other facilities for the benefit of the community.*

(f) *to facilitate development in accordance with the objectives set out in paragraphs (a), (b), (c), (d) and (e).*

(g) *to balance the present and future interests of all Victorians.*

The amendment enables the collection of development contributions to ensure that future residents are provided with appropriate infrastructure required to facilitate development in a logical manner.

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

Environmental effects
The amendment provides for the removal of native vegetation (from private and public land) required to facilitate the upgrade of the local unmade roads by creating an exemption within the Schedule to

Clause 52.17 (Native Vegetation). Despite this exemption, the Mornington Peninsula Shire Council has resolved to voluntarily provide appropriate offsets to compensate for the proposed vegetation loss. The cost of providing the offsets will be funded by Council and is not included within the revised DCP.

Social effects
The amendment aims to facilitate the orderly development of the DCP area which will result in an improved level of amenity, servicing and safety for existing and future residents within sections of Creswell Street, Cooma Street and Glossop Street Crib Point, through the provision of new infrastructure.

Under the revised DCP, the infrastructure will be delivered by 30 June 2028, which is in advance of receiving all the necessary development contributions.

Economic effects
The amendment provides for the fair funding and delivery of infrastructure required to service recently rezoned residential land. Specifically, the revised DCP enables Mornington Peninsula Shire Council to equitably apportion and collect development infrastructure levies to facilitate $4,720,000 million worth of road and drainage infrastructure required for the local network. The amendment provides for 70% apportionment of development costs to affected landowners with Mornington Peninsula Shire Council to fund the remaining 30% of the total DCP costs.

While the amendment results in increased development costs for designated landowners, it is expected to have a positive effect on future private sector investment in the immediate area as landowners develop land for residential purposes.

Does the amendment address relevant bushfire risk?

The area subject to the DCPO1 is not affected by a Bushfire Management Overlay but is mostly within a bushfire prone area.

The amendment meets bushfire policy in Clause 13.02 of the Planning Scheme because it will not facilitate any increase to the risk to life, property, community, infrastructure or the natural environment from bushfire. The amendment will not result in an intensification of development greater than that already allowed via the existing NRZ1. Future residential development will be required to respond to the local bushfire hazard at the building permit stage.

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

The amendment complies with the requirements of the Ministerial Direction – The Form and Content of Planning Schemes (section 7(5) of the Act).

The amendment complies with the *Ministerial Direction on the Preparation and Content of Development Contributions Plans and the Ministerial Reporting Requirements for Development Contributions Plans*. The Ministerial Direction specifies the items which may be funded through a DCP. Items of relevance to this amendment include:

b) Construction of roads, including the construction of bicycle and footpaths, and traffic management and control devices.

e) Drainage works.

Ministerial Direction No. 11 – Strategic Assessment of Amendments

The amendment complies with Ministerial Direction No. 11 (Strategic Assessment of Amendments) under section 12 of the Act. The amendment is consistent with this direction which ensures a comprehensive strategic evaluation of a planning scheme amendment and the outcomes it produces. This explanatory report provides a comprehensive strategic evaluation of the amendment and the outcomes it produces.

Ministerial Direction No. 1 - Potentially Contaminated Land

The amendment complies with the requirements of *Ministerial Direction No. 1 Potentially Contaminated Land* under Section 12 (2) of the Act because it is consistent with, and does not make any changes to, the Environmental Audit Overlay (EAO) which was applied to several properties within the amendment area as part of previous Amendment C210morn which rezoned the subject area from INZ3 to NRZ1 and applied the Original DCP. As a result of applying the EAO, the views of the Environment Protection Authority (EPA) will be considered by way of planning permit triggers, before a sensitive use can be undertaken on land identified as potentially contaminated based on a history of land uses within the subject area, as addressed by Amendment C210morn. The Planning Authority is therefore satisfied that the amendment complies with the requirements of Ministerial Direction No.1.

Ministerial Direction No. 15 – The Planning Scheme Amendment Process

Amendment C295morn will comply with this direction which sets requirements and timeframes for completing steps in the planning scheme amendment process.

Ministerial Direction No. 17 – Localised Planning Statements

The amendment is consistent with Ministerial Direction No.17 Localised Planning Statements under section 12(2)(a) of the Act.

The Mornington Localised Planning Statement has the following relevant Objective:

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

Strategy 22 under this Objective provides that:

''*Future planning for the settlements on the Peninsula will be based on principles of good design, Integrated Local Area Planning and Environmentally Sustainable Development, all in accordance with the character, scale, role and functions of each settlement, including*'':

22. a) ensuring a proper balance and coordination between increases in housing and population and access to employment, services, health and education facilities, open space, parkland and other infrastructure that meets the needs of the community.

22. d) the provision of appropriate drainage, sewerage and other infrastructure to manage the impact of human settlement and activity on the environment.

Delivery of the DCP infrastructure will ensure that existing and future residents within the amendment area will be provided the necessary local infrastructure required to support the urban development of land, resulting in an improved level of amenity, servicing and safety.

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

The amendment is consistent with the following clauses of the Planning Policy Framework and will assists in achieving objectives of the clauses:

Clause 11.01-1S – Settlement

The amendment is consistent with the objective of this Clause ''*to facilitate the sustainable growth and development of Victoria and deliver choice and opportunity for all Victorians through a network of settlements*'' as it will provide the necessary local infrastructure required to support the urban development of the area and result in an improved level of amenity and safety for the residents within sections of Creswell, Cooma and Glossop Streets, Crib Point.

Clause 11.02-1S – Supply of urban land

The amendment is consistent with the objective ''*to ensure a sufficient supply of land is available for residential, commercial, retail, industrial, recreational, institutional and other community uses*'' by

providing the necessary transport and drainage infrastructure required to unlock the urban development of the adjoining land.

Clause 19.03-1S – Development and infrastructure contributions plans

The amendment is consistent with the objective *"to facilitate the timely provision of planned infrastructure to communities through the preparation and implementation of development contributions plans and infrastructure contributions plans"* as it provides for the early provision of local infrastructure whereby the costs are shared equitably across the benefitting catchment.

Clause 19.03-2S – Infrastructure design and provision

The amendment is consistent with the objective *"to provide timely, efficient and cost-effective development infrastructure that meets the needs of the community"* as the transport and drainage infrastructure project has been subject to detailed design and costing.

Clause 19.03-3S – Integrated water management and Clause 19.03-3L – Integrated water management – Mornington Peninsula

The amendment is consistent with the objective *"to sustainably manage water supply and demand, water resources, wastewater, drainage and stormwater through an integrated water management approach"* as the infrastructure to be delivered will mitigate flooding of the area by managing stormwater discharge in the area.

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

The amendment supports Clause 02.02 (Vision) to *"create thriving, accessible and inclusive places to live, work and visit"* and *"support an integrated transport and connectivity network*" by providing for the fair funding and delivery of road and drainage infrastructure to service the needs of recently rezoned residential land.

While the amendment provides for an exemption to remove native vegetation required to construct the infrastructure, Mornington Peninsula Shire Council has committed to voluntarily pay for and provide appropriate offsets. This commitment supports the objective of Clause 02.03-3 (Environmental and landscape values) to "*protect and conserve habitat areas and linking corridors to encourage wildlife survival*".

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

The amendment makes proper use of the Victoria Planning Provisions by replacing the existing DCPO1 and Creswell Street East Crib Point Development Contributions Plan (Watsons, June 2024) incorporated document with the revised Creswell Street East Crib Point Development Contributions Plan (Mesh Planning, December 2023) to provide for the fair funding and delivery of public infrastructure. The Development Contributions Plan Overlay is the most appropriate tool to achieve this outcome.

Further, the amendment removes the need for a planning permit to remove native vegetation (from public and private land) required to deliver the infrastructure by creating an exemption at the Schedule to Clause 52.17 (Native Vegetation). This exemption reduces the administrative burden on the Mornington Peninsula Shire Council as the Development Agency to deliver infrastructure needed to service recently rezoned residential land.

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

The views of the Department of Transport and Planning were obtained during preparation of the amendment.

The views of other agencies will be sought during the exhibition of the amendment.

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

The amendment will not have a significant impact on the transport system, as defined by Section 3 of the *Transport Integration Act 2010*.

The amendment provides for the sealing of local roads to service recently rezoned residential properties.

Resource and administrative costs

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

The amendment will have minimal impact on the resources and administrative costs of the responsible authority. It does not introduce any new planning provisions (or associated planning permit requirements). Rather, the amendment replaces the existing Creswell Street East Crib Point Development Contributions Plan (Watsons, June 2024) incorporated document with the revised Creswell Street East, Crib Point Development Contributions Plan (Mesh Planning, December 2023) incorporated document.

Planning and Environment Act 1987

MORNINGTON PENINSULA PLANNING SCHEME

AMENDMENT C295morn

INSTRUCTION SHEET

The planning authority for this amendment is the Mornington Peninsula Shire.

The Mornington Peninsula Planning Scheme is amended as follows:

Planning Scheme Maps

The Planning Scheme Maps are amended by a total of 1 attached map sheet.

Overlay Maps

1. Amend Planning Scheme Map No. 33DCPO in the manner shown on the 1 attached map marked "Mornington Peninsula Planning Scheme, Amendment C295morn".

Planning Scheme Ordinance

The Planning Scheme Ordinance is amended as follows:

2. In **Overlays** – Clause 45.06, replace Schedule 1 with a new Schedule 1 in the form of the attached document.

3. In **Particular Provisions** – Clause 52.17, replace the Schedule with a new Schedule in the form of the attached document.

4. In **Operational Provisions** – Clause 72.04, replace the Schedule with a new Schedule in the form of the attached document.

06 /06 /202 19
Proposed C295 10morn

SCHEDULE 1 TO CLAUSE 45.06 DEVELOPMENT CONTRIBUTIONS PLAN OVERLAY

Shown on the planning scheme map as **DCPO1.**

CRESWELL STREET EAST, DEVELOPMENT CONTRIBUTIONS PLAN

1.0 Area covered by this development contributions plan

06 /06 /202 19
Proposed C210 95morn

Land at Crib Point subject to Amendment C210 to the Mornington Peninsula Planning Scheme and shown on the planning scheme maps as DCPO1.The Creswell Street East, Crib Point Development Contributions Plan applies to properties located between 1 and 77 Creswell Street, and those properties fronting Cooma Street and Glossop Street between Creswell Street and Disney Street, Crib Point.

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2.0 Summary of costs

06 /06 /2019 2
Proposed C210 95morn

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Facility	Total cost $	Time of provision	Actual cost contribution attributable to development $	Proportion of cost attributable to development %
Road and Drainage Upgrade Infrastructure	$5,559,6682,091,053	Consistent with the See Creswell Street East, Crib Point Development Contributions Plan, (Mesh Planning, April 2018 December 2023) incorporated document.	$3,891,7681,463737	70%
TOTAL	**$5,559,6682,091,053**	**-**	**$3,891,7681,463,737**	**70%**

3.0 Summary of contributions

06 /06 /202 19
Proposed C210 95morn

Facility	Levies payable by the development ($)					
	Development infrastructure		Community infrastructure		All infrastructure	
	residential per m²	non-residential	residential	non-residential	residential per m²	non-residential
Road and Drainage Upgrade	$33.9820,330	$0	$0	$0	$33.9820,330	$0
TOTAL	**$33.9820,330**	**$0**	**$0**	**$0**	**$33.9820,330**	**$0**

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Note: $ per equivalent lot frontage (based on the approximate 20.12m frontage)

All capital costs of infrastructure items are expressed in October 2017 dollars and will be indexed by the Collecting Agency quarterly to take account of inflation in line with the Australian Bureau of Statistics Producer Price Indexes, Road and Bridge Construction Index Victoria.

4.0 Land or development excluded from development contributions plan

~~06_/06_/20192~~-Proposed C2~~1095~~morn

~~None specified.~~The following land or development is exempt from the provisions of this overlay:

- Non-government school.
- Housing provided by or on behalf of the Department of Health and Human Services.
- Small second dwelling.
- In addition to the Ministerial Directions, pursuant to Section 16 of the *Planning and Environment Act 1987*, the Governor in Council directs that planning schemes shall not be binding on the use and development of land carried out by or on behalf of the following Ministers:
  - Minister for Education
  - Minister for Health
  - Minister for Skills and Workforce Participation
- Land which has an existing Section 173 Agreement under the Act and/or a Deed of Agreement which requires the payment of a contributions levy and/or construction infrastructure/provision of land.
- Land owned and operated by South East Water site.

~~Note: This schedule sets out a summary of the costs and contributions prescribed in the development contributions plan. Refer to the incorporated development contributions plan for full details.~~

Note: See the Creswell Street East, Crib Point Development Contributions Plan (Mesh Planning, December 2023) incorporated document on how to account for contributions made before the approval date.

Note: This schedule sets out a summary of the costs and contributions prescribed in the development contributions plan. Refer to the Creswell Street East, Crib Point Development Contributions Plan (Mesh Planning, December 2023) incorporated document for full details.

Note: Construction costs are expressed in May 2023 dollars. Costs will be indexed quarterly by the Collecting Agency, with the first indexation to account for the time between the estimate date and the first indexation following gazettal as outlined in the Creswell Street East, Crib Point Development Contributions Plan (Mesh Planning, December 2023) incorporated document.

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MORNINGTON PENINSULA PLANNING SCHEME

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Proposed C295morn

SCHEDULE 1 TO CLAUSE 45.06 DEVELOPMENT CONTRIBUTIONS PLAN OVERLAY

Shown on the planning scheme map as **DCPO1.**

CRESWELL STREET EAST, CRIB POINT DEVELOPMENT CONTRIBUTIONS PLAN

1.0 Area covered by this development contributions plan

--/--/----
Proposed C295morn

The Creswell Street East, Crib Point Development Contributions Plan applies to properties located between 1 and 77 Creswell Street, and those properties fronting Cooma Street and Glossop Street between Creswell Street and Disney Street, Crib Point.

2.0 Summary of costs

--/--/----
Proposed C295morn

Facility	Total cost $	Time of provision	Actual cost contribution attributable to development $	Proportion of cost attributable to development %
Road and Drainage Upgrade	$5,559,668	See Creswell Street East, Crib Point Development Contributions Plan (Mesh Planning, December 2023) incorporated document.	$3,891,768	70%
TOTAL	**$5,559,668**	**-**	**$3,891,768**	**70%**

3.0 Summary of contributions

--/--/----
Proposed C295morn

Facility	Levies payable by the development ($)					
	Development infrastructure		Community infrastructure		All infrastructure	
	residential per m²	non-residential	residential	non-residential	residential per m²	non-residential
Road and Drainage Upgrade	$33.98	0	$0	$0	$33.98	$0
TOTAL	**$33.98**	**$0**	**$0**	**$0**	**$33.98**	**$0**

4.0 Land or development excluded from development contributions plan

--/--/----
Proposed C295morn

The following land or development is exempt from the provisions of this overlay:

- Non-government school.
- Housing provided by or on behalf of the Department of Health and Human Services.
- Small second dwelling.
- In addition to the Ministerial Directions, pursuant to Section 16 of the *Planning and Environment Act 1987*, the Governor in Council directs that planning schemes shall not be binding on the use and development of land carried out by or on behalf of the following Ministers:
  - Minister for Education
  - Minister for Health
  - Minister for Skills and Workforce Participation

MORNINGTON PENINSULA PLANNING SCHEME

- Land which has an existing Section 173 Agreement under the Act and/or a Deed of Agreement which requires the payment of a contributions levy and/or construction infrastructure/provision of land.
- Land owned and operated by South East Water site.

Note: See the Creswell Street East, Crib Point Development Contributions Plan (Mesh Planning, December 2023) incorporated document on how to account for contributions made before the approval date.

Note: This schedule sets out a summary of the costs and contributions prescribed in the development contributions plan. Refer to the Creswell Street East, Crib Point Development Contributions Plan (Mesh Planning, December 2023) incorporated document for full details.

Note: Construction costs are expressed in May 2023 dollars. Costs will be indexed quarterly by the Collecting Agency, with the first indexation to account for the time between the estimate date and the first indexation following gazettal as outlined in the Creswell Street East, Crib Point Development Contributions Plan (Mesh Planning, December 2023) incorporated document.

22 --/07 --/202 -1
Proposed C295morn

SCHEDULE TO CLAUSE 52.17 NATIVE VEGETATION

1.0 Scheduled area

22 --/ --07/202 -1
Proposed C295morn

Area	Description of native vegetation for which no permit is required to remove, destroy or lop
None specifiedLand in Crib Point that is generally subject to the Schedule 1 to the Development Contributions Plan Overlay.	All native vegetation which is shown to be removed within the Creswell Street East, Crib Point Development Contributions Plan (Mesh Planning, December 2023) incorporated document.

2.0 Scheduled weed

22 --/07 --/2021 -
Proposed C295morn

Area	Description of weed
Whole municipality	Sweet Pittosporum *(Pittosporum undulatum)*

MORNINGTON PENINSULA PLANNING SCHEME

22/07/2021
C255morn

SCHEDULE TO CLAUSE 52.17 NATIVE VEGETATION

1.0 Scheduled area

--/--/----
Proposed C295morn

Area	Description of native vegetation for which no permit is required to remove, destroy or lop
Land in Crib Point that is generally subject to the Schedule 1 to the Development Contributions Plan Overlay.	All native vegetation which is shown to be removed within the Creswell Street East, Crib Point Development Contributions Plan (Mesh Planning, December 2023) incorporated document.

2.0 Scheduled weed

22/07/2021
C255morn

Area	Description of weed
Whole municipality	Sweet Pittosporum *(Pittosporum undulatum)*

MORNINGTON PENINSULA PLANNING SCHEME

15/01/2024
VC249

SCHEDULE TO CLAUSE 72.04 INCORPORATED DOCUMENTS

1.0 Incorporated documents

--/--/----
Proposed C295morn

Name of document	Introduced by:
▪ Alexandra Park Pavilion Redevelopment, (275 Main Street, Mornington), Incorporated Plan, September 2021	C263morn
▪ Creswell Street East, Crib Point Development Contributions Plan (Mesh Planning, December 2023)	C295morn
Documents Incorporated Under Clause 45.12 - Specific Controls Overlay	
▪ Moorooduc Coolstore, August 2015	C192
▪ Trig Point Subdivision, April 1999	NPS1
▪ The National Golf Course and Cape Schanck Resort Development, November 2020	C279morn
▪ Mt Eliza Centre Subdivision, April 1999	NPS1
▪ Mornington Homemaker Centre, April 1999	NPS1
▪ Inghams Somerville Redevelopment Incorporated Document, February 2010	C139
▪ Golf Links Road and Grant Road (Peninsula Link to Frankston-Flinders Road) Upgrade Project Incorporated Document, November 2019	GC158
79 Bungower Road, Somerville, September 2021	C283morn
Documents Incorporated Under Clause 51.01 - Specific Sites and Exclusions:	
▪ Conditions for Use and Development of a Patrol Base and associated works for the Rosebud & District Life Saving Club, July 2001	C30
▪ Hydrogen Liquefaction and Loading Terminal – Pilot Project Hastings, July 2018	C250
▪ Kinfauns Development Plan, April 2004	C73(Part 1)
▪ Peninsula Link Project, Incorporated Document, July 2009 (amended June 2011 and February 2014)	C195
▪ Subdivision prohibition in the Public Conservation and Resource Zone outside the Urban Growth Boundary, April 2014	C176(Part 2)
▪ Searoad Ferries – Sorrento Terminal Building and Associated Uses and Works Incorporated Document, October 2017	C209
Figure 3 Mornington Peninsula Shire Council Ballar Creek, Mount Eliza Landslide Zone Plan, 11 July 2000	C17
Flinders Christian Community College, Master Plan, November 2009	C94
Hastings Energy Generation Facility Incorporated Document, February 2023	C297morn
Hastings Port Industrial Area Land Use Structure Plan, April 1996	NPS1
Moonah Links Comprehensive Development Plan, May 1999	C2
Plans Incorporated under Clause 43.01-2	
▪ Plan No. 1 Merricks General Store, July 2004	C65(Part 2)

MORNINGTON PENINSULA PLANNING SCHEME

Name of document	Introduced by:
▪ Plan No. 2 Crib Point Public Cemetery, February 2005	C65(Part 2)
▪ Plan No. 3 Palm Beach Estate Somers, February 2005	C65(Part 2)
Restructure Plans Incorporated Under Clause 45.05	
▪ Arthurs Seat Restructure Plan, March 2004	C67
▪ Bittern Crib Point Restructure Plan, April 2013	C135(Part 1)
▪ Disney Street Industrial Restructure Plan, April 2004	C68(Part 1)
▪ Hastings Business 4 Restructure Plan, October 2009	C126(Part 1)
▪ Hellicars Road Estate Restructure Plan, April 2004	C68(Part 1)
▪ Naval Base Estate Restructure Plan, March 2012	C135(Part 1)
▪ St Andrews Beach Restructure Plan, March 2012	C135(Part 1)
Statements of Significance Incorporated under Clause 43.01	
▪ 12 Graydens Road, Tyabb Statement of Significance, December 2020	C262mornPt1
▪ Camp Buxton, 39-45 Marine Parade and part 45-57 Marine Parade, Shoreham Statement of Significance, September 2022	C239morn
▪ Fenton Hall, 181 Bittern-Dromana Road, Merricks North Statement of Significance, September 2022	C239morn
▪ Mornington Peninsula Shire Heritage Review Stage 2, Statements of Significance, December 2018	C214morn
▪ House, 118 Salmon Street Hastings, Statement of Significance, December 2018	C214morn
▪ House, 95 Salmon Street, Hastings, Statement of Significance, December 2018	C214morn
▪ Hastings Uniting Church Chapel, 121 Marine Parade, Hastings, Statement of Significance, December 2018	C214morn
▪ 1146 Frankston-Flinders Road, Somerville Statement of Significance, December 2020	C262mornPt1
▪ 1 Bucher Place, Rosebud Statement of Significance, August 2021	C262mornPt1
▪ 40 Nestle Court, Arthurs Seat Statement of Significance, July 2021	C262mornPt1
▪ 1 Brooke Crescent, Blairgowrie Statement of Significance, July 2021	C262mornPt1
▪ 26 Back Beach Road, Portsea Statement of Significance, August 2021	C262mornPt1
▪ 12 Derrick Street, Blairgowrie Statement of Significance, July 2021	C262mornPt1
▪ 15 The Loop, Blairgowrie Statement of Significance, July 2021	C262mornPt1
▪ 4 Tallarook Street, Blairgowrie Statement of Significance, July 2021	C262mornPt1
▪ 11 Grosvenor Court, Portsea Statement of Significance, July 2021	C262mornPt1
▪ 6 Merrylands Avenue, Portsea Statement of Significance, July 2021	C262mornPt1
▪ 8 Merrylands Avenue, Portsea Statement of Significance, July 2021	C262mornPt1

MORNINGTON PENINSULA PLANNING SCHEME

Name of document	Introduced by:
▪ 3715 Point Nepean Road, Portsea Statement of Significance, July 2021	C262mornPt1
▪ 3861-3863 Point Nepean Road, Portsea Statement of Significance, July 2021	C262mornPt1
▪ Road Reserve, Relph Avenue, Portsea, Statement of Significance, July 2021	C262mornPt1
▪ 3750-3752 Point Nepean Road, Portsea Statement of Significance, July 2021	C262mornPt1
▪ 3770-3772 Point Nepean Road, Portsea Statement of Significance, July 2021	C262mornPt1
▪ 3804 Point Nepean Road, Portsea Statement of Significance, July 2021	C262mornPt1
▪ 3808 Point Nepean Road, Portsea Statement of Significance, July 2021	C262mornPt1
▪ 11 Boroondara Road, Sorrento Statement of Significance, July 2021	C262mornPt1
▪ St Joseph's Primary School, 1-17 Constitution Hill Road, Sorrento Statement of Significance, July 2021	C262mornPt1
▪ St Mary's Presbytery and Mission House, 1-17 Constitution Hill Road, Sorrento Statement of Significance, July 2021	C262mornPt1
▪ St Mary's Star of the Sea Church, 1-17 Constitution Hill Road, Sorrento Statement of Significance, July 2021	C262mornPt1
▪ 27 Copping Road, Sorrento Sorrento Statement of Significance, July 2021	C262mornPt1
▪ 36-38 Darling Road, Sorrento Sorrento Statement of Significance, July 2021	C262mornPt1
▪ 1 Esplanade, Sorrento Sorrento Statement of Significance, July 2021	C262mornPt1
▪ 17 Esplanade, Sorrento Sorrento Statement of Significance, July 2021	C262mornPt1
▪ 115 Hemston Avenue, Sorrento Sorrento Statement of Significance, July 2021	C262mornPt1
▪ 5-7 Hotham Road, Sorrento Sorrento Statement of Significance, July 2021	C262mornPt1
▪ 12 Hotham Road, Sorrento Sorrento Statement of Significance, July 2021	C262mornPt1
▪ 92 Hurstwood Road, Sorrento Sorrento Statement of Significance, July 2021	C262mornPt1
▪ 11 James Street, Sorrento Sorrento Statement of Significance, July 2021	C262mornPt1
▪ 32 Kerferd Road, Sorrento Sorrento Statement of Significance, July 2021	C262mornPt1
▪ 39-41 Kerferd Road, Sorrento Sorrento Statement of Significance, July 2021	C262mornPt1
▪ 827 Melbourne Road, Sorrento Sorrento Statement of Significance, July 2021	C262mornPt1
▪ 849 Melbourne Road, Sorrento Sorrento Statement of Significance, July 2021	C262mornPt1

MORNINGTON PENINSULA PLANNING SCHEME

Name of document	Introduced by:
▪ 855-865 Melbourne Road, Sorrento Sorrento Statement of Significance, July 2021	C262mornPt1
▪ 881 Melbourne Road, Sorrento Sorrento Statement of Significance, July 2021	C262mornPt1
▪ 4 Morgan Street, Sorrento Sorrento Statement of Significance, July 2021	C262mornPt1
▪ 4-6 Netley Avenue, Sorrento Sorrento Statement of Significance, July 2021	C262mornPt1
▪ 8 Netley Avenue, Sorrento Sorrento Statement of Significance, July 2021	C262mornPt1
▪ 2-4 and 6-8 Ocean Beach Road, Sorrento Statement of Significance, July 2021	C262mornPt1
▪ 10-16 Ocean Beach Road, Sorrento Statement of Significance, July 2021	C262mornPt1
▪ 18-24 Ocean Beach Road, Sorrento Statement of Significance, July 2021	C262mornPt1
▪ 165 Ocean Beach Road, Sorrento Statement of Significance, July 2021	C262mornPt1
▪ 235 Ocean Beach Road, Sorrento Statement of Significance, July 2021	C262mornPt1
▪ 34-36 Ossett Street, Sorrento Statement of Significance, July 2021	C262mornPt1
▪ 3073 Point Nepean Road, Sorrento Statement of Significance, July 2021	C262mornPt1
▪ 3251 Point Nepean Road, Sorrento Statement of Significance, July 2021	C262mornPt1
▪ 3385 Point Nepean Road, Sorrento Statement of Significance, July 2021	C262mornPt1
▪ Sorrento Foreshore off Point Nepean Road, Sorrento Statement of Significance, July 2021	C262mornPt1
▪ 3399 Point Nepean Road, Sorrento Statement of Significance, July 2021	C262mornPt1
▪ 3409 Point Nepean Road, Sorrento Statement of Significance, July 2021	C262mornPt1
▪ 3461 Point Nepean Road, Sorrento Statement of Significance, July 2021	C262mornPt1
▪ 3489 Point Nepean Road, Sorrento Statement of Significance, July 2021	C262mornPt1
▪ 69 St Pauls Road, Sorrento Statement of Significance, July 2021	C262mornPt1
▪ 71 St Pauls Road, Sorrento Statement of Significance, July 2021	C262mornPt1
▪ 1 Bucher Place and 880 Point Nepean Road, Rosebud Statement of Significance, August 2021	C262mornPt2
▪ 14 Cove Avenue, Portsea Statement of Significance, February 2022	C262mornPt2
▪ 21-23 Blair Road, Portsea Statement of Significance, February 2022	C262mornPt2
▪ 29 Coppin Road, Sorrento Statement of Significance, February 2022	C262mornPt2
▪ 33 Campbells Road, Portsea Statement of Significance, February 2022	C262mornPt2
▪ 53 Franklin Road, Portsea Statement of Significance, February 2022	C262mornPt2
▪ 78 Normanby Road, Sorrento Statement of Significance, February 2022	C262mornPt2

MORNINGTON PENINSULA PLANNING SCHEME

Name of document	Introduced by:
▪ 100 Back Beach Road, Portsea Statement of Significance, February 2022	C262mornPt2
▪ 3421 Point Nepean Road, Sorrento Statement of Significance, February 2022	C262mornPt2
▪ 3482 Point Nepean Road, Sorrento Statement of Significance, June 2022	C291morn
▪ 3720 Point Nepean Road, Portsea Statement of Significance, February 2022	C262mornPt2
▪ Back Beach Road, Portsea Precinct Statement of Significance, February 2022	C262mornPt2
▪ East Sorrento Precinct Statement of Significance, February 2022	C262mornPt2
▪ Sorrento Cliff Top Precinct Statement of Significance, February 2022	C262mornPt2
▪ Sorrento Commercial Precinct Statement of Significance, February 2022	C262mornPt2
▪ Sorrento Foreshore Precinct Statement of Significance, February 2022	C262mornPt2
▪ Sorrento Residential Precinct Statement of Significance, February 2022	C262mornPt2
▪ 39 Graydens Road, Hastings, Statement of Significance, December 2020	C267morn
Sorrento Cemetery Incorporated Plan, February 2021	C262mornPt2
Heritage Design Guidelines: Sorrento Historic Precinct (Expires 30 June 2026)	C306morn

Creswell Street East Crib Point

Development Contribution Plans

Mornington Peninsula Shire Council

December 2023

mesh

Acknowledgement
Mesh acknowledges the Traditional Owners of the lands on which we work, and we pay our respects to Elders past, present and emerging.

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mesh
Level 2, 299 Clarendon Street South Melbourne VIC 3205
office. +61 3 9070 1166 | **meshplanning.com.au**

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1. PART ONE – SUMMARY OF CHARGES

Figure 1 illustrates the DCP project to be constructed and Table 1 provides an overview of the charges for the transport and drainage infrastructure project included in this Development Contributions Plan (DCP).

The DCP applies a development infrastructure levy to residential development located in the Creswell Street East, Crib Point. The DCP applies to all properties between 1 and 77 Creswell Street, and those fronting Cooma Street and Glossop Street between Creswell Street and Disney Street, Crib Point.

The DCP has been prepared to fund the construction of Creswell Street from the existing pavement to the eastern edge of the DCP area; and Cooma Street and Glossop Street between Creswell Street to Disney Street which is required to support the development of the area.

A more detailed explanation of the strategic basis, apportionment, method of calculation and the infrastructure projects is provided within the body of the DCP.

Figure 1: Overall DCP Project Plan

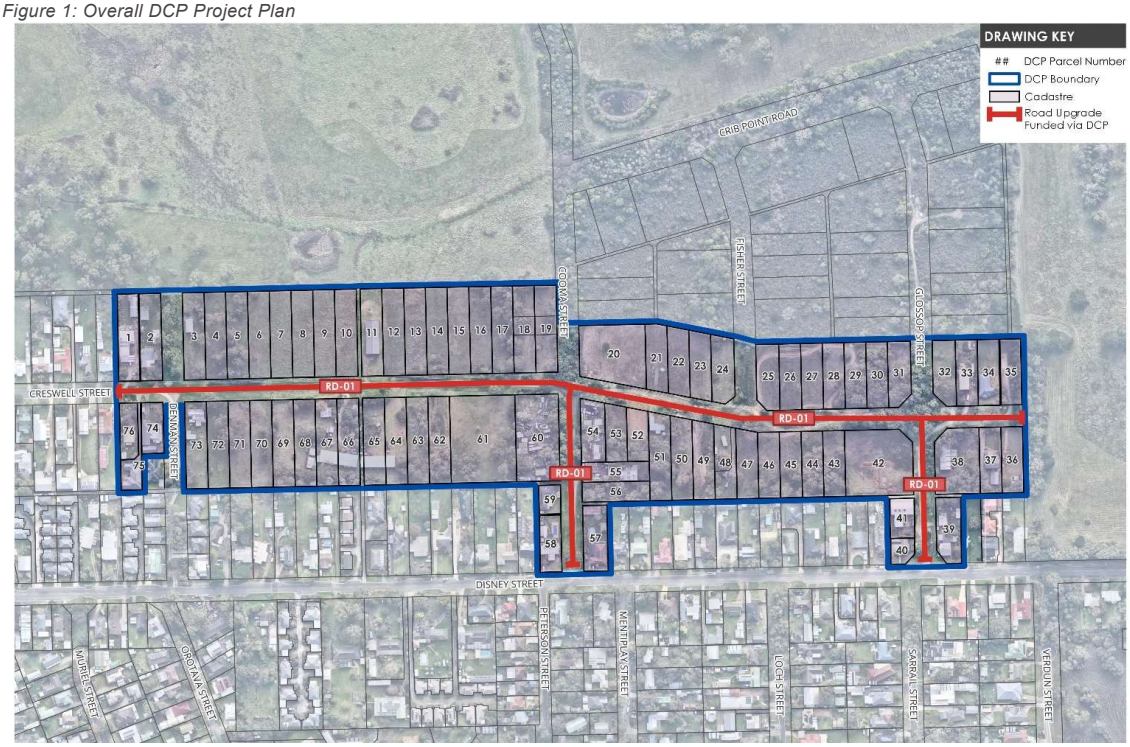


Table 1: Summary of Charges

Project Type	Total Project Cost	Total Cost to Charge Area	Per m2 Rate
ROADS & DRAINAGE	$4,720,000	$3,304,000	$28.85
FINANCE	$520,428	$364,300	$3.18
PLANNING	$319,240	$223,468	$1.95
TOTAL	**$5,559,668**	**$3,891,768**	**$33.98**

2. PART TWO – INTRODUCTION

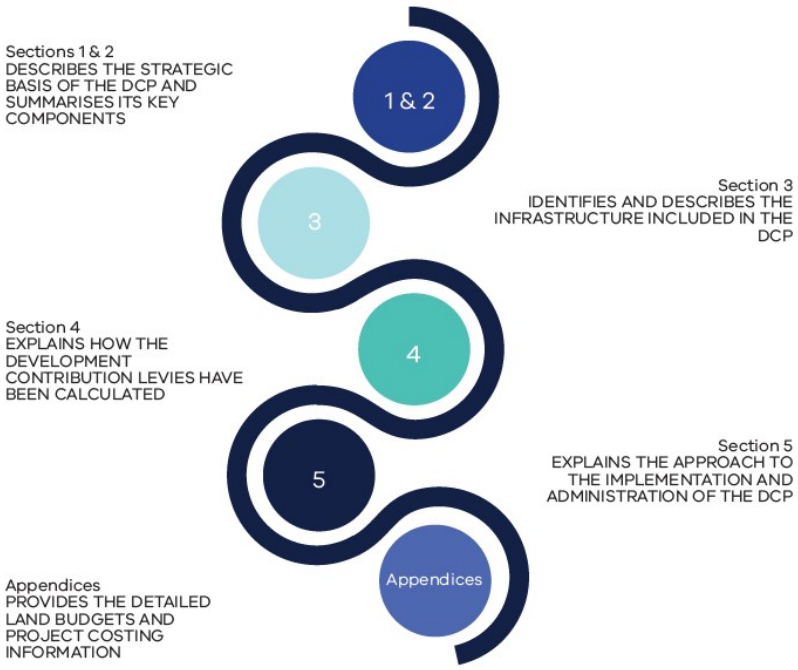
The DCP delivers the upgrade of Creswell Street from the existing pavement to the eastern edge of the DCP area; and Cooma Street and Glossop Street between Creswell Street to Disney Street which is required to provide the necessary access and drainage infrastructure to support the urban development of the 76 parcels within the DCP area.

2.1 The DCP

The DCP funds the upgrade of three sections of existing unmade local roads. The need for the upgrade to Creswell Street from the existing pavement to the eastern edge of the DCP area; and Cooma Street and Glossop Street between Creswell Street to Disney Street is strategically justified as it is required to facilitate the development of the adjoining properties. In summary, the DCP: -

- Includes road and drainage infrastructure upgrades that are local in nature and will be to the direct benefit of the adjoining properties;
- Requires development to make a financial contribution toward the cost of the identified infrastructure project that has a direct nexus to development;
- Ensures the cost of providing new infrastructure and services is shared equitably between various development proponents over the life of the DCP;
- Provides the details of the calculation of the financial contributions that must be made by future development towards the nominated project; and
- Provides developers, investors, and the local community with certainty about the implementation and administration of development contributions in Creswell Street East, Crib Point, towards the included project.

This document comprises the following sections: -



2.2 Strategic Basis

2.2.1 The Original DCP (2018)

Amendment C210 to the Mornington Shire Planning Scheme rezoned the land located within Creswell Street, Crib Point (between 1 and 73 Creswell Street, Crib Point, except 2 Creswell Street) from Industrial 3 Zone to Neighbourhood Residential Zone Schedule 1 and applied the Development Contributions Plan Overlay Schedule 1 to the above-mentioned properties. This overlay gives effect to the Creswell Street East, Crib Point Development Contributions Plan (April 2018) Incorporated Document. Amendment C210 was gazetted in June 2019 and is referred to as the 'Original DCP' in this document.

The Original DCP was prepared in accordance with, and to implement, the residential development of Creswell Street East (known as the Amendment C210 area). The Original DCP funded the upgrade of the existing unmade roads including Creswell Street and part of Cooma Street to access roads including a 5.5m pavement, with drainage, and public lighting. This document states (2018:2) that this upgrade is the minimum standard required to support residential living within the C210 area. The Original DCP apportions 70% of the project costs to the DCP and Council is to fund the remaining 30% of project costs.

The Original DCP included a provision that the "DCP be revised and updated every 5 years (or more frequently if required)" (2018:8).

Mornington Peninsula Shire Council has collected development contributions under the Original DCP prior to it being updated. The contributions collected and held by Mornington Peninsula Shire Council at the date this DCP came into effect are to be used for the project contained in this DCP. No further contributions are required from the properties that have already paid the full Development Infrastructure Levy under the Original DCP.

2.2.2 The Amended DCP (2023)

Amendment C295 morn to the Mornington Peninsula Shire Planning Scheme was approved to create this document, Creswell Street East, Crib Point, Development Contributions Plan (December, 2023).

Amendment C295morn: -

- Updates the project extent to include the upgrade of Cooma Street and Glossop Street between Creswell Street to Disney Street and extends the eastern edge of Creswell Street so it meets the existing road pavement.
- The project type and scope i.e. road cross-section remains the same as the Original DCP and includes the construction of a 5.5 metre wide asphalt pavement and stormwater drainage but does not include construction of a footpath;
- Retains the Original DCP apportionment whereby 70% of the total project costs are apportioned to the DCP and Council funds the remaining 30% of total project costs;
- Given the fragmentation within the DCP area, Council, as the Development Agency commits to deliver the project within the revised timeframe, set at 30 June 2028.
- Revises the demand units from lot frontage to lot area; and
- Increases the area subject to the DCP to include all abutting lots adjacent to the DCP project.

2.3 The Area to which the DCP applies

In accordance with section 46K(1)(a) of the *Planning and Environment Act 1987* (the Act*)*, the DCP applies to land illustrated Figure 2 and covers approximately 11.5 hectares.

2.4 Method of Preparing the DCP and Compliance with Statutory Requirements

The DCP has been prepared in accordance with Part 3B of the *Planning & Environment Act 1987* and it addresses the requirements of the Act by: -

- specifying the area to which the DCP applies;
- setting out the works, services, and facilities to be funded through the plan, including the staging of the provision of those works, services or facilities;
- relating the need for the works, services, and facilities to the proposed development of the land within the DCP area;
- specifying the estimated costs of each of the works, services, facilities, and land;
- specifying the proportion of the total estimated cost of the works, services and facilities which are to be funded by a development infrastructure levy;
- specifying the land in the area and the types of development in respect of which a levy is payable and the method for determining the amount of levy payable in respect of any development land; and
- providing for the procedures for collection of a development infrastructure levy in respect of any development for which a permit under the *Planning & Environment Act 1987* is not required.

2.5 Guiding Principles

2.5.1 Infrastructure Items included in the DCP

The need for infrastructure included in the DCP has been determined based on Amendment C210morn to the Mornington Peninsula Planning Scheme that rezoned land from Industrial 3 Zone to Neighbourhood Residential Zone and has had regard to all relevant Ministerial Directions and guidance material. The infrastructure project has been assessed to ensure it is consistent with the principles of the DCP system (need, nexus, apportionment, accountability, and transparency).

The transport and drainage infrastructure item included in this DCP relates to the upgrade of Creswell Street from the existing pavement to the eastern edge of the DCP area; and Cooma Street and Glossop Street between Creswell Street to Disney Street. The upgrade of these unmade local roads is required to provide safe access and the necessary drainage required to facilitate the residential development of the adjoining lots.

The infrastructure project that has been included in the DCP has the following characteristics:

- It is essential to the health, safety, and wellbeing of the community.
- It is required by the adjoining development area.
- It is not a recurrent item.

Figure 2: Land to which the DCP applies

3. PART THREE – INFRASTRUCTURE PROJECT JUSTIFICATION

3.1 Project Identification

This section provides a general description of the infrastructure project that has been included in the DCP. The DCP area currently contains several unmade local roads and the residential development of the area requires the upgrade of the local unmade roads to a 5.5 metre (from the invert of each kerb) sealed road that includes local drainage works. The upgrade of these roads will require removal of native vegetation. Appendix 1 includes a copy of the road cross-section, costing detail and vegetation removal plan.

The upgrade of Creswell Street from the existing pavement to the eastern edge of the DCP area; and Cooma Street and Glossop Street between Creswell Street to Disney Street is required to provide safe access and appropriate drainage to each of the existing 76 lots. The DCP project is local in nature and will be to the direct benefit of the adjoining properties.

The transport and drainage related infrastructure included in this DCP is illustrated in Figure 3 and described in **Error! Reference source not found.**.

Figure 3 spatially depicts the location and extent of the infrastructure project included in the DCP.

3.2 Distinction between Community and Development Infrastructure

In accordance with the *Planning & Environment Act 1987* and the Ministerial Direction on Development Contributions, the DCP makes a distinction between “development” and “community” infrastructure. Furthermore, the timing of payment of contributions is linked to the type of infrastructure in question. Contributions relating to development infrastructure are to be made by developers at the time of subdivision. For community infrastructure, contributions are to be made by the home-buyer at the time of building approval.

This DCP does not contain any community infrastructure.

Figure 3: Overall DCP Projects Plan

4. PART FOUR – CALCULATION OF CONTRIBUTIONS

This section explains how the DCP charges are calculated.

4.1 Development Projections and Demand Units

The DCP area is zoned for residential development and currently includes 11.45 hectares comprising 76 lots.

It is acknowledged that the current planning controls allow for subdivision with a minimum lot size of 650m^2, therefore many of the parcels within the DCP can be further subdivided. However, the ultimate yield of future potential subdivision is unknown and therefore the DCP demand units are based on total site area.

Table 2 sets out the type of development and site area. The demand units for this DCP are based on m^2 per total site area, therefore there are 114,503.8 demand units.

Table 2: Development Type and Yield

Development Type	Existing Parcels	Site Area (m2)
Residential	76	114,503.8

4.1.1 Land Budget

A property parcel land budget has been prepared which identifies the individual site areas for each parcel within the DCP area. Table 3 sets out the summary land use budget and the DCP parcel numbers listed in Table 3 correspond with those provided in Figure 3.

Table 3: Summary Land Budget

DCP PARCEL NUMBER	TOTAL AREA (m2)
1	1,569.14
2	1,625.42
3	1,622.50
4	1,595.80
5	1,631.45
6	1,617.89
7	1,622.18
8	1,623.45
9	1,611.99
10	1,627.49
11	1,624.90
12	1,630.94

DCP PARCEL NUMBER	TOTAL AREA (m2)
13	1,618.88
14	1,614.27
15	1,623.05
16	1,626.17
17	1,611.37
18	1,611.08
19	1,626.53
20	3,278.12
21	1,248.75
22	1,249.39
23	1,246.33
24	1,288.29
25	1,257.40
26	1,235.05
27	1,226.31
28	1,224.63
29	1,230.71
30	1,220.87
31	1,221.91
32	1,229.25
33	1,234.18
34	1,225.90
35	1,164.74
36	1,211.43
37	1,233.26

DCP PARCEL NUMBER	TOTAL AREA (m2)
38	2,451.21
39	2,486.73
40	485.91
41	836.02
42	3,747.40
43	1,229.74
44	1,210.69
45	1,231.13
46	1,224.43
47	1,269.37
48	1,361.14
49	1,441.20
50	1,526.81
51	1,623.31
52	962.47
53	1,053.45
54	1,284.55
55	1,144.03
56	1,148.26
57	1,365.18
58	1,042.93
59	538.92
60	3,220.79
61	4,861.83
62	1,615.59

DCP PARCEL NUMBER	TOTAL AREA (m2)
63	1,616.28
64	1,623.53
65	1,626.26
66	1,617.00
67	1,623.00
68	1,617.16
69	1,620.89
70	1,621.16
71	1,612.94
72	1,611.51
73	1,622.56
74	955.27
75	693.74
76	861.14
TOTAL	**114,503.80**

4.2 Cost Apportionment

The DCP apportions a charge to new development according to its projected share of use of the identified infrastructure item. Since development contributions are levied 'up-front', a measure of actual use by individual development sites is not possible. Therefore, costs must be shared in accordance with the estimated share of use.

Cost apportionment is expressed as a percentage. Projects that are 100% apportioned to the DCP area are considered to be wholly required for the future development of the DCP area.

The infrastructure funded by this DCP is localised in nature as it is upgrading the existing unmade local roads within the DCP area to a 5.5m (from the invert of each kerb) sealed road that includes local drainage works. The DCP apportions 70% of the total project costs to the DCP to be paid for by landowners and Mornington Peninsula Shire Council will fund 30% of the total project cost. This apportionment approach is consistent with that adopted in the preceding Original DCP (2018).

4.3 Calculation of Contribution Charges

4.3.1 Charge Areas

The DCP contains a single charge area as shown in Figure 2.

4.3.2 Calculation of Costs

The infrastructure project has been assigned a construction cost, as the road and drainage works are to be constructed within existing road reserves no additional land is required. The construction costs are expressed in May 2023 dollars.

Harlock Consulting (2023) prepared the detailed cost estimate for the DCP project which includes a 10% design and construction contingency allowance. A copy of the costing is provided in Appendix 1.

Finance costs have been included. The finance costs comprise the total construction cost of $4,720,000 over a 5 year term at 4.07% interest (assuming quarterly principle and interest payments).

Plan preparation costs are also included.

Table 4: Calculation of Charges

Project Number	Project Description	Estimated land cost	Estimated Construction Cost	Total Project Cost	Estimated External Usage	Total Cost Attributable to Main Catchment Area	Development Types making Contribution	Site Area in m^2	Contribution per m^2 of site area
RD01	Construction of a 5.5m pavement (from the invert of each kerb) and stormwater drainage for Creswell Street (from the existing pavement to the eastern edge of the DCP area), Cooma Street (from Creswell Street to Disney Street) and Glossop Street (from Creswell Street to Disney Street). Total road length is 1,138 linear metres.	$0	$4,720,000	$4,720,000	30%	$3,304,000	Residential	114,503.80	$28.85
FI01	Finance for the total construction cost of $4,720,000 for a 5 year term at 4.07% interest (paid quarterly principle & interest)	$0	$520,428	$520,428	30%	$364,300	Residential	114,503.80	$3.18
PL01	Plan Preparation Costs	$0	$319,240	$319,240	30%	$223,468	Residential	114,503.80	$1.95
TOTAL		**$0**	**$5,559,668**	**$5,559,668**		**$3,891,768**			**$33.98**

4.3.3 Summary of Charges

Table 5 sets out the summary of charges by infrastructure category.

Table 5: Summary of Charges

Project Type	Total Project Cost	Total Cost to Charge Area	Per m2 Rate
ROADS & DRAINAGE	$4,720,000	$3,304,000	$28.85
FINANCE	$520,428	$364,300	$3.18
PLANNING	$319,240	$223,468	$1.95
TOTAL	**$5,559,668**	**$3,891,768**	**$33.98**

Appendix 2 sets out a table showing the total site area for each parcel within the DCP area and the total Development Infrastructure Levy payable per parcel based on the Charge set out in Table 5.

5. PART FIVE - DCP ADMINISTRATION

This section sets out how the DCP will be administered and covers the timing of payment, provision of works and land in kind, and how funds generated by the DCP will be managed in terms of reporting, indexation, and review periods.

The development infrastructure levy applies to subdivision and/or development of land.

5.1 Collecting Agency

The Mornington Peninsula Shire Council is the Collecting Agency pursuant to section 46K(1) (fa) of the *Planning & Environment Act 1987*. As the Collecting Agency, the Mornington Peninsula Shire Council is responsible for the administration of the DCP and its enforcement pursuant to section 46QC of the *Planning & Environment Act 1987*.

5.2 Development Agency

The Mornington Peninsula Shire Council is the Development Agency pursuant to Section 46K(1) (fb) of the *Planning & Environment Act 1987* and is responsible for the provision of all infrastructure projects funded the DCP and the timing of all works.

5.3 Timing of Payment of Development Contribution Levies

5.3.1 Liability for development contributions

Each demand unit shall be liable to pay the DCP levy (unless exemptions apply). Therefore, contributions are payable on the total site area (m^2) and payment of development contributions is to be made in cash.

5.3.2 Development Infrastructure Levy

For subdivision of land

If the development of the land involves a plan under the *Subdivision Act 1988*, a Development Infrastructure Levy in accordance with this DCP, must be paid to the Collecting Agency for each demand unit (m^2) in the subdivision. The Development Infrastructure Levy must be paid after certification of the plan of subdivision but not more than 21 days prior to the issue of a Statement of Compliance in respect to that plan under the *Subdivision Act 1988*.

For development of land where no subdivision is proposed

Provided a Development Infrastructure Levy has not already been paid for the land, a Development Infrastructure Levy in accordance with this DCP must be paid to the Collecting Agency for each demand unit (m^2) within the total site area prior to the commencement of any development.

For development of land where no planning permit is required

Provided a Development Infrastructure Levy has not already been paid for the land, a Development Infrastructure Levy in accordance with this DCP must be paid to the Collecting Agency for each demand unit (m^2) within the total site area prior to the issue of a building permit under the *Building Act 1993*.

Deferral of Payment

The Collecting Agency may, at its discretion, agree for payment of a levy to be deferred to a later date, subject to the applicant entering into an agreement under Section 173 of the *Planning & Environment Act 1987*.

5.4 Works or Land in Lieu of cash Contributions (works in Kind)

As the Development Agency Mornington Peninsula Shire Council will deliver the DCP project by 30 June 2028 and recoup funds via this DCP. Therefore, no works in kind in lieu of the amount of levy payable pursuant to this DCP will be accepted.

5.5 Development Exempt from Contributions

Some types of development are exempt from paying infrastructure development levies. Where land is subdivided or developed for an exempt purpose, as listed below, and the land is subsequently used for a purpose other than as one of those exempt uses, the owner of that land must pay to the Collecting Agency infrastructure contributions in accordance with the provisions of this DCP. The levy must be paid within 28 days of the date of the commencement of the construction of any buildings or works for that alternative use.

The following use and development are exempt from development contribution:

- A non-government school; or
- Housing provided by or on behalf of the Department of Health and Human Services.
- Small second dwelling.
- In addition to the Ministerial Directions, pursuant to Section 16 of the *Planning and Environment Act 1987*, the Governor in Council directs that planning schemes shall not be binding on the use and development of land carried out by or on behalf of the following Ministers:
    - Minister for Education
    - Minister for Health
    - Minister for Skills and Workforce Participation
- Land which has an existing Section 173 Agreement under the Act and/or a Deed of Agreement which requires the payment of a contributions levy and/or construction infrastructure/provision of land.
- Land owned and operated by South East Water.

5.6 Contributions made under the Original DCP

Mornington Peninsula Shire Council has collected development contributions under the Original DCP prior to it being updated. The contributions collected and held by Mornington Peninsula Shire Council at the date this DCP came into effect are to be used for the project contained in this DCP. No further contributions are required from the properties that have already paid the full Development Infrastructure Levy under the Original DCP.

5.7 Funds Administration

The administration of the contributions made under this DCP will be transparent and details of funds received, and expenditures will be held by the collecting agency in accordance with the provisions of the *Local Government Act 1989* and the *Planning and Environment Act 1987*.

The collecting agency will provide for regular monitoring, reporting and review of the monies received and expended in accordance with the DCP.

The collecting agency will establish a separate account and all monies held in this account will be used solely for the provision of infrastructure as itemised in this DCP, as required under section 46QA of the Act.

5.8 Construction and land value Costs Indexation

Construction costs are expressed in May 2023 dollars. Costs are to be indexed quarterly, with the first indexation to account for the time between the estimate date and the first indexation following gazettal of the DCP.

Table 6 sets out the indexation method to be applied to the respective infrastructure categories.

Table 6: Indexation and Timing

Infrastructure Type	Method of Indexation	Timing of Indexation
Roads and Drainage, Construction	Australian Bureau of Statistics Producer Price Indexes Road & Bridge Construction Index, Victoria (Catalogue 6427.0, Table 17 Output of the Construction Industries). Once project RD01 has been delivered the project cost will be indexed by applying CPI (All Groups Melbourne) to ensure the charges keep pace with inflation.	Quarterly

5.9 Timeframe and Review Period

This DCP commences on the date it is gazetted into the Mornington Peninsula Planning Scheme and it adopts a long-term outlook for development and is intended to operate for 20 years. This timeframe considers planned future development of the area and this DCP will end when it is removed from the Mornington Peninsula Planning Scheme.

This DCP is expected to be reviewed and updated every five years. The review may result in no changes at all. Alternatively, it may require an amendment to the Mornington Peninsula Planning Scheme to replace this DCP with an alternative, revised DCP.

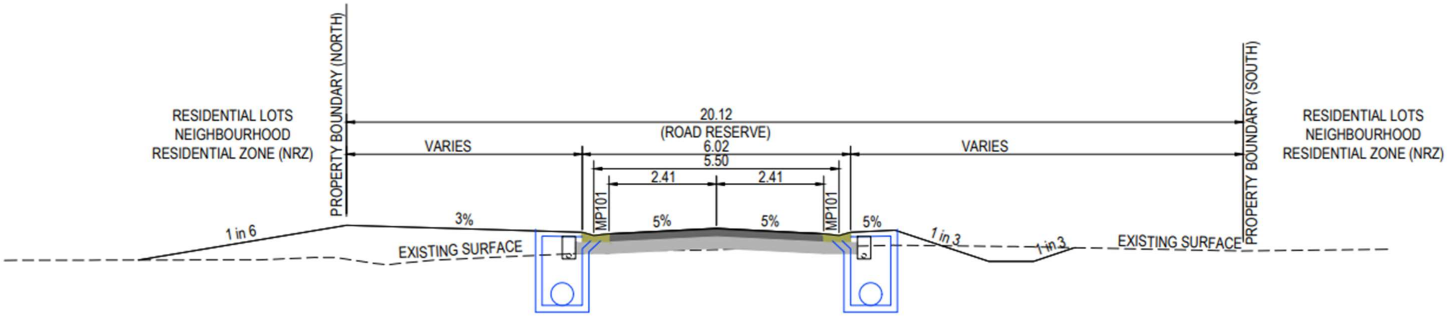
5.10 Adjustment to the Infrastructure Scope

The infrastructure project in this DCP has been costed to a sufficient level of detail; however, the Council may amend or modify some aspects of the project, so long as they are still generally in accordance with any direction regarding the scope outlined in this DCP.

Where the Council or another agency seeks to change the scope of a DCP infrastructure item to meet changing standards imposed by adopted policy or a public regulatory agency, such changes of standards and the resulting cost changes should normally be made through a change to the DCP at the time of a regular review of the DCP.

Where, after the DCP has been approved, a Council or other agency proposes changes to the scope of a DCP infrastructure item for reasons other than changes in standards imposed by policy or regulation the net cost increases resulting from the change should normally be met by the agency requesting the change.

6. APPENDIX 1: COSTING SHEETS, DRAWING AND VEGETATION REMOVAL PLAN



TYPICAL SECTION (20.12m ROAD RESERVE)
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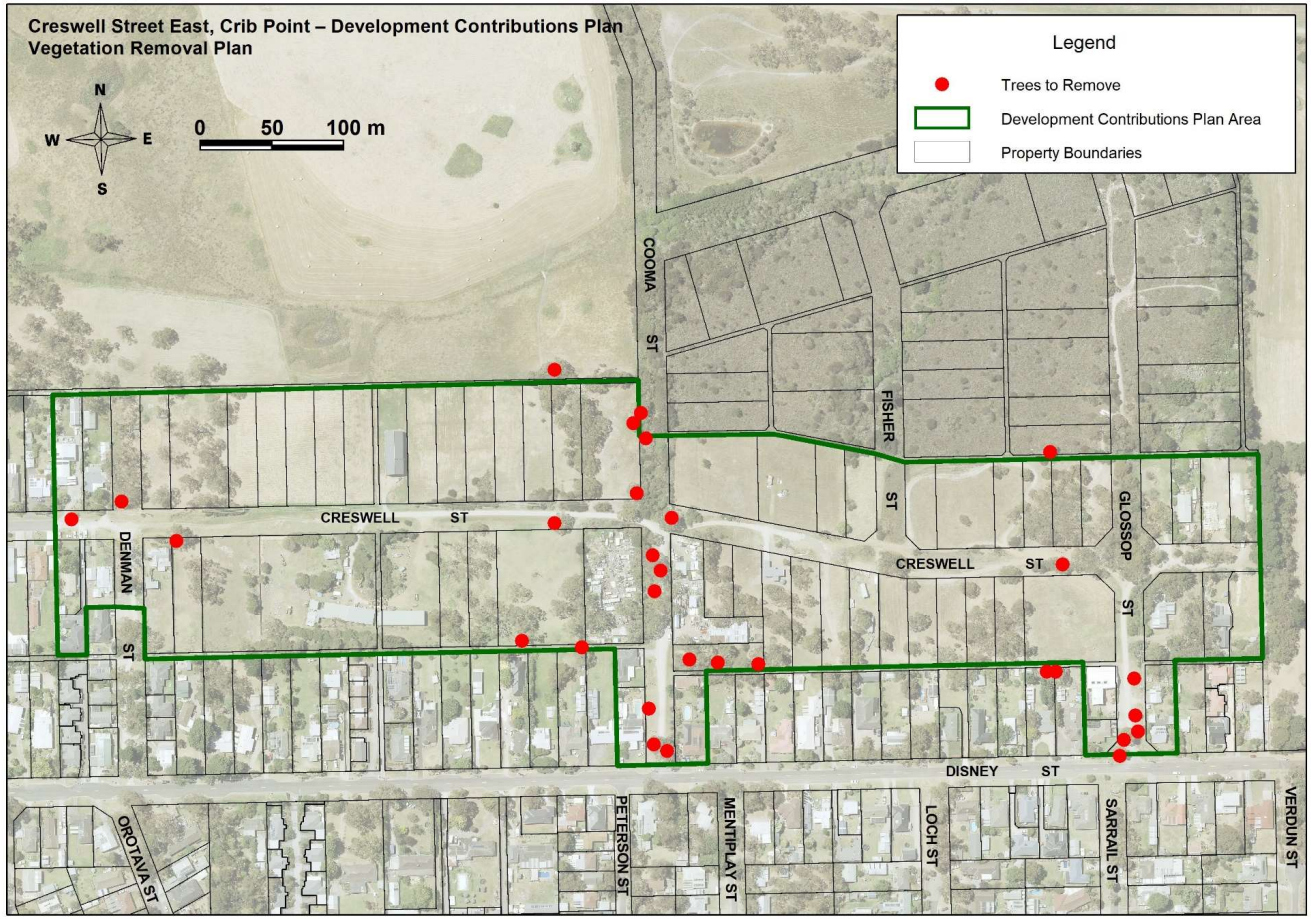
Creswell Street East, Crib Point – Development Contributions Plan
Vegetation Removal Plan
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Development Contributions Plan Area
Property Boundaries
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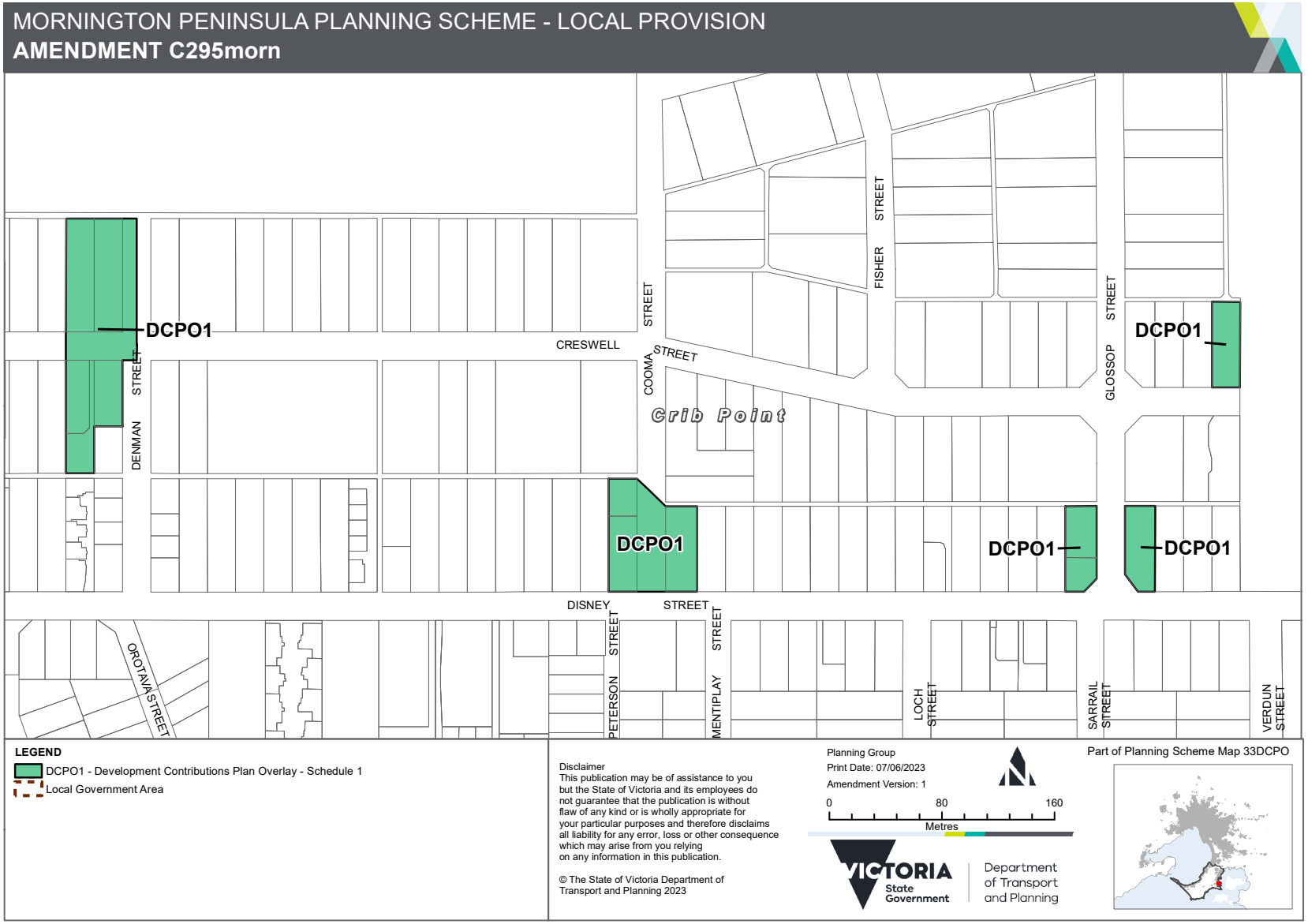
DENMAN ST
DISNEY ST
OROTAVA ST
PETERSON ST
MENTIPLAY ST
LOCH ST
SARRAIL ST
VERDUN ST

7. APPENDIX 2: ESTIMATED DEVELOPMENT INFRASTRUCTURE LEVY CALCULATION

DCP Parcel Number ID	Total Parcel Area (m2)	Estimated DIL Total Charge per Parcel
1	1,569.14	$53,332
2	1,625.42	$55,245
3	1,622.50	$55,146
4	1,595.80	$54,238
5	1,631.45	$55,450
6	1,617.89	$54,989
7	1,622.18	$55,135
8	1,623.45	$55,178
9	1,611.99	$54,788
10	1,627.49	$55,315
11	1,624.90	$55,227
12	1,630.94	$55,433
13	1,618.88	$55,023
14	1,614.27	$54,866
15	1,623.05	$55,164
16	1,626.17	$55,270
17	1,611.37	$54,767
18	1,611.08	$54,758
19	1,626.53	$55,283
20	3,278.12	$111,417
21	1,248.75	$42,443
22	1,249.39	$42,464
23	1,246.33	$42,360
24	1,288.29	$43,787
25	1,257.40	$42,737
26	1,235.05	$41,977
27	1,226.31	$41,680
28	1,224.63	$41,623
29	1,230.71	$41,830
30	1,220.87	$41,495
31	1,221.91	$41,530
32	1,229.25	$41,780

DCP Parcel Number ID	Total Parcel Area (m2)	Estimated DIL Total Charge per Parcel
33	1,234.18	$41,947
34	1,225.90	$41,666
35	1,164.74	$39,587
36	1,211.43	$41,174
37	1,233.26	$41,916
38	2,451.21	$83,312
39	1,343.98	$45,679
40	485.91	$16,515
41	836.02	$28,415
42	3,747.40	$127,367
43	1,229.74	$41,797
44	1,210.69	$41,149
45	1,231.13	$41,844
46	1,224.43	$41,616
47	1,269.37	$43,143
48	1,361.14	$46,263
49	1,441.20	$48,984
50	1,526.81	$51,893
51	1,623.31	$55,173
52	962.47	$32,713
53	1,053.45	$35,805
54	1,284.55	$43,659
55	1,144.03	$38,883
56	1,148.26	$39,027
57	1,365.18	$46,400
58	1,042.93	$35,447
59	538.92	$18,317
60	3,220.79	$109,469
61	4,861.83	$165,244
62	1,615.59	$54,911
63	1,616.28	$54,934
64	1,623.53	$55,181
65	1,626.26	$55,274
66	1,617.00	$54,959

DCP Parcel Number ID	Total Parcel Area (m2)	Estimated DIL Total Charge per Parcel
67	1,623.00	$55,163
68	1,617.16	$54,964
69	1,620.89	$55,091
70	1,621.16	$55,100
71	1,612.94	$54,821
72	1,611.51	$54,772
73	1,622.56	$55,148
74	955.27	$32,468
75	693.74	$23,579
76	861.14	$29,269
TOTAL	**114,503.80**	$3,891,768


MORNINGTON PENINSULA PLANNING SCHEME - LOCAL PROVISION
AMENDMENT C295morn
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STREET
DENMAN
STREET
COOMA
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FISHER
STREET
GLOSSOP
STREET
Grib Point
DISNEY
STREET
OROTAVA STREET
PETERSON
STREET
MENTIPLAY
STREET
LOCH
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VERDUN
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LEGEND
DCPO1 - Development Contributions Plan Overlay - Schedule 1
Local Government Area
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Part of Planning Scheme Map 33DCPO
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Submission 001
Page 1 of 1

South East Water

15 NOVEMBER 2024

Clair Dougall
E-mail: strategic.admin@mornpen.vic.gov.au

Dear Sir/Madam,

Town Planning Scheme Amendment C295morn of the Mornington Peninsula Planning Scheme
Your Reference: C295morn
Our Reference: Case Number 47969879 File 24PD9540

I refer to your letter received on 6 November 2024.

South East Water as the Water Supply and Sewerage Authority has no objection to the proposed amendment C295morn of the Mornington Peninsula Planning Scheme.

THE FOLLOWING IS OFFERED FOR INFORMATION ONLY:

Please Note: As South East Water has no objection to the Scheme Amendment, we request that both your Council and Planning Panels Victoria do not provide any further correspondence to us regarding the Amendment.

If you have any enquires please contact [redacted] on [redacted], or via email on landdev@sew.com.au.

Yours sincerely

[redacted]

[redacted]
Team Leader Land Development

South East Water Corporation ABN 89 066 902 547
Internet www.southeastwater.com.au

TP-Amendment

Submission 002
Page 1 of 1

Claire Kerr

From: [redacted]
Sent: Friday, 29 November 2024 12:09 PM
To: Strategic Admin
Subject: Proposed Cooma Street Works, Crib Point

To Whom It May Concern

[redacted]

I am writing to express my concerns about the charges attached to the new Road and Amenities being proposed for Cooma St, Crib Point.

As you can see from the address supplied above, the frontage of my house is on Disney Street where we have a sealed road already paid for.

We also have a water supply, electricity, gas, sewerage and drainage all already paid for and in perfect working order.

My question to you is why do we have to pay for a road we do not use as it runs down the side of our property and
Why do we have to pay for amenities that we already have?

Please note we have no objections to the road at Cooma Street being sealed but it dose not improve our property at all, (in fact it will only increase the traffic on that road) therefore, I do not believe we should be held accountable to pay for it.

We look forward to your response

[redacted]

1

Department of Energy, Environment and Climate Action

Submission 003
Page 1 of 3

Claire Dougall
Team Leader, Strategic Planning
Mornington Peninsula Shire Council

strategic.admin@mornpen.vic.gov.au

Ref: 00006905

Dear Ms Dougall

PLANNING SCHEME AMENDMENT: C259MORN
ADDRESS: CRESWELL STREET, CRIB POINT

Thank you for your correspondence dated 31 October 2024 referring details of the above amendment to the Department of Energy, Environment and Climate Action (the **Department**) in accordance with Section 19(1)(a) of the *Planning and Environment Act 1987* (the **Act**).

The amendment replaces the Creswell Street East Crib Point Development Contributions Plan (Watsons, June 2024) (the **DCP**) incorporated document with the revised Creswell Street East, Crib Point Development Contributions Plan (Mesh Planning, December 2023) incorporated document, to provide for the funding and delivery of access and drainage infrastructure required to support the urban development of the 76 parcels within the DCP area.

The amendment proposes the following changes to the Mornington Peninsula Planning Scheme:

- Amends Schedule 1 to Clause 45.06 (Development Contributions Plan Overlay) (DCPO1) to enable implementation of the Creswell Street East, Crib Point Development Contributions Plan (Mesh Planning, December 2023) incorporated document.

- Amends Schedule 1 to Clause 52.17 (Native Vegetation) to exempt vegetation required to be removed as shown in the Creswell Street East, Crib Point Development Contributions Plan (Mesh Planning, December 2023) incorporated document.

- Amends the Schedule to Clause 72.04 to remove reference to the existing Creswell Street East Crib Point Development Contributions Plan (Watsons, June 2024) incorporated document and instead reference the new incorporated document titled Creswell Street East, Crib Point Development Contributions Plan (Mesh Planning, December 2023).

The Department have reviewed the documents on exhibition and supplementary material, including the *Biodiversity Assessment for the planned development of Creswell Street East, Crib Point, Victoria* (Abzeco, June 2023) (the **Biodiversity Assessment**), and has assessed the proposed planning scheme amendment with consideration to environmental and landscape values, biodiversity protection and native vegetation management.

Comments

The Department of Energy, Environment and Climate Action does not support the proposed planning scheme amendment (**PSA**) in its current form as it may prevent the full biodiversity impacts of any native vegetation removal from being appropriately assessed and considered in line with Clause 52.17 and the *Guidelines for the removal, destruction of lopping of native vegetation* (DELWP, 2017).

Privacy Statement
Any personal information about you or a third party in your correspondence will be protected under the provisions of the Privacy and Data Protection Act 2000. It will only be used or disclosed to appropriate Ministerial, Statutory Authority, or departmental staff in regard to the purpose for which it was provided, unless required or authorised by law. Enquiries about access to information about you held by the Department should be directed to the Privacy Coordinator, Department of Environment, Land, Water and Planning, PO Box 500, East Melbourne, Victoria 8002

VICTORIA State Government

OFFICIAL

Submission 003
Page 2 of 3

DEECA is of the position the most appropriate statutory process to facilitate native vegetation removal for the proposed infrastructure development is to apply for a planning permit under Clause 52.17 (and Clause 42.02) of the Mornington Peninsula Planning Scheme. This would require referral to DEECA pursuant to Clause 66.02-2 as the native vegetation removal will be in the Detailed Assessment Pathway.

Notwithstanding, there appears to be drafting inconsistencies within the proposed amendment sheets if the intention is for all native and non-native vegetation removal to be exempt from requiring a planning permit pursuant to Clause 52.17 and/or the Vegetation Protection Overlay.

The following comments have been provided for the Planning Authority to consider:

Native Vegetation Considerations

1. Insufficient justification has been provided as to why native vegetation removal in the area subject to this PSA should become exempt from the planning permit requirements of Clause 52.17 by including it in the schedule to Clause 52.17.

2. The Biodiversity Assessment characterises the native vegetation removal required to enable development of road and drainage infrastructure. In accordance with Appendix 1D of the *Assessor's handbook: Applications to remove, destroy or lop native vegetation* (DELWP, 2018), DEECA considers the native vegetation to be removed, including the native vegetation identified in the DCP to be added to the schedule of Clause 52.17, to have <u>high biodiversity value</u> because:

   a. It is of larger extent (more than 1 hectare)

   b. It includes patches of native vegetation with high condition score (above 0.6)

   c. It includes large trees, including large trees that may facilitate landscape connectivity

   d. It includes native vegetation of an endangered Ecological Vegetation Class

   e. It provides potentially suitable habitat for threatened species including Southern Brown Bandicoot (*Isodon obesulus obesulus*), Swamp Skink (*Lissolepis coventryi*), Glossy Grass Skink (*Pseudemoia rawlinsoni*), Southern Toadlet (*Pseudophryne semimarmorata*), and White-footed Dunnart (*Smonthopsis leucopus*)

3. Further opportunities likely exist to avoid and minimise impacts on native vegetation. The Biodiversity Assessment identifies key areas of native vegetation that should be avoided and recommends that further opportunities to protect large trees be investigated. Given the high biodiversity value of the native vegetation that may be impacted by the proposed infrastructure development, DEECA does not consider it appropriate to exempt native vegetation removal from the requirements of Clause 52.17 before potential impacts have been properly assessed and all opportunities to avoid and minimise these impacts have been investigated.

4. DEECA does not support the securing of offsets being "voluntary" in this instance. Notwithstanding the need to explore further opportunities to avoid and minimise impacts on native vegetation as outlined above, securing offsets for any native vegetation to be removed must be mandatory. DEECA is concerned the proposed PSA will remove the mandatory obligation to secure offsets for the 30 native trees identified for removal in the DCP.

Drafting Inconsistencies

5. The proposal is to include "all native vegetation which is shown to be removed within the Creswell Street East, Crib Point Development Contributions Plan, December 2023

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Submission 003
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incorporated document" as a 'scheduled area' exempt from the requirements of Clause 52.17. The Vegetation Removal Plan within the DCP only documents 30 trees that would be exempt from the requirements of Clause 52.17. Patches of native vegetation identified for removal in the Biodiversity Assessment to facilitate development of the necessary infrastructure are not included in the DCP and will therefore not be exempt.

6. The proposed PSA will therefore not remove the need for a planning permit pursuant to Clause 52.17 and Clause 42.02 (Vegetation Protection Overlay) of the Mornington Peninsula Planning Scheme.

   Any patches of native vegetation identified for removal in the Biodiversity Assessment will still require a planning permit pursuant to Clause 52.17 (and therefore Clause 42.02) as they will not be considered part of the 'scheduled area'. Given the extent of native vegetation removal (as patches) required, this will trigger a referral to DEECA under Clause 66.02-2 as the removal will be in the Detailed Assessment Pathway.

7. It is unclear of the extent of non-native vegetation that may need to be removed to facilitate the access and infrastructure works within the DCP area. A planning permit may still be required for the removal of non-native vegetation pursuant to Clause 42.02 (Vegetation Protection Overlay).

If you have any queries regarding this matter, please contact me at pe.assessment@delwp.vic.gov.au.

Yours sincerely

[redacted]

[redacted]
Team Leader, Planning Services – Central East
Planning and Environmental Assessment

6 December 2024

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cfa.vic.gov.au

Submission 004
Page 1 of 1

Patron: Her Excellency Professor the Honourable Margaret Gardner AC, Governor of Victoria

CFA Fire Risk, Research and Community Preparedness
8 Lakeside Drive Burwood East Vic 3151
Email: firesafetyreferrals@cfa.vic.gov.au

CFA Ref: **8000-82903-140515**

12 December 2024

Christian Lynch
Mornington Peninsula Council
Private Bag 1000
ROSEBUD VIC 3939

Dear Christian,

Proposal: Planning Scheme Amendment C295morn
Location: Creswell Street East, Crib Point

Thank you for providing CFA notice of Amendment C295morn in accordance with Section 19 of the *Planning and Environment Act 1987.*

CFA has reviewed the proposed planning scheme amendment. Given there doesn't appear to be any significant material change to policy, CFA offers no additional comment on the proposal.

If you wish to discuss this matter in more detail, please do not hesitate to contact the me on [redacted]

Yours sincerely,

[redacted]

Land Use Planning Coordinator
CFA Fire Risk, Research and Community Preparedness

OUR COMMUNITY • OUR CFA

Submission 005
Page 1 of 2

Claire Kerr

From: [redacted]
Sent: Friday, 13 December 2024 8:47 PM
To: Strategic Admin
Cc: Councillor Michael Stephens
Subject: AMENDMENTC295Morn: Cresswell Street East, Crib Point - revised DCP - Mornington Peninsula Shire -SUBMISSION

Good afternoon,

As the owner/occupier of [redacted], I would hereby like to lodge a submission and objection to Amendment C295morn – Cresswell Street East, Crib Point.

My objection relates specifically to the inclusion of additional properties to the original development plan, for the following reasons:

- Properties at 90 and 92 Disney Street, and 6 Cooma Street are already serviced by a Council drain at the front and side of 90 and 92 Disney St, and the front of 6 Cooma St. We should therefore NOT be required to pay for the provision of drainage again under the amended DCP, as this drainage will in no way provide us with any additional benefit.

- The abovementioned properties also already have electricity, gas, sewerage, water and fibre optic cable services, and will therefore receive no benefit from the provision of this infrastructure to Cresswell Street. We should therefore not be required to contribute to these costs.

- 90 and 92 Disney Street already have a sealed road frontage – Disney Street – and have no need or desire for the sealing of Cooma Street, which will only provide sealed road access to the side or our properties and therefore provide **no** significant benefit to us. In actual fact, the sealing of Cooma Street will cause significant detriment to us due to the additional traffic noise, and the increased safety hazard to school children walking along Cooma Street to catch the school bus at the corner of Disney and Cooma Streets.

- Council's own **Unmade Roads Construction Strategy (March 2006)** identifies Cooma Street as a "low" (C) priority. To bring this forward to appease a privately led development plan, and to require side access owners to contribute to costs is inequitable and contrary to Council's Strategy. The owner of 6 Cooma Street also has no desire for Cooma Street to be sealed.

Council's decision to adopt Amendment C295Morn was based on a report that contained errors of fact, and contradictions to Council's own policies.

- Principle D of Section 9 of the Local Government Act requires Council to engage with the community on matters of strategic planning – at no stage was any communication or consultation with affected parties undertaken when the additional properties were being considered for inclusion in the DCP;

- Council's Asset Plan 2022-2032 requires equitable funding of new infrastructure – and to ensure costs are not unfairly borne by established communities. Given the

existing services detailed above, to expect the existing properties of 90 and 92 Disney St and 6 Cooma St to contribute to the DCP is unfair;

- The report states that Council's Asset Plan requires Council to prioritise maintaining and renewing existing assets over new ones – this Development Plan was privately led and will only benefit those properties clearly within Cresswell Street and should therefore be fully funded by those properties without subsidisation from adjoining existing properties already having the benefit of road, drain and other service infrastructure;

- The report stated that the DCP will deliver very localised infrastructure that provides very little benefit to the broader municipality/ratepayers including road, drainage, optic fibre pit and pipe infrastructure, and that it was appropriate that 100% of the costs should be borne by the directly benefitting landowners. The report **did not reveal that these services were already in place** for the three aforementioned properties;

- The report stated that the extension of the road and drainage upgrades will provide an improved outcome for the local residents – this is not the case, with the road upgrade causing **detriment** to the existing properties in question due to increased traffic, and no benefit from the other infrastructure proposed;

- The vegetation removal plan is inaccurate, and contains at least one large tree that was removed by Council a number of years ago;

- The original development plan adopted by Council did not include the additional properties – we therefore received no communication about the proposal and no opportunity to comment or object. This effectively amounts to denial of natural justice to now include us in the amended plan.

In summary, the report presented to, and considered by, Council on 19 December 2023 asserted that the additional properties should now bear part costs of the DCP due to receiving significant benefits from this development. **This is not the case, as these properties already have this infrastructure in place.**

I therefore strongly object to these properties being included in the amended DCP, and urge Council to delete these properties from these calculations.

I also urge Council, in the best interests of responsible financial management, to reconsider its 30% contribution to a **privately led development plan which will only benefit a few local properties.**

I would be pleased to receive conformation that my submission has been received and registered.

Yours sincerely

[redacted]

Submission 006
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December 16, 2024

Team Leader, Strategic Planning

Mornington Peninsula Shire Council

Private Bag 1000, Rosebud VIC 3939

BY EMAIL: strategic.planning@mornpen.vic.gov.au

RE: Amendment C295morn - Submission

To whom it may concern:

I am the owner and occupier of [redacted] I am lodging this submission and strenuous objection to the proposed amendment "C295morn" for the private development scheme in Creswell St, Crib Point.

To give the council some background, I purchased my home in [redacted] in 2021 after significant research into the original Creswell St development plan and only purchased the home after discovering it was not included in the original DCP whatsoever. Per the original amendment C210morn that re-zoned the area and significantly increased the value of the land included within it, 90 and 92 Disney St and 6 Cooma St were not and never part of that original rezoning.

I am objecting to amendment C295morn for the following reasons:

- [redacted] **already has sewerage, gas, stormwater drainage and fiber optic internet** (NBNCo installed my own pit right outside my home in January 2024);
- At the time of purchasing my property, [redacted] and many other streets around Crib Point were designated "Low" priority for sealing per the Unmade Roads Construction Strategy (2006) and they should not be promoted to "A" category to satisfy the requirements of property developers;
- [redacted] has a very small street frontage, yet is expected to pay for the entire property size of almost 540sqm for something that is actually a detriment to the property;
- In the last two months, South East Water has already spent significant time upgrading its infrastructure in Cooma and Creswell Streets;
- The master bedroom of [redacted] faces directly onto Cooma St and widening the road will significantly raise the noise levels into the property from increased traffic and trucks

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passing through at all hours for construction; relocating the master bedroom to another area of the house is not possible.

- Turning Cooma St and Glossop St into "local north south local access roads" will, to the **detriment of the local area and residents, significantly increase local traffic** through both Cooma St and Glossop St; Google Maps shows Cooma St eventually extending all the way to Wooleys Rd, which will then create a major thoroughfare, when most of the other north/south access roads between Disney St, Lorimer St and Governors Rd are all No-Through-Roads, with the exception of Bay St which is, to this day, still undeveloped;

- The revised DCP states "Apportions 70% of all DCP projects including the road and drainage infrastructure construction, plan preparation and finance costs to the landowners benefiting from the localized infrastructure....". **My property doesn't benefit from this localized infrastructure, as I already have it.**

- I don't believe the council should be contributing 30% of ratepayer funds towards what amounts to a private development project (see "Asset Plan 2022-2023" comment below); the cost should be entirely borne by the landowners benefiting the most from the benefits under the proposed DCP and its amendments. This is **entirely limited to the blocks of land on Creswell St.**

- The proposed DCP and its amendments appear to be in direct opposition several areas of C282morn "Crib Point Township Plan Refresh" – specifically points 1.1 and 1.4; "Protect the existing character of residential areas within the township to protect the coastal country town feel of the township" – **turning a quiet, no-through residential street into a potential north/south thoroughfare seems to disagree with this;** with point 1.4 requiring that new development provides adequate landscaping responsive to the existing environment (see point below about removing the trees) – Points 4.1, 4.2 and 4.3 regarding protection of the wetlands and remnant vegetation; protecting and improving landscape features such as the tree canopy and coastal habitat; ensuring all development is sensitive to and makes a positive contribution to local environmental values, providing for appropriate spacing of canopy trees and regeneration of the landscape setting" – **the number of large eucalypt trees and other associated vegetation and wildlife proposed to be removed from private and public land seems to disagree with this ethos;**

In addition, it appears there's been several shortfalls in the research and accuracy of the original 2023 revision of Council's "Creswell East DCP":

- Council's own Asset Plan 2022-2023 which has a 10-year validity, section 8.1 under "Manage the impacts of growth" specifically quotes "Contributions from development will be taken to fund necessary infrastructure so that growth pays for growth, and costs are not unfairly borne by established communities". This statement alone shows that the planning for this private development is going directly against council directive as the properties at 90/92 Disney St and 6 Cooma St are already well established and were

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Submission 006
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never part of the original "C210morn" amendment or the "Creswell East DCP" from 2018-2023, and to suddenly include them and ask them to contribute for infrastructure that **they already have and do not need** is manifestly wrong and unjust;

- Council's original rezoning plan C210morn never included my property on Cooma St, nor 90/92 Disney St; hence none of the already established property owners were given any consultation regarding it or any opportunity to provide feedback or object.

- Council or the planners that produced the original report submitted to council for the 2023 update have omitted or maybe didn't realise the fact that 6 Cooma St, 90 and 92 Disney St already have all the infrastructure being touted as a benefit to them by delivering the sealed road to the private development.

In summary I request that my property and all others that have been bundled into the C295morn amendment that have the proposed infrastructure already, be removed from the amendment as we should not have to pay for services and infrastructure that we already have in place, and roads that we do not want to be sealed.

Thank you.

[redacted]

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References:

Adopted Amendment C210morn – 2018 - https://www.mornpen.vic.gov.au/files/assets/public/v/1/new-website-documents/building-amp-planning/planning/docs/mornington-peninsula-c210-creswell-street-dcp-april-2018_adopted-a8190266.pdf

Council Asset Plan –

https://www.mornpen.vic.gov.au/About-Us/Strategies-Plans-Policies/Strategy-Plan-Listing - under the section "Asset Plan 2022-32"

C282morn – Crib Point Township Plan Refresh - https://www.mornpen.vic.gov.au/files/content/public/v/22/building-planning/strategic-planning/strategic-planning-projects/crib-point-township-plan-refresh-2024/crib-point-township-plan-refresh-progress-report-july-2024.pdf

Unmade Roads Construction:

https://www.mornpen.vic.gov.au/Community-Services/Roads-Footpaths-and-Parking/Roads/Unmade-Roads-Construction

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Submission to Mornington Peninsula Planning Scheme Amendment C295morn

Submission 007
Page 1 of 5

MORNINGTON PENINSULA Shire

Submitted on	18 December 2024, 9:42AM
Receipt number	2
Related form version	1

Name	[redacted]
Organisation	NA
Postal address	[redacted]
Email	[redacted]
Phone number/s	[redacted]
Do you represent other people ?	Yes
If yes, who?	[redacted]
Have you attached written consent from these people for you to represent them?	No
Written consent	
How would the proposal affect you ?	I own land affected by the amendment
In summary, my comments are:	There is a Coastal Manna Gum on the southern border to the plan (on our private property) which has been indicated to be removed. We wish to ensure the tree remains, or in the very least is supervised by an arborist as its removed is not supported by us. It is a Large tree, which not only is aesthetically part of our landscape, but each year houses birds and nests. We do not want this removal, and expect compensation if it is due to the impact. We have seen a Planning officer.
I have provided detailed comments on the attached sheets	Yes
Upload your detailed comments	Fwd_ Amendment C295morn - Follow up to questions asked at meeting on 4_12_24 - sarah raine - Outlook.pdf

Submission 007
Page 2 of 5

Signature	[redacted] Link to signature
Date	18/12/2024

Submission 007
Page 3 of 5

Outlook

Fwd: Amendment C295morn - Follow up to questions asked at meeting on 4/12/24

[redacted]

Date Wed 11/12/2024 6:57 PM
To [redacted]

Sent from my iPhone

Begin forwarded message:

From: [redacted]
Subject: RE: Amendment C295morn - Follow up to questions asked at meeting on 4/12/24

Hi [redacted]

As requested previously, please see below further information which I hope helps to answer the questions you had for your property at [redacted]

Drainage works north of property

I indicated this in our previous meeting, but I'd like to confirm that there is a drainage pipeline proposed to be delivered in the easement land directly north of your property. This new drainage forms part of the road upgrade works to Creswell and Cooma Streets which will be funded and delivered by the Creswell Street East, Crib Point DCP. Unfortunately, I cannot provide more detailed information for the drainage works (such as a design plan) at this stage due to the procurement processes for the future delivery of the infrastructure.

Tree removal north of property

You mentioned in the meeting that you were unsure whether or not a tree indicated for removal as part of the DCP infrastructure works was located on your property. Please see below the tree in question highlighted on an excerpt of the vegetation removal plan from the FAQs document.

Submission 007
Page 4 of 5

A Biodiversity Assessment Report was prepared previously to inform what vegetation needs to be removed to deliver the DCP road and drainage infrastructure. I have reviewed this Report and it states that the tree highlighted above is located on private property, so this confirms that the tree is in fact located on your property. It is recorded as a smaller sized Coastal Manna Gum for your reference. The Report suggests that the Structural Root Zone of the tree will be impacted by the proposed drainage works in the easement and the tree may be lost because of this, however it does include a note stating that the tree can be retained with arborist supervision at the time the works are undertaken. Given this information, we will review the vegetation removal plan again to ensure it is accurate in indicating what trees need to be removed.

If you still have concerns regarding the drainage works or tree impacts near your property, you can make this known by providing a submission to the amendment. Instructions for making a submission are included on our website (link below). Please note that submissions need to be sent in by 5pm Friday, 20 December 2024.

Amendment C295morn: Creswell Street East, Crib Point - revised DCP - Mornington Peninsula Shire

You can also contact me via email or call 5950 1003 if you have any further questions about the information I've provided.

Kind regards,
Christian

CHRISTIAN LYNCH (he/him) | Principal Strategic Planner
Email: christian.lynch@mornpen.vic.gov.au
Phone: 03 5950 1949
Private Bag 1000, Rosebud VIC 3939 | 2 Queen Street, Mornington VIC 3931
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the Traditional Custodians of these lands and waters.
We are committed to carbon neutrality.

Submission 007
Page 5 of 5

From: Christian Lynch
Sent: Tuesday, December 10, 2024 10:27 AM
To: [redacted]
Subject: Amendment C295morn - Follow up to questions asked at meeting on 4/12/24

Hi [redacted]

Hope you're well.

I'm sending this email following our meeting last week at the Hastings Office to discuss Amendment C295morn in more detail.

I just wanted to advise you that I'm still in the process of obtaining further information to answer your tree removal and drainage related questions which were asked in the meeting.

I should have all the information I need shortly and I'm hoping to provide a response to you by the end of tomorrow.

Kind regards,
Christian

CHRISTIAN LYNCH (he/him) **|** Principal Strategic Planner
Email: christian.lynch@mornpen.vic.gov.au
<image001.gif>
Private Bag 1000, Rosebud VIC 3939 **|** 2 Queen Street, Mornington VIC 3931
Follow us on social media!
<image002.gif>
<image003.gif>
<image004.gif>

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

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Amendment C295morn – Submissions review and officer responses

NOTE: Changes to the amendment recommended by officers within this document refer to changes which are recommended to form the basis of Council's submissions to a Planning Panel.

Index	Issue summary	Officer response	Officer recommendation
Submission number: 1 **Submitter:** South East Water (Public Authority) **Submission summary:** No objection.			
1.1	The submission confirms that SEW have no objection to the amendment.	No changes are required to the amendment.	**Refer submission to Panel.** **No changes recommended to the amendment.**
Submission number: 2 **Submitter:** Private landowner added to the revised DCP **Submission summary:** Objects to the inclusion of their property in the revised DCP, stating that they have access to existing utilities and should not have to pay a contribution.			
2.1	The submitter raises concerns with their property being included in the revised DCP area and having to pay the infrastructure contribution.	Proposed inclusion of the property within the revised DCP is justified because the land will benefit directly from the upgraded infrastructure provided by the DCP, particularly road and drainage infrastructure, as detailed below.	**Refer submission to Panel.** **No changes recommended to the amendment.**
2.2	They state that they already have access to utilities services such as water, gas, sewerage and drainage.	Infrastructure to be delivered by the proposed revised DCP includes road, drainage, public lighting and optic fibre ready pit and pipe infrastructure. Works (and associated costings) also include service conduits for gas and water. It is acknowledged that the subject property is already connected to service utilities including water, gas, sewerage and drainage. It is further acknowledged that the Ministerial Direction on the Preparation and Content of Development Contributions Plans (11 October 2016) and the State Government's Development Contributions Guidelines (March 2007) state that essential services such as water and gas should not be included within DCPs. However, the proposed inclusion of the conduits within the DCP area is considered appropriate because: • Not all properties within the DCP area are connected to all utility services. Nevertheless, installing conduits does not amount to providing the actual services. Rather, installing conduits allows for the provision of such services in the future, where required. • There is precedent for conduit installation costs being supported and approved for inclusion within DCPs elsewhere in Victoria, noting that the Arden Precinct DCP in the Melbourne Planning Scheme (Amendment C407melb,	

Amendment C295morn – Submissions review and officer responses

NOTE: Changes to the amendment recommended by officers within this document refer to changes which are recommended to form the basis of Council's submissions to a Planning Panel.

Index	Issue summary	Officer response	Officer recommendation
		approved by the Minister for Planning on 28 July 2022) includes costings for utility conduit installations. • The costs to install the conduits are relatively minor compared to the overall DCP costings, with the costings to be shared between all landowners and Council on a 70/30 basis. Basic drainage infrastructure exists near the subject property. A drainage pipe runs north up Cooma Street from Disney Street which collects stormwater from pits on Cooma Street, as well as pits and pipes on Disney Street. This pipe terminates at the northern boundary of 6 Cooma Street where stormwater is then discharged into an open drain and continues flowing north towards Creswell Street, albeit less directly and efficiently. This drainage infrastructure, however, is rudimentary and inadequate because the pipe terminates halfway down the street. More localised flooding issues may arise if these inadequacies are not addressed when infrastructure is upgraded in the area. The revised DCP infrastructure will provide a logical new drainage connection between the existing pipe and a proposed pipe which will run up to Creswell Street and discharge stormwater further north. This will improve how stormwater is directed and reduce potential flooding risks for existing residential lots and dwellings, including the subject property. In addition to this, the DCP infrastructure will provide the subject property with a legal point of discharge (LPD) which it does not have currently.	
2.3	The submitter does not oppose Cooma Street being sealed, however that note that sealing the road will increase traffic. They also question why they should have to contribute towards funding upgrades to a road they do not use as they already have road access off Disney Street.	While it is acknowledged that the landowner may not currently use Cooma Street, the property still benefits from access to this road reserve. Sealing of Cooma Street further benefits the property because: • The property could be subdivided further under existing planning controls (subject to a planning permit) with future lots being able to access Cooma Street. • Sealing the road reserve provides several benefits as noted in Council's adopted 'Unmade Roads Construction Strategy (2006)' (Unmade Roads Construction - Mornington Peninsula Shire, page 8 onwards), including dust suppression (which improves air quality and road visibility), reduced road noise	

Amendment C295morn – Submissions review and officer responses

NOTE: Changes to the amendment recommended by officers within this document refer to changes which are recommended to form the basis of Council's submissions to a Planning Panel.

Index	Issue summary	Officer response	Officer recommendation
		and vehicle wear and tear, and improved safety for road users resulting from a less variable road surface. While traffic volumes may increase with more residential development in the DCP area, traffic volumes in Cooma and Disney Streets will remain consistent with a local road classification (i.e. below the 1000 vehicles/day threshold).	
Submission number: 3 **Submitter:** DEECA (Public Authority) **Submission summary:** Does not support the amendment in its current form, raising specific concerns about the proposed planning permit exemption for native vegetation removal under Clause 52.17 (Native Vegetation) and the proposed voluntary approach to delivering native vegetation offsets.			
3.1	The submission states that DEECA does not support the proposed amendment in its current form as it may prevent the full biodiversity impacts of any native vegetation removal from being appropriately assessed and considered in line with: • Clause 52.17 (Native Vegetation), and • the *Guidelines for the removal, destruction of lopping of native vegetation* (DELWP, 2017). They submit that the most appropriate statutory process to facilitate native vegetation removal for the proposed DCP infrastructure is to apply for a planning permit under Clause	The planning controls that apply to the DCP area require a planning permit to remove, destroy or lop vegetation, with offsets required for native vegetation removed. The exhibited version of Amendment C295morn proposed to exempt Council from needing a planning permit to remove native vegetation (by amending the schedule to Clause 52.17: Native Vegetation). This approach was adopted on advice provided by the Department of Transport & Planning (DTP) during preparation of the amendment. DTP suggested that Shire officers consider including the exemption within the amendment as it would reduce unnecessary administrative burden by avoiding the need for Council to undertake a separate and consecutive planning permit application process, alongside the planning scheme amendment, that would ultimately yield the same results – i.e. removal of native vegetation. DTP informed officers that this approach is commonly adopted and approved for public infrastructure delivery in other DCPs across metropolitan Melbourne.	**Refer the submission to Panel and change the amendment as follows:** • **Delete the proposed schedule to Clause 52.17 from the amendment (which creates the native vegetation removal exemption), and** • **Delete the 'Vegetation Removal Plan' from the revised DCP Incorporated Document.**
	52.17 (and Clause 42.02: Vegetation Protection Overlay). They state that this would require referral to DEECA pursuant to Clause 66.02-2, to be reviewed through the Detailed Assessment Pathway (DAP). The submission notes:	Mindful that this approach would also exempt Council from needing to provide native vegetation offsets, officers recommended the exemption approach to Council on the basis that Council could commit to voluntarily pay for the native vegetation offsets as part of its resolution to proceed with the planning scheme amendment. This ensures Council delivers on its commitment to taking a lead role in protecting and enhancing the Shire's biodiversity as is enshrined in Council's	

Amendment C295morn – Submissions review and officer responses

NOTE: Changes to the amendment recommended by officers within this document refer to changes which are recommended to form the basis of Council's submissions to a Planning Panel.

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	a) Insufficient justification has been provided as to why native vegetation removal should be exempt from the planning permit requirements of Clause 52.17. b) As per Appendix 1D of the Assessor's handbook: Applications to remove, destroy or lop native vegetation (DELWP, 2018), DEECA considers the native vegetation to be removed (including vegetation identified in the DCP to be added to the Clause 52.17 schedule), to have high biodiversity value because it's of a larger extent (more than 1ha), and includes patches of native vegetation with high condition score (above 0.6), large trees (including those that may facilitate landscape connectivity), endangered Ecological Vegetation Class, and potentially suitable habitat for threatened species including Southern Brown Bandicoot, Swamp Skink, Glossy Grass Skink, Southern Toadlet and White-footed Dunnart. c) Further opportunities likely exist to avoid and minimise impacts on native vegetation. The Biodiversity Assessment identifies key areas of native vegetation that should be avoided and recommends that further opportunities to protect large trees be investigated. Given the high biodiversity value of the native vegetation that may be impacted by the DCP works,	adopted Biodiversity Conservation Plan (Ecology Australia, 2019) and Climate Emergency Plan (Mornington Peninsula Shire, 2020). Council endorsed this approach as part of its 19 December 2023 resolution to seek authorisation for Amendment C295morn. In light of DEECA's submission, officers recommend that Council abandon the exemption approach in favour of proceeding with a planning permit application for the following reasons: • While a different approach, the outcome will remain the same. That is, a planning permit will achieve the desired outcome of removing native vegetation necessary to construct the DCP's infrastructure works. • The permit approach will also 'lock in' (via a condition on the permit) a statutory requirement for Council to provide associated native vegetation offsets as per Clause 52.17-5 (Offset requirements). The statutory offset requirement removes any doubt that may otherwise be associated with Council's adopted voluntary approach to providing offsets. • The permit could also address the removal of non-native vegetation which is also required to deliver the DCP infrastructure, and also requires planning approval (under the Vegetation Protection Overlay that applies to the DCP area). • Opportunities to potentially further minimise or avoid some vegetation removal can be explored as part of the permit process in consultation with a qualified arborist and DEECA – noting that the application will be referred to DEECA as outlined below. • While there is a risk that approval of the permit application could be appealed at VCAT, this risk is considered low because: o The DCP area has been specifically rezoned from a more intensive urban land use (i.e. industry) to residential with the existing road and lot layout within the DCP area remaining unchanged.	

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	DEECA does not support exempting native vegetation removal from the requirements of Clause 52.17 before potential impacts have been properly assessed and all opportunities to avoid and minimise these impacts have been investigated. d) DEECA does not support Council's proposal to secure offsets "voluntarily". In addition to first exploring opportunities to avoid and minimise vegetation removal, DEECA states that any required offsets must be mandatory.	○ Removal of vegetation is necessary to deliver the basic infrastructure required to support existing and future residential development within the DCP. ○ The permit process includes the opportunity to explore further minimisation or avoidance of vegetation removal, in consultation with DEECA. • In a VCAT appeal occurs, it is expected that a decision will be delivered before Amendment C295morn is finalised (i.e. reviewed by a Planning Panel and approved and gazetted by the Minister for Planning), meaning the permit approach is unlikely to result in significant delays to delivery of the infrastructure that might otherwise compromise Council's obligations under the DCP. It is noted that the planning permit would be referred to DEECA under Clause 66.02-2 (Use and Development Referrals – Native Vegetation)[1] and assessed under the Detailed Assessment Pathway (DAP). A DAP is triggered because the native vegetation removal required to deliver the DCP infrastructure will impact more than 0.5 hectares of native vegetation[2] and includes a combination of patches, endangered EVCs and large trees[3]. The requirement for a DAP is confirmed by the Native Vegetation Removal Report at Attachment 1 of the Biodiversity Assessment Report (Abzeco, June 2023). As a consequence of deleting the vegetation removal exemption from the amendment, the revised DCP Incorporated Document will also need to be amended to remove the corresponding 'Vegetation Removal Plan' as it is referenced in relation to the proposed Clause 52.17 exemption. Finally, with respect to DEECA's observation about suitable habitats for threatened species occurring within the DCP area, officers note that Abzeco conducted targeted fauna surveys in late 2024 which recorded two threatened species – being the Glossy Grass Skink (considered endangered in Victoria) and Lewin's Rail (considered vulnerable in Victoria). The Southern Brown Bandicoot, Swamp Skink, Southern Toadlet and White-footed Dunnart were not detected. In addition, Abzeco has confirmed that it is unlikely that the site provides significant habitat for the Swamp Skink. References:	

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		1. *Guidelines for the removal, destruction or lopping of native vegetation* (DELWP 2017), p.23, section 6.6 2. *Guidelines for the removal, destruction or lopping of native vegetation* (DELWP 2017), p.19 3. *Native vegetation removal regulations - Applicant's guide* (DEECA 2023), p.17	
3.2	The submission notes the following regarding amendment documentation drafting: a) The Vegetation Removal Plan in the revised DCP only documents 30 trees that would be exempt from the requirements of Clause 52.17 and does not show the patches of native vegetation identified for removal in the Biodiversity Assessment. Removing the patches therefore won't be exempt under Clause 52.17 or Clause 42.02 (VPO). Given the extent of native vegetation patches removal required, a referral to DEECA will be triggered under Clause 66.02-2 as the removal will be in the DAP. b) The extent of non-native vegetation to be removed from the DCP area is not clear. A planning permit may still be required for non-native vegetation removal under Clause 42.02 (Vegetation Protection Overlay).	It is acknowledged that the 'Vegetation Removal Plan' included in the exhibited revised DCP Incorporated Document only showed native vegetation *trees*. This was an administrative error, noting that delivery of the DCP infrastructure requires removal of both tress and *patches* of native vegetation – as identified in the Biodiversity Assessment. It is further acknowledged that the amendment documentation erroneously does not clarify the extent of non-native vegetation to be removed. Nevertheless, given the officer recommendation in **3.1** above, the 'Vegetation Removal Plan' is proposed to be deleted from the DCP Incorporated Document as exempting native vegetation removal under Clause 52.17 is no longer recommended. A vegetation removal plan showing all native and non-native vegetation to be removed (including trees and patches) will instead be provided as part of the planning permit application process.	

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Submission number: 4 **Submitter:** CFA (Public Authority) **Submission summary:** No additional comments			
4.1	The submission confirms that CFA have no comments to make in relation to the amendment given there doesn't appear to be any significant material change to policy.	No changes are required to the amendment.	**Refer the submission to Panel.** **No changes recommended to the amendment.**
Submission number: 5 **Submitter:** Private landowner added to the revised DCP **Submission summary:** Objects to the inclusion of their property in the revised DCP and the apportionment of costs, states that they have access to existing utilities			
5.1	Overall, the submitter states that their objection to the amendment relates specifically to the inclusion of additional properties in Amendment C295morn and the revised DCP. They submit that the additional properties should be deleted from the amendment. They also urge Council to reconsider its 30% contribution to the delivery of the revised DCP costs which they state will only benefit a small number of local properties.	Proposed inclusion of the property within the revised DCP is justified because the land will benefit directly from the upgraded infrastructure provided by the DCP, particularly road and drainage infrastructure, as detailed below. The '70/30' cost-sharing between landowners and Council is consistent with the existing DCP currently forming part of the planning scheme. There is no strategic justification to increase Council's share of costs, acknowledging that the infrastructure being delivered under the DCP has very localised and direct benefits for landowners currently within, and proposed to be included within the revised DCP.	**Refer the submission to Panel.** **No changes recommended to the amendment.**
5.2	The submitters objection is based on the following reasons: a) Their property and others in the immediate area are already serviced by council drainage on Cooma Street and Disney Street, therefore the revised DCP infrastructure will not provide them with any additional benefit. Their property is also serviced by electricity, gas, sewerage,	Infrastructure to be delivered by the proposed revised DCP includes road, drainage, public lighting and optic fibre ready pit and pipe infrastructure. Works (and associated costings) also include service conduits for gas and water. It is acknowledged that the subject property is already connected to electricity, gas, sewerage, water and NBN. It is further acknowledged that the Ministerial Direction on the Preparation and Content of Development Contributions Plans (11 October 2016) and the State Government's Development Contributions Guidelines (March 2007) state that essential services such as water and gas should not be included	

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	water and NBN, therefore they receive no benefit of these services being delivered on Creswell Street and should not be required to contribute to these costs.	within DCPs. However, the proposed inclusion of the conduits within the DCP area is considered appropriate because: • Not all properties within the DCP area are connected to all utility services. Nevertheless, installing conduits does not amount to providing the actual services. Rather, installing conduits allows for the provision of such services in the future, where required. • There is precedent for conduit installation costs being supported and approved for inclusion within DCPs elsewhere in Victoria, noting that the Arden Precinct DCP in the Melbourne Planning Scheme (Amendment C407melb, approved by the Minister for Planning on 28 July 2022) includes costings for utility conduit installations. • The costs to install the conduits are relatively minor compared to the overall DCP costings, with the costings to be shared between all landowners and Council on a 70/30 basis. As noted in the officer response to submission **2.2** above, while basic drainage infrastructure exists in the vicinity of the subject property, the infrastructure in Cooma Street is rudimentary and inadequate which could result in more localised flooding issues if not addressed when infrastructure is upgraded in the DCP area. The proposed revised DCP infrastructure provides logical new drainage connections, improving stormwater discharge and reduce potential flooding risks for existing residential lots and dwellings, including the subject property.	
	b) The property already has sealed road access via the frontage to Disney Street and will not benefit from the sealing of Cooma Street. Instead, they submit it will be detrimental due to increased traffic which will result in more noise and reduced safety for school children accessing bus stops on Disney Street.	As noted in the officer response to submission **2.3** above, the revised DCP will benefit the submitter's property through the sealing of Cooma Street which runs along the property's side boundary. Sealing the road reserve provides a range of benefits as noted in Council's adopted 'Unmade Roads Construction Strategy (2006)' (Unmade Roads Construction - Mornington Peninsula Shire, page 8 onwards), such as dust suppression (which improves air quality and road visibility), reduced road noise and vehicle wear and tear, and reduced vehicle wear and tear improved safety for road users resulting from a less variable road surface. Again, as noted in the officer response to submission **2.3**, while traffic volumes may increase with more residential development in the DCP area and the construction of	

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		Cooma Street, traffic volumes in Cooma and Disney Streets will remain consistent with a local road classification (i.e. below the 1000 vehicles/day threshold).	
	c) Council's Unmade Roads Construction Strategy (2006) identifies Cooma Street as a 'low' priority in terms of being upgraded, however bringing this project forward to appease privately led development and asking additional landowners to contribute to its delivery is inequitable and contrary to the Strategy.	Council's Unmade Roads Construction Strategy provides an overarching strategic approach for the construction of unmade roads within the Mornington Peninsula Shire by listing all unmade roads and categorising them from 'high' to 'low' priority based on several specified criteria. It is acknowledged that the Strategy, adopted by Council in 2006, identifies Cooma Street as a 'low' priority for upgrade. However, the recommendations of the Strategy with regards to upgrading Cooma Street have effectively been superseded by approval of privately initiated Amendment C210morn in June 2019. This privately initiated amendment, which rezoned parts of Cooma and Creswell Streets from industrial to residential purposes, implemented the current DCP to facilitate the upgrade of local infrastructure – including roads – to service future residential development in the area. The DCP is therefore providing a mechanism – separate to Council's Unmade Roads Construction Strategy – to deliver the road upgrades in a shared funding arrangement between Council and landowners which directly benefit from the localised upgrades. It is further noted that proposed Amendment C295morn is only seeking to update the existing DCP which already provides for the sealing of Creswell Street and the northern section of Cooma Street.	
5.3	Additionally, they submit that Amendment C295morn was adopted by Council despite the council report containing errors and contradictions to Council policies. They reference the following points to support this statement: a) Principle D of Section 9 of the Local Government Act requires Council to engage with the community on matters of strategic planning. The submitter states	Landowners and occupiers affected by the proposed revised DCP were directly notified prior to the Council Meeting of 19 December 2023, where Council decided to adopt the revised DCP and seek authorisation for Amendment C295morn to introduce the revised DCP into the planning scheme. Notification to landowners and occupiers included: • Answers to Frequently Asked Questions about the revised DCP and planning scheme amendment process. • An invitation to speak at the 19 December 2023 Council meeting should they wish to.	

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	that at no stage was any communication or consultation with affected parties undertaken when the additional properties were being considered for inclusion in the DCP.	• Information about how to view the officer report presented at the Council meeting which detailed the DCP review process, changes proposed to the DCP as a result of the review, the nature and scope of Amendment C295morn and the planning scheme amendment process which includes community engagement via the public exhibition process as per the requirements of the *Planning & Environment Act 1987*. In the lead up to the Council meeting, Councillors received feedback from landowners that the officer recommendation to apportion 100% of the revised DCP costs to landowners (on account of landowners being the sole beneficiaries of the DCP infrastructure) was unfair. Council subsequently resolved to adopt the revised DCP but on the basis that the '70/30' (landowners/Council) apportionment of costs as per the existing DCP be retained. Further consultation with affected landowners and occupiers in relation to Amendment C295morn has since been undertaken as per the public exhibition requirements set out in the *Planning & Environment Act 1987* and as directed by the Minister for Planning.	
	b) Council's Asset Plan 2022-2032 requires equitable funding of new infrastructure and to ensure costs are not unfairly borne by established communities. Given the existing services detailed above, the submitter considers it unfair to expect the existing properties of 90 and 92 Disney St and 6 Cooma St to contribute to the DCP.	Council's Asset Plan 2022-2032 sets out the high-level strategic priorities and principles to ensure the Shire's assets are effectively planned for and managed over a 10-year period. The revised DCP is aligned with the principles of the Asset Plan as it provides for the equitable funding and delivery of new infrastructure which is necessary to support planned growth – in this case residential development. It is noted that the proposed revised DCP calculates landowner contributions based on a square meter rate multiplied by the total area of a parcel of land as opposed to the existing DCP's application of lot frontage as the demand unit. Applying lot frontage as the demand unit is an unusual approach as the lot frontage does not always have a direct relationship to the total lot yield – i.e. future subdivision potential of a lot. Adopting land area as the demand unit in a DCP is more equitable because it applies the same square meter contribution rate to all landowners who benefit from the DCP infrastructure. This approach is widely accepted and approved as common practice for many other DCPs across the state, as recommended by the State Government's DCP Guidelines.	

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		Finally, as previously noted, proposed inclusion of the property within the revised DCP is justified because the land will benefit directly from the upgraded infrastructure provided by the DCP, particularly road and drainage infrastructure.	
	c) The report states that Council's Asset Plan requires Council to prioritise maintaining and renewing existing assets over new ones. The submitter states that this development was privately led and will only benefit those properties clearly within Cresswell Street. Therefore, the submitter states that the works should be fully funded by those properties without subsidisation from adjoining existing properties already having the benefit of road, drain and other infrastructure.	It is acknowledged that Council's Asset Plan 2022-2032 states that Council will maintain existing infrastructure and prioritise renewal of existing assets ahead of new or improved infrastructure. In the case of the DCP, the proposed new infrastructure is required because the maintenance and/or renewal of existing infrastructure (roads and drainage) will not adequately support growth in the area. The intent of the DCP aligns with other principles of the Asset Plan including that capital investments will be based on the current and future needs of the community.	
	d) The report stated that the DCP will deliver very localised infrastructure that provides very little benefit to the broader municipality/ratepayers including road, drainage, optic fibre pit and pipe infrastructure, and that it was appropriate that 100% of the costs should be borne by the directly benefitting landowners. The submitter states that the report did not reveal that these services were already in place for the three aforementioned properties.	Refer to responses to **5.2(a)** and **5.3(a).**	

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	e) The report stated that the extension of the road and drainage upgrades will provide an improved outcome for the local residents. The submitter disputes this, stating that the road upgrade will cause detriment to the existing properties in question due to increased traffic, and no benefit from the other infrastructure proposed.	Refer to responses provided to **5.2(a)** and **(b)**.	
5.4	The vegetation removal plan is inaccurate and contains at least one large tree that was removed by Council several years ago.	Officers acknowledge that the 'Vegetation Removal Plan' forming part of the proposed revised DCP erroneously notes a tree on the western side of the Cooma Street road reserve which no longer exists. As per the officer recommended response to **3.1**, however, the Vegetation Removal Plan is to be deleted from the revised DCP Incorporated Document because the proposed vegetation removal exemption (in the schedule to Clause 52.17) is now recommended to be removed from the amendment. Vegetation removal is instead recommended to be facilitated by a planning permit application process. The application must include a vegetation removal plan which accurately identifies all vegetation for removal. As per standard planning permit processes, the application (including the vegetation removal plan) will be advertised to landowners for comment.	
5.5	The original development plan adopted by Council did not include the additional properties. The submitter states that they therefore received no communication about the proposal and no opportunity to comment or object and that this amounts to denial of natural justice to now include their property in the amended DCP.	Council's records confirm that notice of Amendment C210morn was provided to properties surrounding the amendment area, including to the property address which is the subject of this submission. Records also show that the submitter was the owner of the subject property at the time Amendment C210morn was publicly exhibited. The landowner has again been notified, both as part of Council's adoption of the revised DCP, and as part of the public exhibition process for Amendment C295morn which seeks to implement the revised DCP into the planning scheme. As a submitter, the landowner now has rights to present their submission at any future Planning Panel hearing to review submissions to the amendment. Regardless	

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		of whether the submitter elects to appear at a Panel Hearing, the Panel will still consider all submissions received for the amendment. Council will continue to notify the landowner during each stage of the amendment process, including: • Before and after Council formally considers all submissions at a Council Meeting and decides next steps in the amendment process (such as proceeding to a Planning Panel process). • Before and after Council formally considers the recommendations of a Planning Panel report and decides whether to adopt the amendment (with or without changes) and submit it to the Minister for Planning for approval. The landowner will also be invited to speak at a Submitter Meeting prior to each Council Meeting.	
Submission number: 6 **Submitter:** Private landowner added to the revised DCP **Submission summary:** Objects to the inclusion of their property in the revised DCP and the apportionment of costs, states that they have access to existing utilities			
6.1	Overall, this submitter requests that their property and others that were not included in the original DCP should be removed from Amendment C295morn because they already have existing services, and they should not be paying for a road they do not want sealed. The submitter advises that they purchased their property in 2021 after researching the original DCP implemented by Amendment C210morn. They note that their property and others on Disney Street were never included in the original rezoning of land that significantly increased land values and the corresponding application of the original DCP.	Proposed inclusion of the property within the revised DCP is justified because the land will benefit directly from the upgraded infrastructure provided by the DCP, particularly road and drainage infrastructure, as detailed below.	**Refer the submission to Panel.** **No changes recommended to the amendment.**

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6.2	The submitter states that they are objecting to the amendment for the reasons summarised and listed below. a) Their property is already connected to sewerage, gas, stormwater and NBN/fibre optic.	Infrastructure to be delivered by the proposed revised DCP includes road, drainage, public lighting and optic fibre ready pit and pipe infrastructure. Works (and associated costings) also include service conduits for gas and water. It is acknowledged that the subject property is already connected to sewerage, gas, stormwater and NBN. It is further acknowledged that the Ministerial Direction on the Preparation and Content of Development Contributions Plans (11 October 2016) and the State Government's Development Contributions Guidelines (March 2007) state that essential services such as water and gas should not be included within DCPs. However, the proposed inclusion of the conduits within the DCP area is considered appropriate because: • Not all properties within the DCP area are connected to all utility services. Nevertheless, installing conduits does not amount to providing the actual services. Rather, installing conduits allows for the provision of such services in the future, where required. • There is precedent for conduit installation costs being supported and approved for inclusion within DCPs elsewhere in Victoria, noting that the Arden Precinct DCP in the Melbourne Planning Scheme (Amendment C407melb, approved by the Minister for Planning on 28 July 2022) includes costings for utility conduit installations. • The costs to install the conduits are relatively minor compared to the overall DCP costings, with the costings to be shared between all landowners and Council on a 70/30 basis. Officers note that the subject property will benefit most directly from the upgraded road and drainage infrastructure delivered by the revised DCP, as follows: • As noted in the officer response to submission **2.2** above, while basic drainage infrastructure exists in the vicinity of the subject property, the infrastructure in Cooma Street is rudimentary and inadequate which could result in more localised flooding issues if not addressed when infrastructure is upgraded in the DCP area. The proposed revised DCP infrastructure provides logical new drainage connections, improving stormwater discharge and reduce potential flooding risks for existing residential lots and dwellings, including the subject property.	

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		• As noted in the officer response to submission **2.3** above, the revised DCP will benefit the submitter's property through the sealing of Cooma Street which runs along the property's side boundary. Sealing the road reserve provides a range of benefits as noted in Council's adopted 'Unmade Roads Construction Strategy (2006)' (Unmade Roads Construction - Mornington Peninsula Shire, page 8 onwards), such as dust suppression (which improves air quality and road visibility), reduced road noise and vehicle wear and tear, and reduced vehicle wear and tear improved safety for road users resulting from a less variable road surface.	
	b) At the time they bought their property, many local unsealed roads in Crib Point were designated as 'low' priority as per Council's Unmade Roads Construction Strategy (2006) and these roads should not be reclassified to a higher priority to satisfy the needs of property developers.	Refer to previous officer response to submission **5.2(c)** above.	
	c) Their property has a very small frontage to the DCP road, yet they would have to pay a contribution based on the size of their property instead.	Applying lot frontage as the demand unit is an unusual approach as the lot frontage does not always have a direct relationship to the total lot yield – i.e. future subdivision potential of a lot. It is commonly accepted and approved practice to adopt land area as the demand unit in a DCP which has been applied in the revised DCP.	
	d) South East Water has recently been upgrading infrastructure in the area.	It is acknowledged that water main upgrades have recently been completed in the area, however, this has been undertaken by Council not South East Water.	
	e) A main bedroom of the house on their property faces the street and the proposed road works will raise noise levels within the property.	As noted in the officer response to submission **2.3**, while traffic volumes may increase with more residential development in the DCP area and the construction of Cooma Street, traffic volumes in Cooma and Disney Streets will remain consistent with a local road classification (i.e. below the 1000 vehicles/day threshold). Noise experienced during construction of the road works will be temporary and minimised as far as practically reasonable.	

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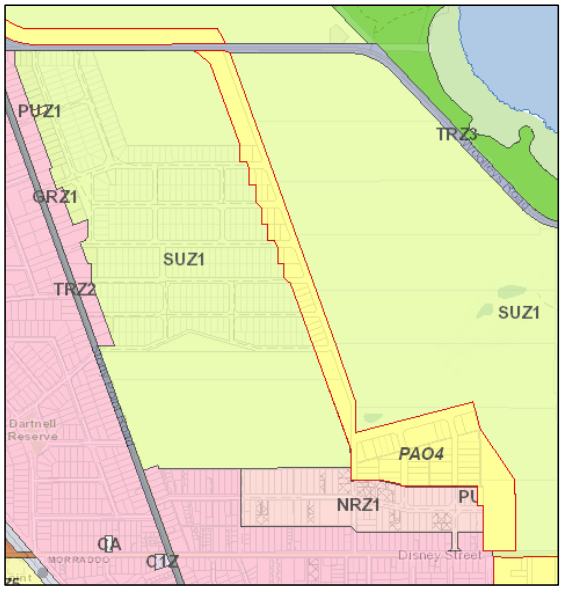
	f) Turning Cooma and Glossop Streets into north-south access ways will impact local amenity through increased traffic. Cooma Street is shown to eventually extend all the way up to Woolleys Road which will create a major thoroughfare, while other north-south roads in the area are no-through-roads.	The submission refers to a potential road reserve extension of Cooma Street to Woolleys Road which forms part of a 'paper subdivision' of land directly north of the amendment area (shown below) zoned Special Use Zone 1 (SUZ1). SUZ1 land is reserved for 'Port related uses'.  The potential northern connection alignment referred to in the submission is covered by a Public Acquisition Overlay (PAO4) which relates to 'Port services and access corridor'. Although the PAO4 is applied in this location, the current Port of Hastings' Port Development Strategy 2018 (PDS) shows a proposed 'transport corridor' for the Port running along the existing alignment of Woolleys Road (see below plan) – not where the PAO4 applies.	

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		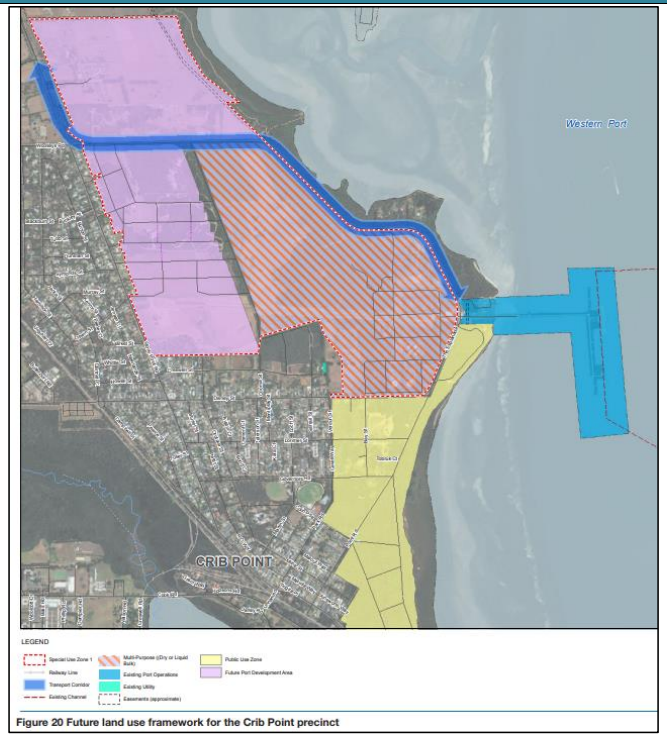 Figure 20 Future land use framework for the Crib Point precinct Based on the existing PDS, no road connection is proposed at this point in time, which would extend Cooma Street to Woolleys Road. Officers note that an updated version of the PDS is expected to be released by the end of 2025 which may provide further information about the future use of the Port land and proposed transport connections. Traffic impacts associated with any potential extension of	

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		Cooma Street to Woolleys Road would need to be assessed and mitigated as part of any future development of the SUZ1 land.	
	g) Their property will not benefit from the local infrastructure proposed by the DCP as they already benefit from existing infrastructure.	Refer to response provided for point **6.3(a)** above.	
	h) Council should not be contributing 30% of ratepayers money to support private development and the DCP infrastructure costs should be borne entirely by landowners benefiting from it (i.e. properties located off Creswell Street).	The 2024 DCP, which already lawfully exists within the planning scheme, provides for a '70/30' sharing of costs - apportioning 70% to landowners and 30% to Council. The independent review of the 2024 DCP by Mesh Planning in 2023 recommended that a revised DCP be prepared, apportioning 100% of the costs to landowners because they benefit directly from the upgraded infrastructure. However, in adopting the revised 2023 DCP on 19 December 2023, Council resolved that the apportionment of costs should be the same as the existing DCP – i.e. 70% landowner and 30% Council. It is noted that while the apportionment remains at 70/30, the revised 2023 DCP provides for more equitable cost-sharing between landowners across the DCP area by changing the contribution calculation method (or demand units) from linear metre of frontage to square meter of lot area which is consistent with State Government DCP Guidelines. Further, the overall cost to Council is minimised as far as practically reasonable by implementing a revised DCP which reflects the increased construction costs to deliver the infrastructure which are substantially higher than first estimated. Including the increased costs in the DCP means Council has more chance of recouping more funds than it otherwise could under the existing 2024 DCP which is based on outdated estimates.	
	i) The proposed DCP is at odds with several objectives of the 'Crib Point Township Plan Refresh' including to: • Protect the existing character of residential areas within the township	• The proposed revised DCP is consistent with the Crib Point Township Plan Refresh because it seeks to seal Creswell, Cooma and Glossop Streets to service existing residentially zoned land. Sealing these roads delivers on action A16*: Encourage and facilitate the construction of unmade roads within the township.*	

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NOTE: Changes to the amendment recommended by officers within this document refer to changes which are recommended to form the basis of Council's submissions to a Planning Panel.

Index	Issue summary	Officer response	Officer recommendation
	to protect the coastal country town feel of the township. • Ensure that new development provides adequate landscaping responsive to the existing environment. • Protect the Ramsar wetlands and areas of remnant vegetation as a priority, particularly from development which results in loss of biodiversity or increases adverse impacts such as stormwater runoff. • Protect and improve landscape features such as the tree canopy and coastal habitat. • Ensure all development is sensitive to and makes a positive contribution to local environmental values, providing for appropriate spacing of canopy trees and regeneration of the landscape setting. They suggest that turning Cooma Street into a north/south thoroughfare is misaligned with the first two objectives, while the proposed removal of vegetation to deliver the DCP infrastructure is at odds with the remaining three objectives.	• Neither the amendment nor revised DCP seek to extend Cooma Street to create a north/south connection from Creswell Street to Woolleys Road. Only the section of Cooma Street from Creswell Street to Disney Street is proposed to be included in the revised DCP. • It is acknowledged that some vegetation removal is required to deliver the DCP road and drainage infrastructure. Nevertheless, the infrastructure has been designed and located where possible to avoid and minimise vegetation removal in accordance with the 'Guidelines for the removal, destruction or lopping of native vegetation (DELWP, 2017). Where vegetation removal cannot be avoided, Council is required to secure vegetation offsets for the native vegetation removed in accordance with Clause 52.17 requirements. It is further noted that canopy tree coverage and revegetation can still occur within private properties forming part of the amendment area.	
6.3	Additionally, they state that there are several shortfalls in the research and accuracy of the revised DCP which are listed below.	Refer to previous officer response to submission **5.3(b)** above.	

Amendment C295morn – Submissions review and officer responses

NOTE: Changes to the amendment recommended by officers within this document refer to changes which are recommended to form the basis of Council's submissions to a Planning Panel.

Index	Issue summary	Officer response	Officer recommendation
	a) They submit that the amendment is at odds with the Shire's Asset Plan 2022-2023 which states that *"Contributions from development will be taken to fund necessary infrastructure so that growth pays for growth, and costs are not unfairly borne by established communities"*. They believe that the amendment and revised DCP is at odds with this statement because it requires established properties that were not part of the existing DCP (Amendment C210morn version) to contribute to infrastructure they already have and do not need		
	b) Because their property was not included in the original DCP, established landowners such as themselves were not consulted on this process and did not have the opportunity to provide feedback or object.	Council's records confirm that notice of Amendment C210morn was provided to properties surrounding the amendment area, including to the property address which is the subject of this submission. It is noted however that the submitter (the current landowner) did not own the property at the time that the notice was provided.	
	c) The Council report which presented the revised DCP (2023) omitted the fact that several properties (6 Cooma Street, 90 and 92 Disney Street) already have access to the infrastructure which was stated would benefit these properties as a result of the DCP infrastructure being delivered.	Refer to response provided for point **6.3(a)** above.	
Submission number: 7 **Submitter:** Private landowner affected by the amendment (not within either the existing or revised DCP, but adjacent to the proposed infrastructure works) **Submission summary:** Concerned with proposed vegetation removal from private property			

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Amendment C295morn – Submissions review and officer responses

NOTE: Changes to the amendment recommended by officers within this document refer to changes which are recommended to form the basis of Council's submissions to a Planning Panel.

Index	Issue summary	Officer response	Officer recommendation
7.1	The submitter does not support the proposed removal of an existing canopy tree on their property, adjacent to the boundary with the DCP infrastructure works, due to its amenity and ecological value. They submit that infrastructure works should include supervision by an arborist and wish to be compensated should the tree be impacted.	The tree noted by the submitter is a Coastal Manna Gum. The Biodiversity Assessment Report prepared for the DCP notes that this tree is considered 'lost' because more than 10% (i.e. 29%) of its Tree Protection Zone (TPZ) will be impacted by drainage construction works (including excavation, soil compaction etc.). However, the report also notes that the tree *could* be retained at the time the construction works are undertaken, subject to the advice of a qualified arborist who will supervise works impacting the tree.	**Refer the submission to Panel and change the amendment as follows:** • **Delete the proposed schedule to Clause 52.17 from the amendment (which creates the native vegetation removal exemption), and** • **Delete the 'Vegetation Removal Plan' from the revised DCP Incorporated Document.**

Planning and Environment Act 1987

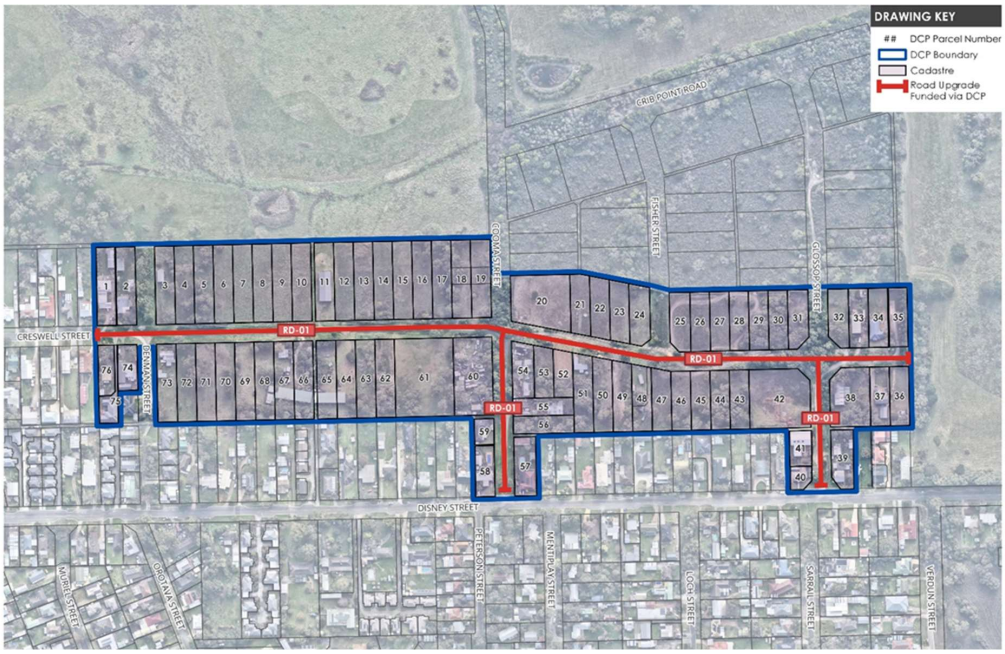
MORNINGTON PENINSULA PLANNING SCHEME

AMENDMENT C295morn

EXPLANATORY REPORT

Overview

The amendment replaces the Creswell Street East Crib Point Development Contributions Plan (Watsons, June 2024) incorporated document with the revised Creswell Street East, Crib Point Development Contributions Plan (Mesh Planning, December 2023) incorporated document, to provide for the funding and delivery of access and drainage infrastructure required to support the urban development of the 76 parcels within the Development Contributions Plan (DCP) area, as outlined in map 1 below.



Map 1: Land Affected by Amendment C295morn and the DCP Project extent

Where you may inspect this amendment

The amendment can be inspected free of charge at:

- Mornington Peninsula Shire Council website at www.mornpen.vic.gov.au/Building-Planning/Strategic-Planning/Planning-Scheme-Amendments.
- During office hours at the following Shire offices:
  - Rosebud Office – 90 Besgrove Street, Rosebud
  - Mornington Office – 2 Queen Street, Mornington
  - Hastings Office – 21 Marine Parade, Hastings

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- Department of Transport and Planning website at www.planning.vic.gov.au/public-inspection or by contacting the office on 1800 789 386 to arrange a time to view the amendment documentation.

Submissions

Any person may make a submission to the planning authority about the amendment. Submissions about the amendment must be received by **Friday 20 December 2024 at 5:00pm**.

A submission must be sent to the Mornington Peninsula Shire:

- **By online form** (preferred): visit www.mornpen.vic.gov.au/Building-Planning/Strategic-Planning/Planning-Scheme-Amendments and click on 'Amendment C295morn'
- **By email:** at strategic.admin@mornpen.vic.gov.au (use 'Amendment C295morn – submission' in the subject line)
- **By post:**
  Attention: Team Leader, Strategic Planning
  Re: Amendment C295morn - submission
  Mornington Peninsula Shire
  Private Bag 1000
  Rosebud VIC 3939

Panel hearing dates

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

- directions hearing: week beginning 30 June 2025.
- panel hearing: week beginning 11 August 2025.

Details of the amendment

Who is the planning authority?

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

The amendment has been made at the request of the Mornington Peninsula Shire Council.

Land affected by the amendment

The amendment applies to properties between 1 and 77 Creswell Street, and those fronting Cooma Street and Glossop Street between Creswell Street and Disney Street, Crib Point, as shown in map 2 below.

Map 2: Land Affected by Amendment C295morn

What the amendment does

The amendment replaces the Creswell Street East Crib Point Development Contributions Plan (Watsons, June 2024) incorporated document with the revised Creswell Street East, Crib Point Development Contributions Plan (Mesh Planning, December 2023) incorporated document, to provide for the funding and delivery of access and drainage infrastructure required to support the urban development of the 76 parcels within the DCP area.

Specifically, this amendment makes the following changes to the Overlay maps and Planning Scheme Ordinance:

Overlay maps

- Mornington Peninsula Planning Scheme map number 33DCPO has been amended to include a further 12 properties which are to be included within the DCP area.

Planning Scheme ordinance

- Amends Schedule 1 to Clause 45.06 (Development Contributions Plan Overlay) (DCPO1) to enable implementation of the Creswell Street East, Crib Point Development Contributions Plan (Mesh Planning, December 2023) incorporated document.
- ~~Amends Schedule 1 to Clause 52.17 (Native Vegetation) to exempt vegetation required to be removed as shown in the Creswell Street East, Crib Point Development Contributions Plan (Mesh Planning, December 2023) incorporated document.~~
- Amends the Schedule to Clause 72.04 to remove reference to the existing Creswell Street East Crib Point Development Contributions Plan (Watsons, June 2024) incorporated document and instead reference the new incorporated document titled Creswell Street East, Crib Point Development Contributions Plan (Mesh Planning, December 2023).

Strategic assessment of the amendment

Why is the amendment required?

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The amendment is required to enable a coordinated approach to the funding and delivery of local road and drainage infrastructure required to support residential development within the DCP area.

In 2019, Amendment C210morn rezoned some land within Creswell Street and Cooma Street, Crib Point from Industrial 3 Zone (INZ3) to Schedule 1 to the Neighbourhood Residential Zone (NRZ1) to facilitate residential development of the land.

Amendment C210morn also introduced the DCPO1, which applied the Creswell Street East, Crib Point Development Contributions Plan, 2018 incorporated document (the Original DCP) to provide a formal, lawful, and equitable way to collect contributions from new development to help fund the delivery of infrastructure required to service the residential land.

This amendment replaces the existing:

- Schedule 1 to Clause 45.06 (Development Contributions Plan Overlay) with the revised DCPO1; and
- Creswell Street East Crib Point Development Contributions Plan (Watsons, June 2024) incorporated document with the revised Creswell Street East, Crib Point Development Contributions Plan (Mesh Planning, December 2023) incorporated document.

The Mornington Peninsula Shire Council recently completed a review of the Original DCP which identified several issues, the most significant being that the project costs included in the existing Development Contributions Plan do not reflect the current construction costs.

As a result, a revised Development Contributions Plan has been prepared which:

- Extends the local road and drainage works to include the eastern edge of Creswell Street so it meets the existing road pavement and upgrade Cooma Street and Glossop Street between Creswell Street and Disney Street. As a result, the total length of unmade local roads to be upgraded has increased from 860 linear metres in the Original DCP to 1,138 linear metres in the revised DCP. The extension of the road and drainage upgrades will provide an improved outcome for the local residents and deliver two upgraded north-south local access roads.

- Retains the project type and scope i.e. the road cross-section remains the same as that in the Creswell Street East Crib Point Development Contributions Plan (Watsons, June 2024) incorporated document and includes the construction of a 5.5 metre wide asphalt pavement and stormwater drainage but does not include construction of a footpath.

- Increases the DCP area as the extent of the upgrade of the local unmade roads has increased. The DCP area has been increased to include all properties immediately adjacent to the unmade local roads that will be upgraded, as a result 12 additional properties are included in the revised DCP.

- Increases the total costs included in the DCP to account for the extended road length, updated construction costs based on detailed design plans, Quantity Surveyor estimates, includes finance costs to deliver the project by 30 June 2028, and plan preparation costs.

- Increases the DCP charges required due to the increase in total DCP costs.

- Apportions 70% of all DCP projects including the road and drainage infrastructure construction, plan preparation and finance costs to the landowners benefiting from the localised infrastructure. This level of apportionment was applied to the Original DCP which funded road and drainage infrastructure construction only. Council will fund the remaining 30% of the total DCP project costs.

- Increases the delivery timeframe of the project to 30 June 2028.

- Revises the demand units from linear metre of lot frontage as defined in the Original DCP to metre square of lot area.

- ~~Includes a vegetation removal plan identifying the vegetation to be removed from private and public land, to allow for the construction of the road and drainage infrastructure required to be delivered by the DCPO1.~~

  ~~Further, the Schedule 1 to Clause 52.17 (Native Vegetation) is amended to exempt vegetation required to be removed as shown in the Development Contributions Plan. This provides an exemption for the Development Agency (the Mornington Peninsula Shire) from requiring a planning permit to remove, destroy or lop native vegetation.~~

It is noted that the Original DCP has previously been amended twice by two separate planning scheme amendments approved and gazetted in 2024 as follows:

- In June 2024, Amendment C300morn extended the expiry date of the DCP by 2 years, from 6 June 2024 to 6 June 2026 to ensure the DCP remains in place so Council can retain contributions collected to date and continue to collect contributions while Amendment C295morn to introduce the proposed new DCP is being progressed.

- In July 2024, Amendment C305morn corrected obvious technical errors that occurred as part of Amendment C300morn by:

  - Inserting an exemption in the DCP for small second dwellings consistent with Amendment VC249 which exempted small second dwellings from DCP requirements in all Victorian planning schemes as of 15 January 2024.

  - Updating the date of the DCP from 2018 to June 2024 in recognition of the changes made by Amendment C300morn.

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

The amendment implements the following objectives of the *Planning and Environment Act 1987* (the Act) set out in section 4(1):

(a) *to provide for the fair, orderly, economic and sustainable use, and development of the land.*

The amendment will result in the fair, orderly, economic and sustainable use and development of land by providing a formal, lawful and equitable method to collect contributions to fund and enable the construction of the local unmade roads and necessary drainage infrastructure.

(c) *to ensure a pleasant, efficient and safe working, living and recreational environment for all Victorians and visitors to Victoria.*

The amendment will provide for the upgrade of existing local unmade roads and the provision of necessary drainage infrastructure to support the growth of the area and result in an improved level of amenity and safety for those landowners and residents.

(e) *to protect public utilities and other assets and enable the orderly provision and co-ordination of public utilities and other facilities for the benefit of the community.*

(f) *to facilitate development in accordance with the objectives set out in paragraphs (a), (b), (c), (d) and (e).*

(g) *to balance the present and future interests of all Victorians.*

The amendment enables the collection of development contributions to ensure that future residents are provided with appropriate infrastructure required to facilitate development in a logical manner.

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

Environmental effects

~~The amendment provides for the removal of native vegetation (from private and public land) required to facilitate the upgrade of the local unmade roads by creating an exemption within the Schedule to~~

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~~Clause 52.17 (Native Vegetation). Despite this exemption, the Mornington Peninsula Shire Council has resolved to voluntarily provide appropriate offsets to compensate for the proposed vegetation loss. The cost of providing the offsets will be funded by Council and is not included within the revised DCP.~~ The planning controls that apply to the DCP area require a planning permit to remove, destroy or lop vegetation, with offsets required for native vegetation removed.

Should a planning permit be issued for any vegetation removal, there would be a statutory requirement for Council to provide associated native vegetation offsets as per Clause 52.17-5 (Offset requirements). These environmental effects will be considered separate to Amendment C295morn.

Social effects

The amendment aims to facilitate the orderly development of the DCP area which will result in an improved level of amenity, servicing and safety for existing and future residents within sections of Creswell Street, Cooma Street and Glossop Street Crib Point, through the provision of new infrastructure.

Under the revised DCP, the infrastructure will be delivered by 30 June 2028, which is in advance of receiving all the necessary development contributions.

Economic effects

The amendment provides for the fair funding and delivery of infrastructure required to service recently rezoned residential land. Specifically, the revised DCP enables Mornington Peninsula Shire Council to equitably apportion and collect development infrastructure levies to facilitate $4,720,000 million worth of road and drainage infrastructure required for the local network. The amendment provides for 70% apportionment of development costs to affected landowners with Mornington Peninsula Shire Council to fund the remaining 30% of the total DCP costs.

While the amendment results in increased development costs for designated landowners, it is expected to have a positive effect on future private sector investment in the immediate area as landowners develop land for residential purposes.

Does the amendment address relevant bushfire risk?

The area subject to the DCPO1 is not affected by a Bushfire Management Overlay but is mostly within a bushfire prone area.

The amendment meets bushfire policy in Clause 13.02 of the Planning Scheme because it will not facilitate any increase to the risk to life, property, community, infrastructure or the natural environment from bushfire. The amendment will not result in an intensification of development greater than that already allowed via the existing NRZ1. Future residential development will be required to respond to the local bushfire hazard at the building permit stage.

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

The amendment complies with the requirements of the Ministerial Direction – The Form and Content of Planning Schemes (section 7(5) of the Act).

The amendment complies with the *Ministerial Direction on the Preparation and Content of Development Contributions Plans and the Ministerial Reporting Requirements for Development Contributions Plans*. The Ministerial Direction specifies the items which may be funded through a DCP. Items of relevance to this amendment include:

b) Construction of roads, including the construction of bicycle and footpaths, and traffic management and control devices.

e) Drainage works.

Ministerial Direction No. 11 – Strategic Assessment of Amendments

The amendment complies with Ministerial Direction No. 11 (Strategic Assessment of Amendments)

under section 12 of the Act. The amendment is consistent with this direction which ensures a comprehensive strategic evaluation of a planning scheme amendment and the outcomes it produces. This explanatory report provides a comprehensive strategic evaluation of the amendment and the outcomes it produces.

Ministerial Direction No. 1 - Potentially Contaminated Land

The amendment complies with the requirements of *Ministerial Direction No. 1 Potentially Contaminated Land* under Section 12 (2) of the Act because it is consistent with, and does not make any changes to, the Environmental Audit Overlay (EAO) which was applied to several properties within the amendment area as part of previous Amendment C210morn which rezoned the subject area from INZ3 to NRZ1 and applied the Original DCP. As a result of applying the EAO, the views of the Environment Protection Authority (EPA) will be considered by way of planning permit triggers, before a sensitive use can be undertaken on land identified as potentially contaminated based on a history of land uses within the subject area, as addressed by Amendment C210morn. The Planning Authority is therefore satisfied that the amendment complies with the requirements of Ministerial Direction No.1.

Ministerial Direction No. 15 – The Planning Scheme Amendment Process

Amendment C295morn will comply with this direction which sets requirements and timeframes for completing steps in the planning scheme amendment process.

Ministerial Direction No. 17 – Localised Planning Statements

The amendment is consistent with Ministerial Direction No.17 Localised Planning Statements under section 12(2)(a) of the Act.

The Mornington Localised Planning Statement has the following relevant Objective:

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

Strategy 22 under this Objective provides that:

''*Future planning for the settlements on the Peninsula will be based on principles of good design, Integrated Local Area Planning and Environmentally Sustainable Development, all in accordance with the character, scale, role and functions of each settlement, including*'':

22. a) ensuring a proper balance and coordination between increases in housing and population and access to employment, services, health and education facilities, open space, parkland and other infrastructure that meets the needs of the community.

22. d) the provision of appropriate drainage, sewerage and other infrastructure to manage the impact of human settlement and activity on the environment.

Delivery of the DCP infrastructure will ensure that existing and future residents within the amendment area will be provided the necessary local infrastructure required to support the urban development of land, resulting in an improved level of amenity, servicing and safety.

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

The amendment is consistent with the following clauses of the Planning Policy Framework and will assists in achieving objectives of the clauses:

Clause 11.01-1S – Settlement

The amendment is consistent with the objective of this Clause ''*to facilitate the sustainable growth and development of Victoria and deliver choice and opportunity for all Victorians through a network of settlements*'' as it will provide the necessary local infrastructure required to support the urban development of the area and result in an improved level of amenity and safety for the residents within sections of Creswell, Cooma and Glossop Streets, Crib Point.

Clause 11.02-1S – Supply of urban land

The amendment is consistent with the objective "*to ensure a sufficient supply of land is available for residential, commercial, retail, industrial, recreational, institutional and other community uses*" by providing the necessary transport and drainage infrastructure required to unlock the urban development of the adjoining land.

Clause 19.03-1S – Development and infrastructure contributions plans

The amendment is consistent with the objective *"to facilitate the timely provision of planned infrastructure to communities through the preparation and implementation of development contributions plans and infrastructure contributions plans"* as it provides for the early provision of local infrastructure whereby the costs are shared equitably across the benefitting catchment.

Clause 19.03-2S – Infrastructure design and provision

The amendment is consistent with the objective *"to provide timely, efficient and cost-effective development infrastructure that meets the needs of the community"* as the transport and drainage infrastructure project has been subject to detailed design and costing.

Clause 19.03-3S – Integrated water management and Clause 19.03-3L – Integrated water management – Mornington Peninsula

The amendment is consistent with the objective *"to sustainably manage water supply and demand, water resources, wastewater, drainage and stormwater through an integrated water management approach"* as the infrastructure to be delivered will mitigate flooding of the area by managing stormwater discharge in the area.

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

The amendment supports Clause 02.02 (Vision) to *"create thriving, accessible and inclusive places to live, work and visit"* and *"support an integrated transport and connectivity network*" by providing for the fair funding and delivery of road and drainage infrastructure to service the needs of recently rezoned residential land.

~~While the amendment provides for an exemption to remove native vegetation required to construct the infrastructure, Mornington Peninsula Shire Council has committed to voluntarily pay for and provide appropriate offsets. This commitment supports the objective of Clause 02.03-3 (Environmental and landscape values) to "*protect and conserve habitat areas and linking corridors to encourage wildlife survival*".~~

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

The amendment makes proper use of the Victoria Planning Provisions by replacing the existing DCPO1 and Creswell Street East Crib Point Development Contributions Plan (Watsons, June 2024) incorporated document with the revised Creswell Street East Crib Point Development Contributions Plan (Mesh Planning, December 2023) to provide for the fair funding and delivery of public infrastructure. The Development Contributions Plan Overlay is the most appropriate tool to achieve this outcome.

~~Further, the amendment removes the need for a planning permit to remove native vegetation (from public and private land) required to deliver the infrastructure by creating an exemption at the Schedule to Clause 52.17 (Native Vegetation). This exemption reduces the administrative burden on the Mornington Peninsula Shire Council as the Development Agency to deliver infrastructure needed to service recently rezoned residential land.~~

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

The views of the Department of Transport and Planning were obtained during preparation of the amendment.

The views of other agencies will be sought during the exhibition of the amendment.

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

The amendment will not have a significant impact on the transport system, as defined by Section 3 of the *Transport Integration Act 2010*.

The amendment provides for the sealing of local roads to service recently rezoned residential properties.

Resource and administrative costs

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

The amendment will have minimal impact on the resources and administrative costs of the responsible authority. It does not introduce any new planning provisions (or associated planning permit requirements). Rather, the amendment replaces the existing Creswell Street East Crib Point Development Contributions Plan (Watsons, June 2024) incorporated document with the revised Creswell Street East, Crib Point Development Contributions Plan (Mesh Planning, December 2023) incorporated document.

Planning and Environment Act 1987

MORNINGTON PENINSULA PLANNING SCHEME

AMENDMENT C295morn

INSTRUCTION SHEET

The planning authority for this amendment is the Mornington Peninsula Shire.

The Mornington Peninsula Planning Scheme is amended as follows:

Planning Scheme Maps

The Planning Scheme Maps are amended by a total of 1 attached map sheet.

Overlay Maps

1. Amend Planning Scheme Map No. 33DCPO in the manner shown on the 1 attached map marked "Mornington Peninsula Planning Scheme, Amendment C295morn".

Planning Scheme Ordinance

The Planning Scheme Ordinance is amended as follows:

2. In **Overlays** – Clause 45.06, replace Schedule 1 with a new Schedule 1 in the form of the attached document.

~~3. In **Particular Provisions** – Clause 52.17, replace the Schedule with a new Schedule in the form of the attached document.~~

~~4.~~3. In **Operational Provisions** – Clause 72.04, replace the Schedule with a new Schedule in the form of the attached document.

MORNINGTON PENINSULA PLANNING SCHEME

--/--/----
Proposed C295morn

SCHEDULE 1 TO CLAUSE 45.06 DEVELOPMENT CONTRIBUTIONS PLAN OVERLAY

Shown on the planning scheme map as **DCPO1.**

CRESWELL STREET EAST, CRIB POINT DEVELOPMENT CONTRIBUTIONS PLAN

1.0 Area covered by this development contributions plan

--/--/----
Proposed C295morn

The Creswell Street East, Crib Point Development Contributions Plan applies to properties located between 1 and 77 Creswell Street, and those properties fronting Cooma Street and Glossop Street between Creswell Street and Disney Street, Crib Point.

2.0 Summary of costs

--/--/----
Proposed C295morn

Facility	Total cost $	Time of provision	Actual cost contribution attributable to development $	Proportion of cost attributable to development %
Road and Drainage Upgrade	$5,559,668	See Creswell Street East, Crib Point Development Contributions Plan (Mesh Planning, December 2023) incorporated document.	$3,891,768	70%
TOTAL	**$5,559,668**	**-**	**$3,891,768**	**70%**

3.0 Summary of contributions

--/--/----
Proposed C295morn

Facility	Levies payable by the development ($)					
	Development infrastructure		Community infrastructure		All infrastructure	
	residential per m²	non-residential	residential	non-residential	residential per m²	non-residential
Road and Drainage Upgrade	$33.98	0	$0	$0	$33.98	$0
TOTAL	**$33.98**	**$0**	**$0**	**$0**	**$33.98**	**$0**

4.0 Land or development excluded from development contributions plan

--/--/----
Proposed C295morn

The following land or development is exempt from the provisions of this overlay:

- Non-government school.
- Housing provided by or on behalf of the Department of Health and Human Services.
- Small second dwelling.
- In addition to the Ministerial Directions, pursuant to Section 16 of the *Planning and Environment Act 1987*, the Governor in Council directs that planning schemes shall not be binding on the use and development of land carried out by or on behalf of the following Ministers:
  - Minister for Education
  - Minister for Health
  - Minister for Skills and Workforce Participation

- Land which has an existing Section 173 Agreement under the Act and/or a Deed of Agreement which requires the payment of a contributions levy and/or construction infrastructure/provision of land.
- Land owned and operated by South East Water site.

Note: See the Creswell Street East, Crib Point Development Contributions Plan (Mesh Planning, December 2023) incorporated document on how to account for contributions made before the approval date.

Note: This schedule sets out a summary of the costs and contributions prescribed in the development contributions plan. Refer to the Creswell Street East, Crib Point Development Contributions Plan (Mesh Planning, December 2023) incorporated document for full details.

Note: Construction costs are expressed in May 2023 dollars. Costs will be indexed quarterly by the Collecting Agency, with the first indexation to account for the time between the estimate date and the first indexation following gazettal as outlined in the Creswell Street East, Crib Point Development Contributions Plan (Mesh Planning, December 2023) incorporated document.

~~--/--/202-~~
~~Proposed C295morn~~

SCHEDULE TO CLAUSE 52.17 NATIVE VEGETATION

1.0 Scheduled area

~~--/--/202-~~
~~Proposed C295morn~~

Area	Description of native vegetation for which no permit is required to remove, destroy or lop
~~Land in Crib Point that is generally subject to the Schedule 1 to the Development Contributions Plan Overlay.~~ None specified.	~~All native vegetation which is shown to be removed within the Creswell Street East, Crib Point Development Contributions Plan (Mesh Planning, December 2023) incorporated document.~~

2.0 Scheduled weed

~~--/--/202-~~
~~Proposed C295morn~~

Area	Description of weed
Whole municipality	Sweet Pittosporum *(Pittosporum undulatum)*

22/07/2021
C255morn

SCHEDULE TO CLAUSE 52.17 NATIVE VEGETATION

1.0 Scheduled area

22/07/2021
C255morn

Area	Description of native vegetation for which no permit is required to remove, destroy or lop
None specified	

2.0 Scheduled weed

22/07/2021
C255morn

Area	Description of weed
Whole municipality	Sweet Pittosporum *(Pittosporum undulatum)*

MORNINGTON PENINSULA PLANNING SCHEME

15/01/2024
VC249

SCHEDULE TO CLAUSE 72.04 INCORPORATED DOCUMENTS

1.0 Incorporated documents

--/--/----
Proposed C295morn

Name of document	Introduced by:
▪ Alexandra Park Pavilion Redevelopment, (275 Main Street, Mornington), Incorporated Plan, September 2021	C263morn
▪ Creswell Street East, Crib Point Development Contributions Plan (Mesh Planning, December 2023)	C295morn
Documents Incorporated Under Clause 45.12 - Specific Controls Overlay	
▪ Moorooduc Coolstore, August 2015	C192
▪ Trig Point Subdivision, April 1999	NPS1
▪ The National Golf Course and Cape Schanck Resort Development, November 2020	C279morn
▪ Mt Eliza Centre Subdivision, April 1999	NPS1
▪ Mornington Homemaker Centre, April 1999	NPS1
▪ Inghams Somerville Redevelopment Incorporated Document, February 2010	C139
▪ Golf Links Road and Grant Road (Peninsula Link to Frankston-Flinders Road) Upgrade Project Incorporated Document, November 2019	GC158
79 Bungower Road, Somerville, September 2021	C283morn
Documents Incorporated Under Clause 51.01 - Specific Sites and Exclusions:	
▪ Conditions for Use and Development of a Patrol Base and associated works for the Rosebud & District Life Saving Club, July 2001	C30
▪ Hydrogen Liquefaction and Loading Terminal – Pilot Project Hastings, July 2018	C250
▪ Kinfauns Development Plan, April 2004	C73(Part 1)
▪ Peninsula Link Project, Incorporated Document, July 2009 (amended June 2011 and February 2014)	C195
▪ Subdivision prohibition in the Public Conservation and Resource Zone outside the Urban Growth Boundary, April 2014	C176(Part 2)
▪ Searoad Ferries – Sorrento Terminal Building and Associated Uses and Works Incorporated Document, October 2017	C209
Figure 3 Mornington Peninsula Shire Council Ballar Creek, Mount Eliza Landslide Zone Plan, 11 July 2000	C17
Flinders Christian Community College, Master Plan, November 2009	C94
Hastings Energy Generation Facility Incorporated Document, February 2023	C297morn
Hastings Port Industrial Area Land Use Structure Plan, April 1996	NPS1
Moonah Links Comprehensive Development Plan, May 1999	C2
Plans Incorporated under Clause 43.01-2	
▪ Plan No. 1 Merricks General Store, July 2004	C65(Part 2)

MORNINGTON PENINSULA PLANNING SCHEME

Name of document	Introduced by:
▪ Plan No. 2 Crib Point Public Cemetery, February 2005	C65(Part 2)
▪ Plan No. 3 Palm Beach Estate Somers, February 2005	C65(Part 2)
Restructure Plans Incorporated Under Clause 45.05	
▪ Arthurs Seat Restructure Plan, March 2004	C67
▪ Bittern Crib Point Restructure Plan, April 2013	C135(Part 1)
▪ Disney Street Industrial Restructure Plan, April 2004	C68(Part 1)
▪ Hastings Business 4 Restructure Plan, October 2009	C126(Part 1)
▪ Hellicars Road Estate Restructure Plan, April 2004	C68(Part 1)
▪ Naval Base Estate Restructure Plan, March 2012	C135(Part 1)
▪ St Andrews Beach Restructure Plan, March 2012	C135(Part 1)
Statements of Significance Incorporated under Clause 43.01	
▪ 12 Graydens Road, Tyabb Statement of Significance, December 2020	C262mornPt1
▪ Camp Buxton, 39-45 Marine Parade and part 45-57 Marine Parade, Shoreham Statement of Significance, September 2022	C239morn
▪ Fenton Hall, 181 Bittern-Dromana Road, Merricks North Statement of Significance, September 2022	C239morn
▪ Mornington Peninsula Shire Heritage Review Stage 2, Statements of Significance, December 2018	C214morn
▪ House, 118 Salmon Street Hastings, Statement of Significance, December 2018	C214morn
▪ House, 95 Salmon Street, Hastings, Statement of Significance, December 2018	C214morn
▪ Hastings Uniting Church Chapel, 121 Marine Parade, Hastings, Statement of Significance, December 2018	C214morn
▪ 1146 Frankston-Flinders Road, Somerville Statement of Significance, December 2020	C262mornPt1
▪ 1 Bucher Place, Rosebud Statement of Significance, August 2021	C262mornPt1
▪ 40 Nestle Court, Arthurs Seat Statement of Significance, July 2021	C262mornPt1
▪ 1 Brooke Crescent, Blairgowrie Statement of Significance, July 2021	C262mornPt1
▪ 26 Back Beach Road, Portsea Statement of Significance, August 2021	C262mornPt1
▪ 12 Derrick Street, Blairgowrie Statement of Significance, July 2021	C262mornPt1
▪ 15 The Loop, Blairgowrie Statement of Significance, July 2021	C262mornPt1
▪ 4 Tallarook Street, Blairgowrie Statement of Significance, July 2021	C262mornPt1
▪ 11 Grosvenor Court, Portsea Statement of Significance, July 2021	C262mornPt1
▪ 6 Merrylands Avenue, Portsea Statement of Significance, July 2021	C262mornPt1
▪ 8 Merrylands Avenue, Portsea Statement of Significance, July 2021	C262mornPt1

MORNINGTON PENINSULA PLANNING SCHEME

Name of document	Introduced by:
▪ 3715 Point Nepean Road, Portsea Statement of Significance, July 2021	C262mornPt1
▪ 3861-3863 Point Nepean Road, Portsea Statement of Significance, July 2021	C262mornPt1
▪ Road Reserve, Relph Avenue, Portsea, Statement of Significance, July 2021	C262mornPt1
▪ 3750-3752 Point Nepean Road, Portsea Statement of Significance, July 2021	C262mornPt1
▪ 3770-3772 Point Nepean Road, Portsea Statement of Significance, July 2021	C262mornPt1
▪ 3804 Point Nepean Road, Portsea Statement of Significance, July 2021	C262mornPt1
▪ 3808 Point Nepean Road, Portsea Statement of Significance, July 2021	C262mornPt1
▪ 11 Boroondara Road, Sorrento Statement of Significance, July 2021	C262mornPt1
▪ St Joseph's Primary School, 1-17 Constitution Hill Road, Sorrento Statement of Significance, July 2021	C262mornPt1
▪ St Mary's Presbytery and Mission House, 1-17 Constitution Hill Road, Sorrento Statement of Significance, July 2021	C262mornPt1
▪ St Mary's Star of the Sea Church, 1-17 Constitution Hill Road, Sorrento Statement of Significance, July 2021	C262mornPt1
▪ 27 Copping Road, Sorrento Sorrento Statement of Significance, July 2021	C262mornPt1
▪ 36-38 Darling Road, Sorrento Sorrento Statement of Significance, July 2021	C262mornPt1
▪ 1 Esplanade, Sorrento Sorrento Statement of Significance, July 2021	C262mornPt1
▪ 17 Esplanade, Sorrento Sorrento Statement of Significance, July 2021	C262mornPt1
▪ 115 Hemston Avenue, Sorrento Sorrento Statement of Significance, July 2021	C262mornPt1
▪ 5-7 Hotham Road, Sorrento Sorrento Statement of Significance, July 2021	C262mornPt1
▪ 12 Hotham Road, Sorrento Sorrento Statement of Significance, July 2021	C262mornPt1
▪ 92 Hurstwood Road, Sorrento Sorrento Statement of Significance, July 2021	C262mornPt1
▪ 11 James Street, Sorrento Sorrento Statement of Significance, July 2021	C262mornPt1
▪ 32 Kerferd Road, Sorrento Sorrento Statement of Significance, July 2021	C262mornPt1
▪ 39-41 Kerferd Road, Sorrento Sorrento Statement of Significance, July 2021	C262mornPt1
▪ 827 Melbourne Road, Sorrento Sorrento Statement of Significance, July 2021	C262mornPt1
▪ 849 Melbourne Road, Sorrento Sorrento Statement of Significance, July 2021	C262mornPt1

MORNINGTON PENINSULA PLANNING SCHEME

Name of document	Introduced by:
▪ 855-865 Melbourne Road, Sorrento Sorrento Statement of Significance, July 2021	C262mornPt1
▪ 881 Melbourne Road, Sorrento Sorrento Statement of Significance, July 2021	C262mornPt1
▪ 4 Morgan Street, Sorrento Sorrento Statement of Significance, July 2021	C262mornPt1
▪ 4-6 Netley Avenue, Sorrento Sorrento Statement of Significance, July 2021	C262mornPt1
▪ 8 Netley Avenue, Sorrento Sorrento Statement of Significance, July 2021	C262mornPt1
▪ 2-4 and 6-8 Ocean Beach Road, Sorrento Statement of Significance, July 2021	C262mornPt1
▪ 10-16 Ocean Beach Road, Sorrento Statement of Significance, July 2021	C262mornPt1
▪ 18-24 Ocean Beach Road, Sorrento Statement of Significance, July 2021	C262mornPt1
▪ 165 Ocean Beach Road, Sorrento Statement of Significance, July 2021	C262mornPt1
▪ 235 Ocean Beach Road, Sorrento Statement of Significance, July 2021	C262mornPt1
▪ 34-36 Ossett Street, Sorrento Statement of Significance, July 2021	C262mornPt1
▪ 3073 Point Nepean Road, Sorrento Statement of Significance, July 2021	C262mornPt1
▪ 3251 Point Nepean Road, Sorrento Statement of Significance, July 2021	C262mornPt1
▪ 3385 Point Nepean Road, Sorrento Statement of Significance, July 2021	C262mornPt1
▪ Sorrento Foreshore off Point Nepean Road, Sorrento Statement of Significance, July 2021	C262mornPt1
▪ 3399 Point Nepean Road, Sorrento Statement of Significance, July 2021	C262mornPt1
▪ 3409 Point Nepean Road, Sorrento Statement of Significance, July 2021	C262mornPt1
▪ 3461 Point Nepean Road, Sorrento Statement of Significance, July 2021	C262mornPt1
▪ 3489 Point Nepean Road, Sorrento Statement of Significance, July 2021	C262mornPt1
▪ 69 St Pauls Road, Sorrento Statement of Significance, July 2021	C262mornPt1
▪ 71 St Pauls Road, Sorrento Statement of Significance, July 2021	C262mornPt1
▪ 1 Bucher Place and 880 Point Nepean Road, Rosebud Statement of Significance, August 2021	C262mornPt2
▪ 14 Cove Avenue, Portsea Statement of Significance, February 2022	C262mornPt2
▪ 21-23 Blair Road, Portsea Statement of Significance, February 2022	C262mornPt2
▪ 29 Coppin Road, Sorrento Statement of Significance, February 2022	C262mornPt2
▪ 33 Campbells Road, Portsea Statement of Significance, February 2022	C262mornPt2
▪ 53 Franklin Road, Portsea Statement of Significance, February 2022	C262mornPt2
▪ 78 Normanby Road, Sorrento Statement of Significance, February 2022	C262mornPt2

MORNINGTON PENINSULA PLANNING SCHEME

Name of document	Introduced by:
▪ 100 Back Beach Road, Portsea Statement of Significance, February 2022	C262mornPt2
▪ 3421 Point Nepean Road, Sorrento Statement of Significance, February 2022	C262mornPt2
▪ 3482 Point Nepean Road, Sorrento Statement of Significance, June 2022	C291morn
▪ 3720 Point Nepean Road, Portsea Statement of Significance, February 2022	C262mornPt2
▪ Back Beach Road, Portsea Precinct Statement of Significance, February 2022	C262mornPt2
▪ East Sorrento Precinct Statement of Significance, February 2022	C262mornPt2
▪ Sorrento Cliff Top Precinct Statement of Significance, February 2022	C262mornPt2
▪ Sorrento Commercial Precinct Statement of Significance, February 2022	C262mornPt2
▪ Sorrento Foreshore Precinct Statement of Significance, February 2022	C262mornPt2
▪ Sorrento Residential Precinct Statement of Significance, February 2022	C262mornPt2
▪ 39 Graydens Road, Hastings, Statement of Significance, December 2020	C267morn
Sorrento Cemetery Incorporated Plan, February 2021	C262mornPt2
Heritage Design Guidelines: Sorrento Historic Precinct (Expires 30 June 2026)	C306morn

Creswell Street East Crib Point

Development Contribution Plans

Mornington Peninsula Shire Council

December 2023

mesh

Acknowledgement
Mesh acknowledges the Traditional Owners of the lands on which we work, and we pay our respects to Elders past, present and emerging.

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mesh
Level 2, 299 Clarendon Street South Melbourne VIC 3205
office. +61 3 9070 1166 I **meshplanning.com.au**

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1. PART ONE – SUMMARY OF CHARGES

Figure 1 illustrates the DCP project to be constructed and Table 1 provides an overview of the charges for the transport and drainage infrastructure project included in this Development Contributions Plan (DCP).

The DCP applies a development infrastructure levy to residential development located in the Creswell Street East, Crib Point. The DCP applies to all properties between 1 and 77 Creswell Street, and those fronting Cooma Street and Glossop Street between Creswell Street and Disney Street, Crib Point.

The DCP has been prepared to fund the construction of Creswell Street from the existing pavement to the eastern edge of the DCP area; and Cooma Street and Glossop Street between Creswell Street to Disney Street which is required to support the development of the area.

A more detailed explanation of the strategic basis, apportionment, method of calculation and the infrastructure projects is provided within the body of the DCP.

Figure 1: Overall DCP Project Plan

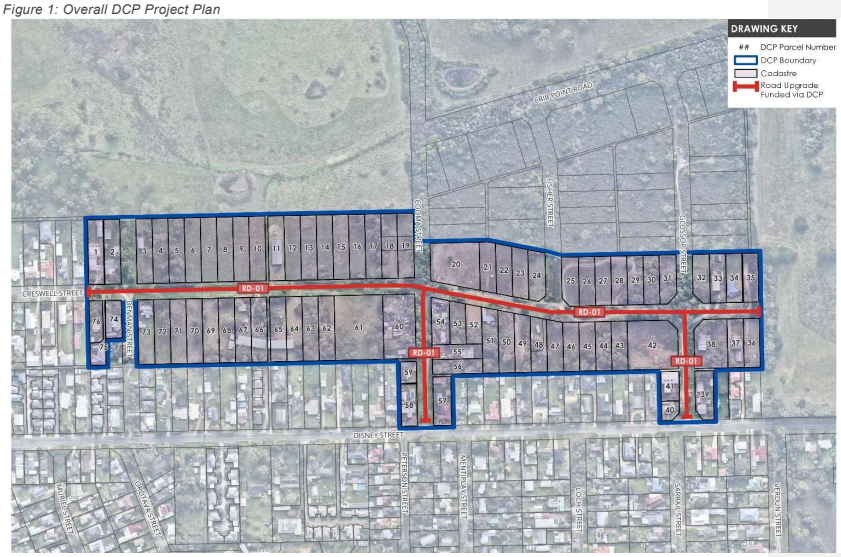


Table 1: Summary of Charges

Project Type	Total Project Cost	Total Cost to Charge Area	Per m2 Rate
ROADS & DRAINAGE	$4,720,000	$3,304,000	$28.85
FINANCE	$520,428	$364,300	$3.18
PLANNING	$319,240	$223,468	$1.95
TOTAL	**$5,559,668**	**$3,891,768**	**$33.98**

2. PART TWO – INTRODUCTION

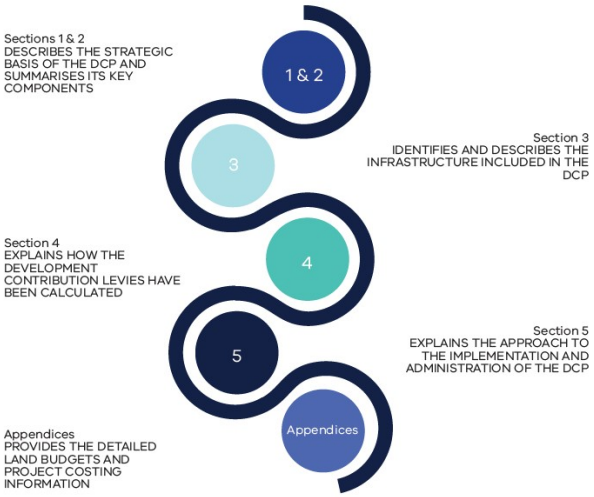
The DCP delivers the upgrade of Creswell Street from the existing pavement to the eastern edge of the DCP area; and Cooma Street and Glossop Street between Creswell Street to Disney Street which is required to provide the necessary access and drainage infrastructure to support the urban development of the 76 parcels within the DCP area.

2.1 The DCP

The DCP funds the upgrade of three sections of existing unmade local roads. The need for the upgrade to Creswell Street from the existing pavement to the eastern edge of the DCP area; and Cooma Street and Glossop Street between Creswell Street to Disney Street is strategically justified as it is required to facilitate the development of the adjoining properties. In summary, the DCP: -

- Includes road and drainage infrastructure upgrades that are local in nature and will be to the direct benefit of the adjoining properties;
- Requires development to make a financial contribution toward the cost of the identified infrastructure project that has a direct nexus to development;
- Ensures the cost of providing new infrastructure and services is shared equitably between various development proponents over the life of the DCP;
- Provides the details of the calculation of the financial contributions that must be made by future development towards the nominated project; and
- Provides developers, investors, and the local community with certainty about the implementation and administration of development contributions in Creswell Street East, Crib Point, towards the included project.

This document comprises the following sections: -



2.2 Strategic Basis

2.2.1 The Original DCP (2018)

Amendment C210 to the Mornington Shire Planning Scheme rezoned the land located within Creswell Street, Crib Point (between 1 and 73 Creswell Street, Crib Point, except 2 Creswell Street) from Industrial 3 Zone to Neighbourhood Residential Zone Schedule 1 and applied the Development Contributions Plan Overlay Schedule 1 to the above-mentioned properties. This overlay gives effect to the Creswell Street East, Crib Point Development Contributions Plan (April 2018) Incorporated Document. Amendment C210 was gazetted in June 2019 and is referred to as the 'Original DCP' in this document.

The Original DCP was prepared in accordance with, and to implement, the residential development of Creswell Street East (known as the Amendment C210 area). The Original DCP funded the upgrade of the existing unmade roads including Creswell Street and part of Cooma Street to access roads including a 5.5m pavement, with drainage, and public lighting. This document states (2018:2) that this upgrade is the minimum standard required to support residential living within the C210 area. The Original DCP apportions 70% of the project costs to the DCP and Council is to fund the remaining 30% of project costs.

The Original DCP included a provision that the "DCP be revised and updated every 5 years (or more frequently if required)" (2018:8).

Mornington Peninsula Shire Council has collected development contributions under the Original DCP prior to it being updated. The contributions collected and held by Mornington Peninsula Shire Council at the date this DCP came into effect are to be used for the project contained in this DCP. No further contributions are required from the properties that have already paid the full Development Infrastructure Levy under the Original DCP.

2.2.2 The Amended DCP (2023)

Amendment C295 morn to the Mornington Peninsula Shire Planning Scheme was approved to create this document, Creswell Street East, Crib Point, Development Contributions Plan (December, 2023).

Amendment C295morn: -

- Updates the project extent to include the upgrade of Cooma Street and Glossop Street between Creswell Street to Disney Street and extends the eastern edge of Creswell Street so it meets the existing road pavement.
- The project type and scope i.e. road cross-section remains the same as the Original DCP and includes the construction of a 5.5 metre wide asphalt pavement and stormwater drainage but does not include construction of a footpath;
- Retains the Original DCP apportionment whereby 70% of the total project costs are apportioned to the DCP and Council funds the remaining 30% of total project costs;
- Given the fragmentation within the DCP area, Council, as the Development Agency commits to deliver the project within the revised timeframe, set at 30 June 2028.
- Revises the demand units from lot frontage to lot area; and
- Increases the area subject to the DCP to include all abutting lots adjacent to the DCP project.

2.3 The Area to which the DCP applies

In accordance with section 46K(1)(a) of the *Planning and Environment Act 1987* (the Act), the DCP applies to land illustrated Figure 2 and covers approximately 11.5 hectares.

2.4 Method of Preparing the DCP and Compliance with Statutory Requirements

The DCP has been prepared in accordance with Part 3B of the *Planning & Environment Act 1987* and it addresses the requirements of the Act by: -

- specifying the area to which the DCP applies;
- setting out the works, services, and facilities to be funded through the plan, including the staging of the provision of those works, services or facilities;
- relating the need for the works, services, and facilities to the proposed development of the land within the DCP area;
- specifying the estimated costs of each of the works, services, facilities, and land;
- specifying the proportion of the total estimated cost of the works, services and facilities which are to be funded by a development infrastructure levy;
- specifying the land in the area and the types of development in respect of which a levy is payable and the method for determining the amount of levy payable in respect of any development land; and
- providing for the procedures for collection of a development infrastructure levy in respect of any development for which a permit under the *Planning & Environment Act 1987* is not required.

2.5 Guiding Principles

2.5.1 Infrastructure Items included in the DCP

The need for infrastructure included in the DCP has been determined based on Amendment C210morn to the Mornington Peninsula Planning Scheme that rezoned land from Industrial 3 Zone to Neighbourhood Residential Zone and has had regard to all relevant Ministerial Directions and guidance material. The infrastructure project has been assessed to ensure it is consistent with the principles of the DCP system (need, nexus, apportionment, accountability, and transparency).

The transport and drainage infrastructure item included in this DCP relates to the upgrade of Creswell Street from the existing pavement to the eastern edge of the DCP area; and Cooma Street and Glossop Street between Creswell Street to Disney Street. The upgrade of these unmade local roads is required to provide safe access and the necessary drainage required to facilitate the residential development of the adjoining lots.

The infrastructure project that has been included in the DCP has the following characteristics:

- It is essential to the health, safety, and wellbeing of the community.
- It is required by the adjoining development area.
- It is not a recurrent item.

Figure 2: Land to which the DCP applies

3. PART THREE – INFRASTRUCTURE PROJECT JUSTIFICATION

3.1 Project Identification

This section provides a general description of the infrastructure project that has been included in the DCP. The DCP area currently contains several unmade local roads and the residential development of the area requires the upgrade of the local unmade roads to a 5.5 metre (from the invert of each kerb) sealed road that includes local drainage works. The upgrade of these roads will require removal of ~~native~~ vegetation. Appendix 1 includes a copy of the road cross-section and~~,~~ costing detail ~~and vegetation removal plan~~.

The upgrade of Creswell Street from the existing pavement to the eastern edge of the DCP area; and Cooma Street and Glossop Street between Creswell Street to Disney Street is required to provide safe access and appropriate drainage to each of the existing 76 lots. The DCP project is local in nature and will be to the direct benefit of the adjoining properties.

The transport and drainage related infrastructure included in this DCP is illustrated in Figure 3 and described in **Error! Reference source not found.**~~Table 2~~.

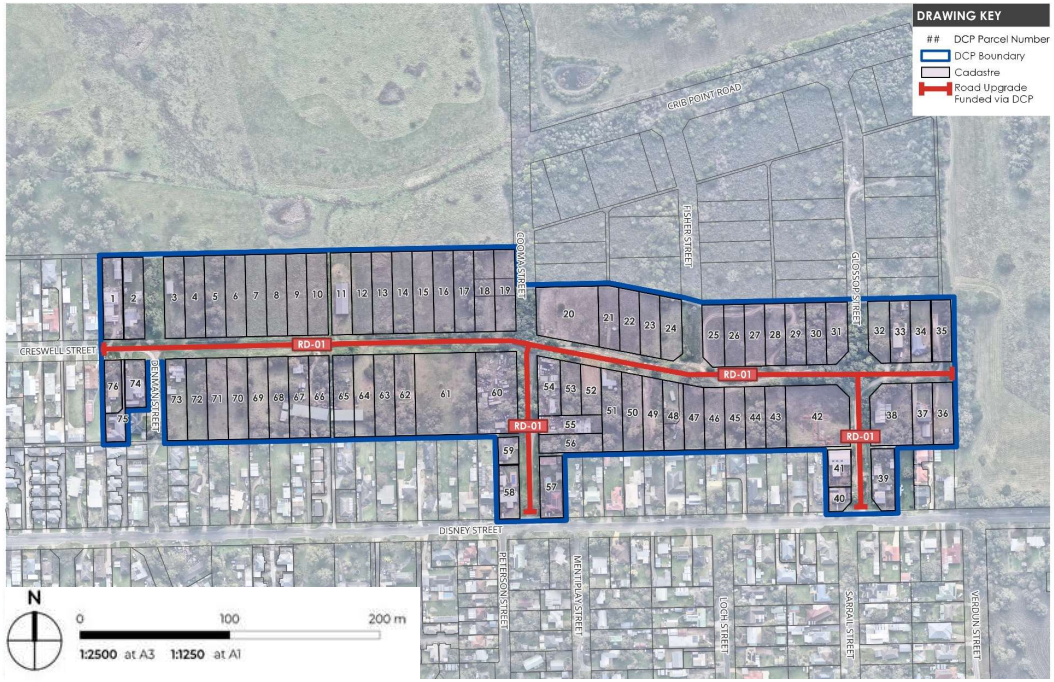
Figure 3 spatially depicts the location and extent of the infrastructure project included in the DCP.

3.2 Distinction between Community and Development Infrastructure

In accordance with the *Planning & Environment Act 1987* and the Ministerial Direction on Development Contributions, the DCP makes a distinction between "development" and "community" infrastructure. Furthermore, the timing of payment of contributions is linked to the type of infrastructure in question. Contributions relating to development infrastructure are to be made by developers at the time of subdivision. For community infrastructure, contributions are to be made by the home-buyer at the time of building approval.

This DCP does not contain any community infrastructure.

Figure 3: Overall DCP Projects Plan



11 Creswell Street East, Crib Point DCP

4. PART FOUR – CALCULATION OF CONTRIBUTIONS

This section explains how the DCP charges are calculated.

4.1 Development Projections and Demand Units

The DCP area is zoned for residential development and currently includes 11.45 hectares comprising 76 lots.

It is acknowledged that the current planning controls allow for subdivision with a minimum lot size of 650m^2, therefore many of the parcels within the DCP can be further subdivided. However, the ultimate yield of future potential subdivision is unknown and therefore the DCP demand units are based on total site area.

Table 2 sets out the type of development and site area. The demand units for this DCP are based on m^2 per total site area, therefore there are 114,503.8 demand units.

Table 2: Development Type and Yield

Development Type	Existing Parcels	Site Area (m2)
Residential	76	114,503.8

4.1.1 Land Budget

A property parcel land budget has been prepared which identifies the individual site areas for each parcel within the DCP area. Table 3 sets out the summary land use budget and the DCP parcel numbers listed in Table 3 correspond with those provided in Figure 3.

Table 3: Summary Land Budget

DCP PARCEL NUMBER	TOTAL AREA (m2)
1	1,569.14
2	1,625.42
3	1,622.50
4	1,595.80
5	1,631.45
6	1,617.89
7	1,622.18
8	1,623.45
9	1,611.99
10	1,627.49
11	1,624.90
12	1,630.94

DCP PARCEL NUMBER	TOTAL AREA (m2)
13	1,618.88
14	1,614.27
15	1,623.05
16	1,626.17
17	1,611.37
18	1,611.08
19	1,626.53
20	3,278.12
21	1,248.75
22	1,249.39
23	1,246.33
24	1,288.29
25	1,257.40
26	1,235.05
27	1,226.31
28	1,224.63
29	1,230.71
30	1,220.87
31	1,221.91
32	1,229.25
33	1,234.18
34	1,225.90
35	1,164.74
36	1,211.43
37	1,233.26

DCP PARCEL NUMBER	TOTAL AREA (m2)
38	2,451.21
39	2,486.73
40	485.91
41	836.02
42	3,747.40
43	1,229.74
44	1,210.69
45	1,231.13
46	1,224.43
47	1,269.37
48	1,361.14
49	1,441.20
50	1,526.81
51	1,623.31
52	962.47
53	1,053.45
54	1,284.55
55	1,144.03
56	1,148.26
57	1,365.18
58	1,042.93
59	538.92
60	3,220.79
61	4,861.83
62	1,615.59

DCP PARCEL NUMBER	TOTAL AREA (m2)
63	1,616.28
64	1,623.53
65	1,626.26
66	1,617.00
67	1,623.00
68	1,617.16
69	1,620.89
70	1,621.16
71	1,612.94
72	1,611.51
73	1,622.56
74	955.27
75	693.74
76	861.14
TOTAL	**114,503.80**

4.2 Cost Apportionment

The DCP apportions a charge to new development according to its projected share of use of the identified infrastructure item. Since development contributions are levied 'up-front', a measure of actual use by individual development sites is not possible. Therefore, costs must be shared in accordance with the estimated share of use.

Cost apportionment is expressed as a percentage. Projects that are 100% apportioned to the DCP area are considered to be wholly required for the future development of the DCP area.

The infrastructure funded by this DCP is localised in nature as it is upgrading the existing unmade local roads within the DCP area to a 5.5m (from the invert of each kerb) sealed road that includes local drainage works. The DCP apportions 70% of the total project costs to the DCP to be paid for by landowners and Mornington Peninsula Shire Council will fund 30% of the total project cost. This apportionment approach is consistent with that adopted in the preceding Original DCP (2018).

4.3 Calculation of Contribution Charges

4.3.1 Charge Areas

The DCP contains a single charge area as shown in Figure 2.

4.3.2 Calculation of Costs

The infrastructure project has been assigned a construction cost, as the road and drainage works are to be constructed within existing road reserves no additional land is required. The construction costs are expressed in May 2023 dollars.

Harlock Consulting (2023) prepared the detailed cost estimate for the DCP project which includes a 10% design and construction contingency allowance. A copy of the costing is provided in Appendix 1.

Finance costs have been included. The finance costs comprise the total construction cost of $4,720,000 over a 5 year term at 4.07% interest (assuming quarterly principle and interest payments).

Plan preparation costs are also included.

Table 4: Calculation of Charges

Project Number	Project Description	Estimated land cost	Estimated Construction Cost	Total Project Cost	Estimated External Usage	Total Cost Attributable to Main Catchment Area	Development Types making Contribution	Site Area in m^2	Contribution per m^2 of site area
RD01	Construction of a 5.5m pavement (from the invert of each kerb) and stormwater drainage for Creswell Street (from the existing pavement to the eastern edge of the DCP area), Cooma Street (from Creswell Street to Disney Street) and Glossop Street (from Creswell Street to Disney Street). Total road length is 1,138 linear metres.	$0	$4,720,000	$4,720,000	30%	$3,304,000	Residential	114,503.80	$28.85
FI01	Finance for the total construction cost of $4,720,000 for a 5 year term at 4.07% interest (paid quarterly principle & interest)	$0	$520,428	$520,428	30%	$364,300	Residential	114,503.80	$3.18
PL01	Plan Preparation Costs	$0	$319,240	$319,240	30%	$223,468	Residential	114,503.80	$1.95
TOTAL		**$0**	**$5,559,668**	**$5,559,668**		**$3,891,768**			**$33.98**

4.3.3 Summary of Charges

Table 5 sets out the summary of charges by infrastructure category.

Table 5: Summary of Charges

Project Type	Total Project Cost	Total Cost to Charge Area	Per m2 Rate
ROADS & DRAINAGE	$4,720,000	$3,304,000	$28.85
FINANCE	$520,428	$364,300	$3.18
PLANNING	$319,240	$223,468	$1.95
TOTAL	**$5,559,668**	**$3,891,768**	**$33.98**

Appendix 2 sets out a table showing the total site area for each parcel within the DCP area and the total Development Infrastructure Levy payable per parcel based on the Charge set out in Table 5.

5. PART FIVE - DCP ADMINISTRATION

This section sets out how the DCP will be administered and covers the timing of payment, provision of works and land in kind, and how funds generated by the DCP will be managed in terms of reporting, indexation, and review periods.

The development infrastructure levy applies to subdivision and/or development of land.

5.1 Collecting Agency

The Mornington Peninsula Shire Council is the Collecting Agency pursuant to section 46K(1) (fa) of the *Planning & Environment Act 1987*. As the Collecting Agency, the Mornington Peninsula Shire Council is responsible for the administration of the DCP and its enforcement pursuant to section 46QC of the *Planning & Environment Act 1987*.

5.2 Development Agency

The Mornington Peninsula Shire Council is the Development Agency pursuant to Section 46K(1) (fb) of the *Planning & Environment Act 1987* and is responsible for the provision of all infrastructure projects funded the DCP and the timing of all works.

5.3 Timing of Payment of Development Contribution Levies

5.3.1 Liability for development contributions

Each demand unit shall be liable to pay the DCP levy (unless exemptions apply). Therefore, contributions are payable on the total site area (m^2) and payment of development contributions is to be made in cash.

5.3.2 Development Infrastructure Levy

For subdivision of land

If the development of the land involves a plan under the *Subdivision Act 1988*, a Development Infrastructure Levy in accordance with this DCP, must be paid to the Collecting Agency for each demand unit (m^2) in the subdivision. The Development Infrastructure Levy must be paid after certification of the plan of subdivision but not more than 21 days prior to the issue of a Statement of Compliance in respect to that plan under the *Subdivision Act 1988.*

For development of land where no subdivision is proposed

Provided a Development Infrastructure Levy has not already been paid for the land, a Development Infrastructure Levy in accordance with this DCP must be paid to the Collecting Agency for each demand unit (m^2) within the total site area prior to the commencement of any development.

For development of land where no planning permit is required

Provided a Development Infrastructure Levy has not already been paid for the land, a Development Infrastructure Levy in accordance with this DCP must be paid to the Collecting Agency for each demand unit (m^2) within the total site area prior to the issue of a building permit under the *Building Act 1993*.

Deferral of Payment

The Collecting Agency may, at its discretion, agree for payment of a levy to be deferred to a later date, subject to the applicant entering into an agreement under Section 173 of the *Planning & Environment Act 1987*.

5.4 Works or Land in Lieu of cash Contributions (works in Kind)

As the Development Agency Mornington Peninsula Shire Council will deliver the DCP project by 30 June 2028 and recoup funds via this DCP. Therefore, no works in kind in lieu of the amount of levy payable pursuant to this DCP will be accepted.

5.5 Development Exempt from Contributions

Some types of development are exempt from paying infrastructure development levies. Where land is subdivided or developed for an exempt purpose, as listed below, and the land is subsequently used for a purpose other than as one of those exempt uses, the owner of that land must pay to the Collecting Agency infrastructure contributions in accordance with the provisions of this DCP. The levy must be paid within 28 days of the date of the commencement of the construction of any buildings or works for that alternative use.

The following use and development are exempt from development contribution:

- A non-government school; or
- Housing provided by or on behalf of the Department of Health and Human Services.
- Small second dwelling.
- In addition to the Ministerial Directions, pursuant to Section 16 of the *Planning and Environment Act 1987*, the Governor in Council directs that planning schemes shall not be binding on the use and development of land carried out by or on behalf of the following Ministers:
  - Minister for Education
  - Minister for Health
  - Minister for Skills and Workforce Participation
- Land which has an existing Section 173 Agreement under the Act and/or a Deed of Agreement which requires the payment of a contributions levy and/or construction infrastructure/provision of land.
- Land owned and operated by South East Water.

5.6 Contributions made under the Original DCP

Mornington Peninsula Shire Council has collected development contributions under the Original DCP prior to it being updated. The contributions collected and held by Mornington Peninsula Shire Council at the date this DCP came into effect are to be used for the project contained in this DCP. No further contributions are required from the properties that have already paid the full Development Infrastructure Levy under the Original DCP.

5.7 Funds Administration

The administration of the contributions made under this DCP will be transparent and details of funds received, and expenditures will be held by the collecting agency in accordance with the provisions of the *Local Government Act 1989* and the *Planning and Environment Act 1987*.

The collecting agency will provide for regular monitoring, reporting and review of the monies received and expended in accordance with the DCP.

The collecting agency will establish a separate account and all monies held in this account will be used solely for the provision of infrastructure as itemised in this DCP, as required under section 46QA of the Act.

5.8 Construction and land value Costs Indexation

Construction costs are expressed in May 2023 dollars. Costs are to be indexed quarterly, with the first indexation to account for the time between the estimate date and the first indexation following gazettal of the DCP.

Table 6~~Table 6~~ sets out the indexation method to be applied to the respective infrastructure categories.

Table 6: Indexation and Timing

Infrastructure Type	Method of Indexation	Timing of Indexation
Roads and Drainage, Construction	Australian Bureau of Statistics Producer Price Indexes Road & Bridge Construction Index, Victoria (Catalogue 6427.0, Table 17 Output of the Construction Industries). Once project RD01 has been delivered the project cost will be indexed by applying CPI (All Groups Melbourne) to ensure the charges keep pace with inflation.	Quarterly

5.9 Timeframe and Review Period

This DCP commences on the date it is gazetted into the Mornington Peninsula Planning Scheme and it adopts a long-term outlook for development and is intended to operate for 20 years. This timeframe considers planned future development of the area and this DCP will end when it is removed from the Mornington Peninsula Planning Scheme.

This DCP is expected to be reviewed and updated every five years. The review may result in no changes at all. Alternatively, it may require an amendment to the Mornington Peninsula Planning Scheme to replace this DCP with an alternative, revised DCP.

5.10 Adjustment to the Infrastructure Scope

The infrastructure project in this DCP has been costed to a sufficient level of detail; however, the Council may amend or modify some aspects of the project, so long as they are still generally in accordance with any direction regarding the scope outlined in this DCP.

Where the Council or another agency seeks to change the scope of a DCP infrastructure item to meet changing standards imposed by adopted policy or a public regulatory agency, such changes of standards and the resulting cost changes should normally be made through a change to the DCP at the time of a regular review of the DCP.

Where, after the DCP has been approved, a Council or other agency proposes changes to the scope of a DCP infrastructure item for reasons other than changes in standards imposed by policy or regulation the net cost increases resulting from the change should normally be met by the agency requesting the change.

6. APPENDIX 1: COSTING SHEETS, AND DRAWING ~~AND VEGETATION REMOVAL PLAN~~

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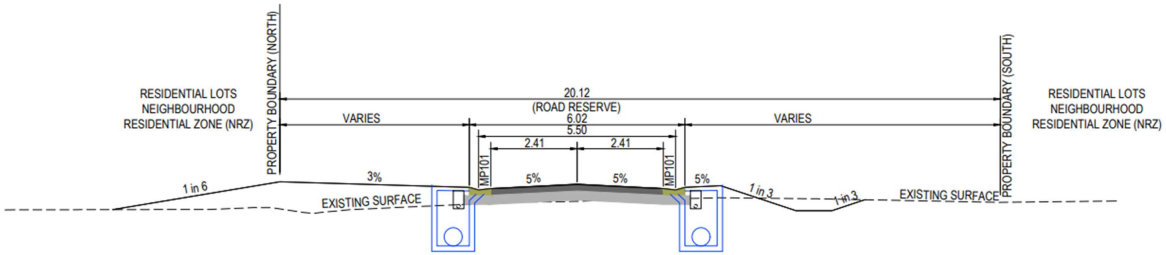

TYPICAL SECTION (20.12m ROAD RESERVE)
CRESWELL STREET
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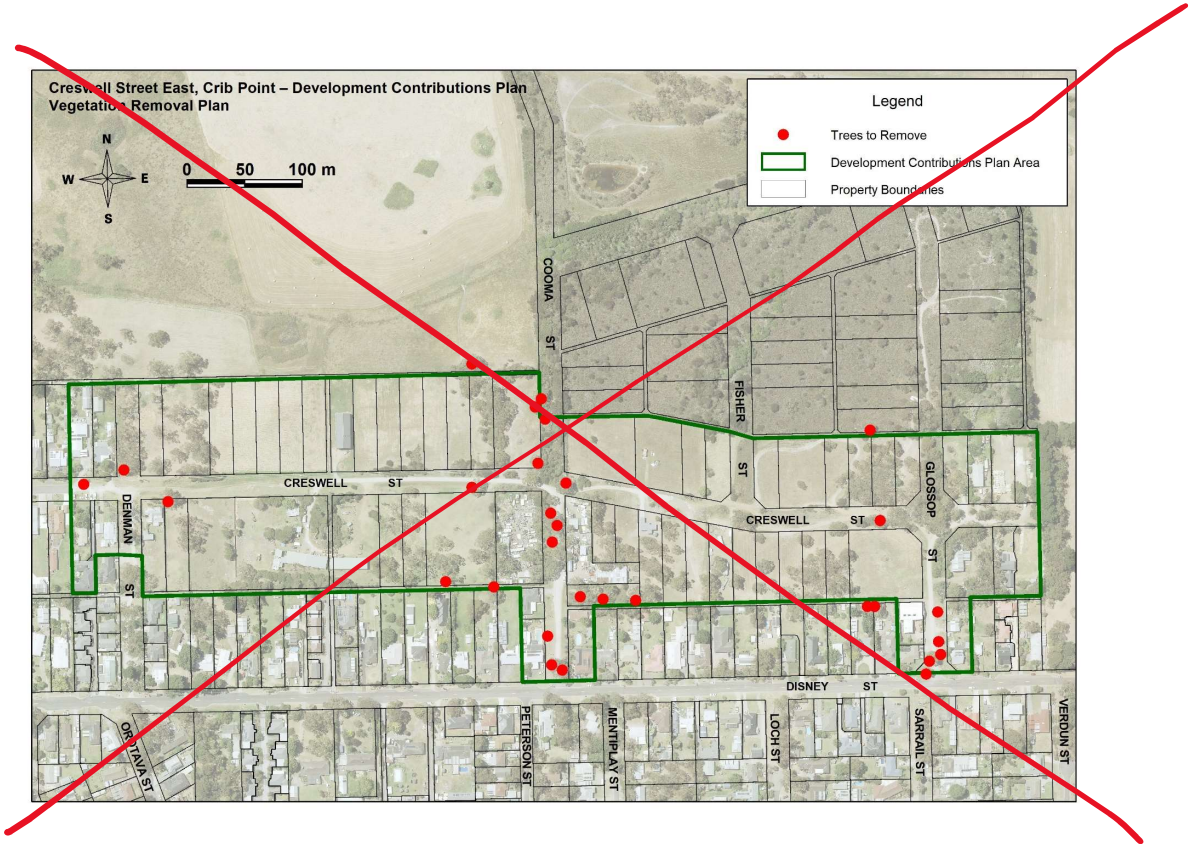
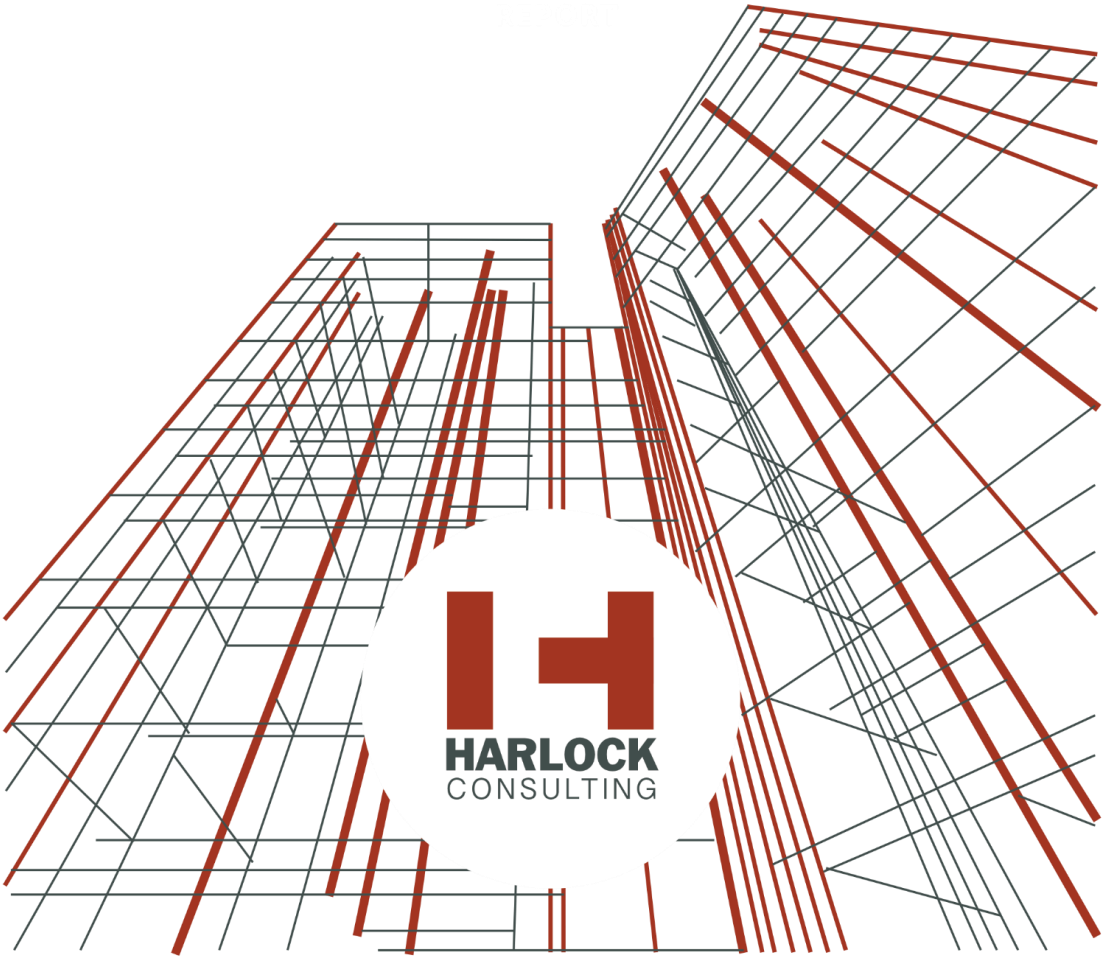


24 Creswell Street East, Crib Point DCP



COST ESTIMATE

Project: Creswell Street Crib Point
Issued to: JCA Land Consultants
Date: 18th May 2023
Revision Number: 1

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1 Executive Summary

As requested, Harlock Consulting have prepared a cost estimate in relation to the proposed roadworks and associated services infrastructure to Creswell Street Crib Point as documented by JCA Land Consultants and subconsultants.

The estimate is inclusive of works to Glossop Street beyond the scope of the JCA Land Consultants documentation scope but subsequently requested to be included.

The estimated total project cost of the works is anticipated to be in the order of **$4,720,000 (excluding GST)**

This estimate is inclusive of a 10% design and construction contingency allowance.

Various notes and exclusions are set out in Section 4 of this report.

2 Basis of Cost Plan

This Cost Plan has been prepared on the basis of the following information:

- Photographs of existing site
- Instructions from JCA Land Consultants
- Mark up of scope area
- JCA Land Consultants drawings
- Services drawings
- JCA Schedule of Quantities (adapted to suit increased scope)

3 Cost Plan

Refer to Appendix 1 for a full breakdown of the cost plan.

4 Notes & Exclusions

Please note that any allowance for the following have been excluded from the estimate:

- GST
- Professional fees including contract administration and supervision costs
- Cost escalation beyond May 2023
- Vegetation offsets, if applicable
- Adverse ground conditions
- Contamination

Note: Harlock Consulting has no control over, without limitation, cost of labour, cost of materials, cost of equipment, pricing methods used by third parties, availability of competitive bids, economic factors and specific market conditions. Accordingly, Harlock Consulting does not guarantee or warrant that actual costs will not vary from any estimates or forecasts

5 Tendering & Market Assumptions

It is assumed that the works would be procured under a tradition lump sum tender methodology to several appropriately sized and qualified contractors and the estimate reflects the expected preliminaries level and trade pricing associated with this form of procurement.

The rates in this estimate are based on our opinion of current market prices. It is recommended that an allowance of 4% per annum (approx $16,000 per month) is allowed for escalation up to construction commencement for budget purposes.

Appendix 1: Estimate

Elemental Summary

Project: Creswell Street, Crib Point **Details:** Estimate
Building: Creswell Street, Crib Point

Code	Description	%BC	Cost/m2	Quantity	Unit	Rate	Subtotal	Factor	Total
	PART A - ROAD AND DRAINAGE (PRINCIPAL CONTRACT)								
	QUALITY SYSTEM								
	Plan, develop and maintain a documented Quality System specific to this project and in accordance with the contract specification.	0.22%			Item		10,000		10,000
	ENVIRONMENTAL MANAGEMENT PLAN								
	The contractor is to develop a project specific Environmental Management Plan (EMP) in the stipulated form as described in the Mornington Peninsula Shire Site Environmental Management Plan Kit & Section R of the specifications, to manage the environmental effects of the works.	0.22%			Item		10,000		10,000
	SITE PREPARATION/TRAFFIC CONTROL								
	Erection and maintenance of warning signs, lights and barriers and traffic control.	3.18%			Item		150,000		150,000
	Establishment of site facilities including accommodation and toilets,	2.12%			Item		100,000		100,000
	REMOVAL OF TREES								
	Supply all materials, plant and labour to fell, grub and remove from site individual trees as indicated on plans.								
	Trees 500mm dia. and above.	0.72%		42	No	800.00	33,600		33,600
	DEMOLITION								
	Supply all plant, labour and materials to break out and remove from site, the following:								
	Concrete Kerb	0.01%		10	m	30.00	300		300
	Drainage Pipes	0.08%		74	m	50.00	3,700		3,700
	Drainage Pits	0.01%		1	No	300.00	300		300
	Headwalls	0.01%		1	No	150.00	150		150

Elemental Summary

Project: Creswell Street, Crib Point **Details:** Estimate
Building: Creswell Street, Crib Point

Code	Description	%BC	Cost/m2	Quantity	Unit	Rate	Subtotal	Factor	Total
	Concrete Vehicle Crossing	0.16%		180	m2	40.00	7,200		7,200
	EARTHWORKS								
	Earthworks including excavation, filling, forming, trimming and compaction of subgrade, removal and disposal of excess spoil, grading and blending of nature strips to match surroundings, including stockpiling of topsoil, all as specified.								
	Cut	1.86%		3,898	m3	22.50	87,714		87,714
	Fill	1.14%		1,949	m3	27.50	53,603		53,603
	Dispose	1.55%		1,949	m3	37.50	73,095		73,095
	Note that earthworks volumes assume cut from road reserve can be reused in nature strip fills. All volumes are solid.								
	FLEXIBLE ROAD PAVEMENT								
	Construction of flexible road pavement including supply of all materials, plant and labour, all as specified.								
	Preparation of Subgrade								
	Final trim, moisture condition and compact existing subgrade materials, as found , to a minimum depth of 150mm.	0.42%		5,606	m2	3.50	19,621		19,621
	Sub-base Course								
	250mm compacted depth of 20mm fine crushed rock (Class 3), including section under kerb and channel (compacted in 2 125mm thick layers).	4.76%		5,606	m2	40.00	224,240		224,240
	Base Course								
	150mm compacted depth of 20mm fine crushed rock (Class 2), including preparation for sealing.	2.97%		5,606	m2	25.00	140,150		140,150
	Primer Seal								
	Primer seal (SP1000 or equivalent) using 10mm basaltic aggregate, all as specified.	1.01%		5,606	m2	8.50	47,651		47,651

Elemental Summary

Project: Creswell Street, Crib Point **Details:** Estimate
Building: Creswell Street, Crib Point

Code	Description	%BC	Cost/m2	Quantity	Unit	Rate	Subtotal	Factor	Total
	Wearing Course								
	Asphalt wearing course. Supply all materials, plant and labour and lay 40mm compacted depth of 10mm basaltic asphalt type H, including the sealing of joints at junctions with existing adjacent asphalt or sprayed seals in accordance with clause M.17(a) of the specification.	3.39%		5,606	m2	28.50	159,771		159,771
	CONCRETE WORKS								
	Supply all materials, plant and labour and construct the following concrete works all to Mornington Peninsula Shire standard plans and specifications.								
	ROLLOVER KERB AND CHANNEL								
	Concrete rollover kerb and channel to Mornington Peninsula Shire standard MP101 including bedding, all as specified.	5.03%		2,261	m	105.00	237,405		237,405
	CONCRETE VEHICLE CROSSINGS								
	Reinforced concrete vehicle crossings 150mm thick as detailed to Mornington Peninsula Shire standard MP302 and MP303, including bedding , all as specified.	0.13%		30	m2	200.00	6,000		6,000
	DRAINAGE								
	SUBSOIL DRAINAGE (CORRUGATED)								
	Supply, deliver, excavate, bed, lay, joint and backfill with 20mm screenings 100mm dia. corrugated perforated (PVC) class 400 pipe to Mornington Peninsula Shire standard MP227, all as specified, at a depth as detailed	2.28%		2,261	m	47.50	107,398		107,398
	OPEN CHANNEL SWALE								
	Supply all plant, labour and materials to construct an open channel swale (approx CH160 - CH340), all as specified. Note that cut and fill volumes are allowed for in 'EARTHWORKS'.	0.13%		80	m	75.00	6,000		6,000
	DRAINAGE PIPES								

Elemental Summary

Project: Creswell Street, Crib Point **Details:** Estimate
Building: Creswell Street, Crib Point

Code	Description	%BC	Cost/m2	Quantity	Unit	Rate	Subtotal	Factor	Total
	Supply, excavate, bed, lay, joint and backfill the following reinforced concrete drainage pipes:								
	DRAINAGE PIPES (F.C.R. Backfill)								
	Supply, excavate, bed, lay, joint and backfill with fine crushed rock as specified, the following reinforced concrete drainage pipes:								
	300mm dia. (class 2) rubber ring jointed.	0.92%		133	m	325.00	43,225		43,225
	375mm dia. (class 2) rubber ring jointed.	0.27%		29	m	425.00	12,325		12,325
	450mm dia. (class 2) rubber ring jointed.	0.09%		8	m	500.00	4,000		4,000
	600mm dia. (class 2) rubber ring jointed.	0.94%		68	m	650.00	44,200		44,200
	Double 675mm dia. (class 2) rubber ring jointed.	2.62%		103	m	1,200.00	123,600		123,600
	750mm dia. (class 2) rubber ring jointed.	5.31%		278	m	900.00	250,200		250,200
	Double 750mm dia. (class 2) rubber ring jointed.	6.24%		190	m	1,550.00	294,500		294,500
	DRAINAGE PIPES (Select Backfill)								
	Supply, excavate, bed, lay, joint and backfill the following reinforced concrete drainage pipes (includes the removal of fences):								
	225mm dia. (class 2) rubber ring jointed.	2.15%		520	m	195.00	101,400		101,400
	300mm dia. (class 2) rubber ring jointed.	1.60%		274	m	275.00	75,350		75,350
	Double 300mm dia. (class 2) rubber ring jointed.	1.81%		170	m	500.00	85,000		85,000
	375mm dia. (class 2) rubber ring jointed.	1.46%		196	m	350.00	68,600		68,600
	Double 375mm dia. (class 2) rubber ring jointed.	0.03%		3	m	350.00	1,050		1,050
	450mm dia. (class 2) rubber ring jointed.	2.48%		275	m	425.00	116,875		116,875
	600mm dia. (class 2) rubber ring jointed.	0.95%		81	m	550.00	44,550		44,550
	Double 675mm dia. (class 2) rubber ring jointed.	1.99%		85	m	1,100.00	93,500		93,500
	750mm dia. (class 2) rubber ring jointed.	2.68%		163	m	775.00	126,325		126,325
	Double 750mm dia. (class 2) rubber ring jointed.	4.87%		164	m	1,400.00	229,600		229,600

Elemental Summary

Project: Creswell Street, Crib Point **Details:** Estimate
Building: Creswell Street, Crib Point

Code	Description	%BC	Cost/m2	Quantity	Unit	Rate	Subtotal	Factor	Total
	DRAINAGE PITS								
	Construct concrete drainage pits as shown on Mornington Peninsula Shire standard drawings including excavation, forming, supply and placing of concrete, stripping of forms, backfilling, supply and placing of lids, lintels, grates and step irons where required, all as specified.								
	SIDE ENTRY PITS - TYPE 2								
	Construct concrete side entry pits 900mm x 600mm (I.D.) to Mornington Peninsula Shire standard MP203 including supply and placing of gratings where required.								
	Up to 1.5m deep. (Pits D03-01, D04-01, D05-01, D08-01, D11-01, D11-02, D12-01, D13-01, D14-01 and D19-01)	0.48%		10	No	2,250.00	22,500		22,500
	1.5 to 2.0m deep. (Pit D09-10)	0.06%		1	No	2,500.00	2,500		2,500
	Construct concrete side entry pits 900mm x 900mm (I.D.) to Mornington Peninsula Shire standard MP203 including supply and placing of gratings where required.								
	Up to 1.5m deep. (Pit D15-01)	0.05%		1	No	2,000.00	2,000		2,000
	HAUNCHED SIDE ENTRY PITS - TYPE 2								
	Construct concrete side entry pits 900mm x 600mm (I.D.) to Mornington Peninsula Shire standard MP203 including supply and placing of gratings where required.								
	900mm x 900mm haunched to council standard MP213(Pits D15-01, D16-05, D16-06, D18-01, D18-02 and D18-03)	0.34%		6	No	2,650.00	15,900		15,900
	1050mm x 900mm haunched to D.o.T standard SD1023 (Pits D09-05, D09-06, D09-07 and D09-08)	0.24%		4	No	2,750.00	11,000		11,000

Elemental Summary

Project: Creswell Street, Crib Point **Details:** Estimate
Building: Creswell Street, Crib Point

Code	Description	%BC	Cost/m2	Quantity	Unit	Rate	Subtotal	Factor	Total
	1050mm x 1050mm haunched to D.o.T standard SD1023 (Pits D01-09 and D01-10)	0.13%		2	No	2,850.00	5,700		5,700
	2400mm x 900mm haunched to D.o.T standard SD1023 (Pits D09-03 and D09-04)	0.17%		2	No	4,000.00	8,000		8,000
	GRATED PITS								
	Construct concrete grated pit 900mm x 450mm (I.D.) to Mornington Peninsula Shire standard MP216 including supply and placing of gratings, all as specified.								
	Up to 1.5m deep (Pits D16-07 and D16-08)	0.08%		2	No	1,850.00	3,700		3,700
	HAUNCHED GRATED PITS								
	Construct concrete grated pit 900mm x 450mm (I.D.) to Mornington Peninsula Shire standard MP216 including supply and placing of gratings, all as specified.								
	2400mm x 900mm haunched to D.o.T standard SD1022 (Pits D01-03, D01-05, D01-06, D01-07 and D01-08)	0.75%		5	No	7,000.00	35,000		35,000
	2400mm x 2400mm haunched to D.o.T standard SD1023 (Pit D01-04)	0.20%		1	No	9,000.00	9,000		9,000
	CATCH PITS								
	Construct concrete catch pit 900mm x 600mm (I.D.) to Mornington Peninsula Shire standard MP215 with end entry.								
	1.5 to 2.0m deep. (Pit D20-01)	0.06%		1	No	2,500.00	2,500		2,500
	JUNCTION PITS								
	Construct concrete junction pit 900mm x 600mm (I.D.) to Mornington Peninsula Shire standard MP211.								
	Up to 1.5m deep. (Pits D09-11 and D20-02)	0.08%		2	No	1,850.00	3,700		3,700
	HAUNCHED JUNCTION PITS								

Elemental Summary

Project: Creswell Street, Crib Point **Details:** Estimate
Building: Creswell Street, Crib Point

Code	Description	%BC	Cost/m2	Quantity	Unit	Rate	Subtotal	Factor	Total
	Construct concrete junction pit 900mm x 600mm (I.D.) to Mornington Peninsula Shire standard MP211.								
	1050mm x 900mm haunched to D.o.T standard SD1023 (Pit D16-03)	0.07%		1	No	3,000.00	3,000		3,000
	1200mm x 1050mm haunched to D.o.T standard SD1023 (Pit D16-02 and D16-04)	0.14%		2	No	3,250.00	6,500		6,500
	2400mm x 900mm haunched to D.o.T standard SD1023 (Pits D01-02 and D09-02)	0.26%		2	No	6,000.00	12,000		12,000
	GRATED JUNCTION PITS								
	Construct concrete junction pit 600mm x 600mm (I.D.) to Mornington Peninsula Shire standard MP211 including grated pit lid								
	Up to 1.5m deep. (Pits D07-02, D07-03, D09-13, D10-02, D17-02, D18-06 and D18-07)	0.22%		7	No	1,450.00	10,150		10,150
	Construct concrete junction pit 900mm x 600mm (I.D.) to Mornington Peninsula Shire standard MP211 including grated pit lid								
	Up to 1.5m deep. (Pits D02-01, D02-02, D02-03,D02-04, D06-01, D06-02, D07-01, D09-12, D10-01, D15-02 and D17-01)	0.44%		11	No	1,850.00	20,350		20,350
	1.5 to 2.0m deep. (Pit D18-05)	0.06%		1	No	2,400.00	2,400		2,400
	Construct concrete junction pit 900mm x 900mm (I.D.) to Mornington Peninsula Shire standard MP211 including grated pit lid								
	1.5 to 2.0m deep. (Pit D18-04)	0.06%		1	No	2,750.00	2,750		2,750
	PRECAST CONCRETE ENDWALLS								
	Supply, bed and place precast concrete endwall to suit 750 dia. Pipe including shaping of outlet, rock beaching and timber barrier. (D16-01)	0.10%		1	No	4,500.00	4,500		4,500

Elemental Summary

Project: Creswell Street, Crib Point **Details:** Estimate
Building: Creswell Street, Crib Point

Code	Description	%BC	Cost/m2	Quantity	Unit	Rate	Subtotal	Factor	Total
	Supply, bed and place precast concrete endwall to suit 2 x 675 dia. Pipe including shaping of outlet, rock beaching and timber barrier. (D09-01)	0.12%		1	No	5,500.00	5,500		5,500
	Supply, bed and place precast concrete endwall to suit 2 x 750 dia. Pipe including shaping of outlet, rock beaching and timber barrier. (D01-01)	0.13%		1	No	6,000.00	6,000		6,000
	PROPERTY DRAINAGE								
	HOUSE DRAIN CONNECTIONS - NEW								
	Supply and fit necessary fittings to provide house drain outlets to vacant allotments from a point inside the property at the lowest corner of the allotment to council Drainage Pits, using 100mm dia. U.P.V.C. pipe and fittings to Mornington Peninsula Shire standard MP401, all as specified.	0.12%		7	No	750.00	5,250		5,250
	Supply and fit necessary fittings to provide house drain outlets to vacant allotments from a point inside the property at the lowest corner of the allotment to council Drainage Pipes, using 100mm dia. U.P.V.C. pipe and fittings to Mornington Peninsula Shire standard MP403, all as specified.	0.39%		24	No	750.00	18,000		18,000
	Supply and fit necessary fittings to provide house drain outlets to vacant allotments from a point inside the property at the lowest corner of the allotment to council Drainage Pipes, using 100mm dia. U.P.V.C. pipe and fittings to Mornington Peninsula Shire standard MP404, all as specified.	0.40%		25	No	750.00	18,750		18,750
	Supply and fit necessary fittings to provide house drain outlets to vacant allotments from a point inside the property at the lowest corner of the allotment to council Drainage Pits, using 100mm dia. U.P.V.C. pipe and fittings to Mornington Peninsula Shire standard MP408, all as specified.	0.07%		4	No	750.00	3,000		3,000

Elemental Summary

Project: Creswell Street, Crib Point **Details:** Estimate
Building: Creswell Street, Crib Point

Code	Description	%BC	Cost/m2	Quantity	Unit	Rate	Subtotal	Factor	Total
	Supply and fit necessary fittings to provide house drain outlets to vacant allotments from a point inside the property at the lowest corner of the allotment to council table drain with a Batter Outlet Type 1 to VicRoads standard SD1641	0.12%		7	No	750.00	5,250		5,250
	HOUSE DRAIN CONNECTIONS - NEW (OUTSIDE DCP)								
	Supply and fit necessary fittings to provide house drain outlets to vacant allotments from a point inside the property at the lowest corner of the allotment to council Drainage Pipes, using 100mm dia. U.P.V.C. pipe and fittings to Mornington Peninsula Shire standard MP404, all as specified.	0.45%		28	No	750.00	21,000		21,000
	Supply and fit necessary fittings to provide house drain outlets to vacant allotments from a point inside the property at the lowest corner of the allotment to council Drainage Pits, using 100mm dia. U.P.V.C. pipe and fittings to Mornington Peninsula Shire standard MP408, all as specified.	0.10%		6	No	750.00	4,500		4,500
	LANDSCAPING								
	PREPARATION OF NATURE STRIPS								
	Prepare nature strips and other disturbed areas with approved selected loam won from stockpile on site or imported, to a depth of 75mm, levelled, raked, fertilized and sown with an approved seed mixture, all as specified.	1.16%		6,250	m2	8.75	54,688		54,688
	FILL EXISTING OPEN SWALE DRAIN - COOMA STREET								
	Supply all plant, labour and materials to fill in the existing swale drain on the west side of Cooma Street between CH10 and CH90. Cut/Fill volumes are not included in 'EARTHWORKS'	0.11%		80	m	60.00	4,800		4,800
	REDIRECT EXISTING OPEN SWALE DRAIN - GLOSSIP STREET								

Elemental Summary

Project: Creswell Street, Crib Point **Details:** Estimate
Building: Creswell Street, Crib Point

Code	Description	%BC	Cost/m2	Quantity	Unit	Rate	Subtotal	Factor	Total
	Supply all plant, labour and materials to redirect the existing swale drain on the east side of Glossip Street adjacent to No.5 into Pit D16/06 and D20/01. Cut/Fill volumes are not included in 'EARTHWORKS'	0.03%			Item		1,000		1,000
	MISCELLANEOUS								
	PERMANENT SURVEY MARKS								
	Supply and set standard permanent survey marks including cast iron covers with identification and surrounds as specified.	0.04%		2	No	750.00	1,500		1,500
	STREET SIGNS								
	Supply and place street signs as directed including supply and erect G.I. standard.	0.07%		6	No	500.00	3,000		3,000
	TRAFFIC CONTROL LINES								
	Mark out and paint, with approved long life road marking product, all traffic control lines detailed on the plans. (Beading to be applied to all line marking.)	0.08%			Item		3,500		3,500
	SERVICES								
	SERVICE CONDUITS								
	Supply, excavate, bed, lay, joint and backfill with F.C.R. 50mm dia. U.P.V.C. conduits (class 12) including capping at each end, draw strings, marking on kerb and channel and marker tape.								
	Gas	0.54%		374	m	67.50	25,245		25,245
	Water	0.17%		117	m	67.50	7,898		7,898
	MATERIALS TESTING								
	Supply test results, from a NATA accreditied laboratory, to demonstrate compiance with the Mornington Peninsula Shire Specification.								

Elemental Summary

Project: Creswell Street, Crib Point **Details:** Estimate
Building: Creswell Street, Crib Point

Code	Description	%BC	Cost/m2	Quantity	Unit	Rate	Subtotal	Factor	Total
	Compaction Test in accordance with AS1289.5.2.1 (Standard Compactive Effort, 6 lot test).	0.05%		3	No	650.00	1,950		1,950
	Compaction Test in accordance with AS1289.5.2.1 (Modified Compactive Effort, 6 lot test).	0.13%		9	No	650.00	5,850		5,850
	7,14,28 Day Compressive Strength in accordance with AS1012.9.	0.07%		6	No	500.00	3,000		3,000
	CCTV INSPECTION REPORT								
	Supply a CCTV inspection report for newly installed piped drainage in accordance with the WSAA 05-2020 (prior to laying the wearing course).	0.08%			Item		3,500		3,500
	AS CONSTRUCTED SURVEY - R&D								
	Contractor to supply an as constructed survey file of built road and drainage assets in accordance with Mornington Peninsula Shire requirements.	0.11%			Item		5,000		5,000
	PART B - WATER SUPPLY MAIN EXTENSION								
	WATER MAINS								
	Excavation, supply, bedding, laying and backfilling, of approved water main in accordance with MRWA Standards (MRWA - W - 201, MRWA - W - 202, MRWA - W - 203)								
	Earth Backfill								
	DN125 PE100	0.58%		246	m	110.00	27,060		27,060
	DN50 PE100	0.11%		57	m	85.00	4,845		4,845
	Bored								
	DN125 PE100	0.65%		61	m	500.00	30,500		30,500
	FITTINGS								
	Supply and placement of the following fittings:								
	100mm Hydrant direct (connecting to PE pipe)	0.28%		9	No	1,450.00	13,050		13,050
	100mm dia valve (connecting to PE pipe)	0.18%		5	No	1,650.00	8,250		8,250
	50mm flushout (connecting to PE pipe)	0.03%		1	No	1,000.00	1,000		1,000
	PROPERTY SERVICES								

Elemental Summary

Project: Creswell Street, Crib Point **Details:** Estimate
Building: Creswell Street, Crib Point

Code	Description	%BC	Cost/m2	Quantity	Unit	Rate	Subtotal	Factor	Total
	Excavation, supply, bedding, laying and backfilling of water services including all fittings, valves, connection to reticulation main and cleaning up:								
	Off new main	0.28%		22	No	600.00	13,200		13,200
	Off existing main including tapping and fees	2.59%		47	No	2,600.00	122,200		122,200
	REMOVAL AND CONNECTION TO EXISTING MAIN								
	Remove existing washout and replace with hydrant Tee (convert to PE at hydrant flange)	0.06%		1	No	2,750.00	2,750		2,750
	Connect DN125 PE100 to Ex.DN100 PVC Pipe	0.17%		2	No	4,000.00	8,000		8,000
	WATER QUALITY TESTING								
	Water quality testing of mains by South East Water authorised contractor.								
	Swabbing and cleansing at mains	0.11%		2	No	2,500.00	5,000		5,000
	Pressure testing at mains	0.06%		1	No	2,500.00	2,500		2,500
	Testing under pressure (MRWA-W-106)	0.07%		1	No	3,000.00	3,000		3,000
	"AS CONSTRUCTED" SURVEY								
	Field pick-up of as constructed details by Accredited surveyor of Valves, Pipes, Hydrants, Fittings, Property Connection points, etc. and processing of data into digital format, completion of database and survey certification list all to Water Authority's requirements.	0.11%			Item		5,000		5,000
	PART C - STREET LIGHTING UPGRADES								
	Luminaire and Bracket	0.26%		16	No	750.00	12,000		12,000
	URD Pole - 7 metres	0.11%		2	No	2,500.00	5,000		5,000
	Conduit and Trenching/Bore	0.66%		154	m	200.00	30,800		30,800
	VESI Pits	0.04%		2	No	750.00	1,500		1,500
	PL Cable	0.22%		172	m	60.00	10,320		10,320
	FOLCB	0.10%		3	No	1,500.00	4,500		4,500

Elemental Summary

Project: Creswell Street, Crib Point **Details:** Estimate
Building: Creswell Street, Crib Point

Code	Description	%BC	Cost/m2	Quantity	Unit	Rate	Subtotal	Factor	Total
	Project Management / Auditing	0.11%			Item		5,000		5,000
	PART D - NBN								
	Conduit - P20	0.73%		1,048	m	32.50	34,060		34,060
	Conduit - P50	0.39%		459	m	40.00	18,360		18,360
	Conduit - P100	1.47%		1,202	m	57.50	69,115		69,115
	Service Drop Access Pit - 650 x 280 x 565	0.19%		17	No	500.00	8,500		8,500
	Network Boundary/Local Network Pit (single lid) 700 x 450 x 650	0.25%		18	No	650.00	11,700		11,700
	Distribution/Local Network Connection Pit (dual lid) 1360 x 555 x 650	0.03%		1	No	1,100.00	1,100		1,100
	Distibution/Local Network Connection Pit 1360 x 555 x 860	0.10%		4	No	1,100.00	4,400		4,400
	Project Management / Auditing	0.22%			Item		10,000		10,000
	SUB-TOTAL	85.94 %							4,056,238
	PART E - PROVISIONALS								
	PROVISIONAL ITEMS								
	Note: All provisional items are inclusive of additional traffic management plans and all overheads associated with additional works. Contractor to be paid only for actual provisional sq.m., Cu.m, lin.m No. or Item placed. PI Items are only to be expedited as directed by the Superintendent and in accordance with Clause 11 of AS2124 General Conditions of Contract.								
	SERVICE MAIN RELOCATION ALLOWANCE								
	Coordination of the relocation of existing service mains to enable main drainage construction. Contractor to be paid actual cost plus 10% as evidenced by submission of authority invoice.	2.12%			Item		100,000		100,000
	STRUCTURAL FILL								

Elemental Summary

Project: Creswell Street, Crib Point **Details:** Estimate
Building: Creswell Street, Crib Point

Code	Description	%BC	Cost/m2	Quantity	Unit	Rate	Subtotal	Factor	Total
	Supply all plant, labour and materials for the placement of structural fill. Structural fill will be required to fill the existing road formation to the underside of pavement (subgrade). Materials shall meet the requirements of VicRoads Type A. (Contractor to be paid only for volume of material actually placed.)	0.10%		50	m3	90.00	4,500		4,500
	SUBGRADE IMPROVEMENT (LOCALISED)- Crushed Rock								
	Supply all plant, labour and materials for the excavation and removal of unsuitable subgrade material and backfilling with 40mm crushed rock (class 3), compacted as specified. (Contractor to be paid only for volume of material actually replaced.)	0.93%		250	m3	175.00	43,750		43,750
	SUBGRADE STABILISATION (LARGE AREAS)								
	Stabilize 250mm depth of existing subgrade with 3% Lime and 2% cement as specified.								
	(Contractor to be paid only for area actually stabilised)	2.35%		5,536	m2	20.00	110,720		110,720
	DISPOSAL OF CONSTRUCTION AND DEMOLITION WASTE								
	Supply all plant, labour and materials to excavate, cart and dispose of the following contaminated materials:								
	Contaminated Soil - Category A	0.00%							Excluded
	Contaminated Soil - Category B	0.00%							Excluded
	Contaminated Soil - Category C	0.00%							Excluded
	Construction and Demolition Waste								
	Note that the rate for disposal of Construction and Demolition Waste shall apply to materials existing and in place prior to construction commencing. The contractor shall allow for disposal of all Construction and Demolition Waste generated by the works.								
	CONTINGENCY	8.60%		10	%				405,624
	Rounding	-0.01%							-831

Elemental Summary

Project: Creswell Street, Crib Point **Details:** Estimate
Building: Creswell Street, Crib Point

Code	Description	%BC	Cost/m2	Quantity	Unit	Rate	Subtotal	Factor	Total
	TOTAL	100.00 %							4,720,000
	COST PER LIN.M EXCLUDING PROVISIONALS AND CONTINGENCY			1,138	m	3,564			
	COST PER LIN.M INCLUDING PROVISIONALS AND CONTINGENCY			1,138	m	4,148			
	Exclusions:								
	GST								
	Professional fees including contract administration and supervision costs								
	Cost escalation beyond May 2023								
	Vegetation offsets, if applicable								
		100.00%							**4,720,001**

7. APPENDIX 2: ESTIMATED DEVELOPMENT INFRASTRUCTURE LEVY CALCULATION

DCP Parcel Number ID	Total Parcel Area (m2)	Estimated DIL Total Charge per Parcel
1	1,569.14	$53,332
2	1,625.42	$55,245
3	1,622.50	$55,146
4	1,595.80	$54,238
5	1,631.45	$55,450
6	1,617.89	$54,989
7	1,622.18	$55,135
8	1,623.45	$55,178
9	1,611.99	$54,788
10	1,627.49	$55,315
11	1,624.90	$55,227
12	1,630.94	$55,433
13	1,618.88	$55,023
14	1,614.27	$54,866
15	1,623.05	$55,164
16	1,626.17	$55,270
17	1,611.37	$54,767
18	1,611.08	$54,758
19	1,626.53	$55,283
20	3,278.12	$111,417
21	1,248.75	$42,443
22	1,249.39	$42,464
23	1,246.33	$42,360
24	1,288.29	$43,787
25	1,257.40	$42,737
26	1,235.05	$41,977
27	1,226.31	$41,680
28	1,224.63	$41,623
29	1,230.71	$41,830
30	1,220.87	$41,495
31	1,221.91	$41,530
32	1,229.25	$41,780
33	1,234.18	$41,947

DCP Parcel Number ID	Total Parcel Area (m2)	Estimated DIL Total Charge per Parcel
34	1,225.90	$41,666
35	1,164.74	$39,587
36	1,211.43	$41,174
37	1,233.26	$41,916
38	2,451.21	$83,312
39	1,343.98	$45,679
40	485.91	$16,515
41	836.02	$28,415
42	3,747.40	$127,367
43	1,229.74	$41,797
44	1,210.69	$41,149
45	1,231.13	$41,844
46	1,224.43	$41,616
47	1,269.37	$43,143
48	1,361.14	$46,263
49	1,441.20	$48,984
50	1,526.81	$51,893
51	1,623.31	$55,173
52	962.47	$32,713
53	1,053.45	$35,805
54	1,284.55	$43,659
55	1,144.03	$38,883
56	1,148.26	$39,027
57	1,365.18	$46,400
58	1,042.93	$35,447
59	538.92	$18,317
60	3,220.79	$109,469
61	4,861.83	$165,244
62	1,615.59	$54,911
63	1,616.28	$54,934
64	1,623.53	$55,181
65	1,626.26	$55,274
66	1,617.00	$54,959
67	1,623.00	$55,163

DCP Parcel Number ID	Total Parcel Area (m2)	Estimated DIL Total Charge per Parcel
68	1,617.16	$54,964
69	1,620.89	$55,091
70	1,621.16	$55,100
71	1,612.94	$54,821
72	1,611.51	$54,772
73	1,622.56	$55,148
74	955.27	$32,468
75	693.74	$23,579
76	861.14	$29,269
TOTAL	**114,503.80**	$3,891,768

Creswell Street East Crib Point

Development Contribution Plans

Mornington Peninsula Shire Council

December 2023

mesh

Acknowledgement
Mesh acknowledges the Traditional Owners of the lands on which we work, and we pay our respects to Elders past, present and emerging.

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mesh
Level 2, 299 Clarendon Street South Melbourne VIC 3205
office. +61 3 9070 1166 | **meshplanning.com.au**

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1. PART ONE – SUMMARY OF CHARGES

Figure 1 illustrates the DCP project to be constructed and Table 1 provides an overview of the charges for the transport and drainage infrastructure project included in this Development Contributions Plan (DCP).

The DCP applies a development infrastructure levy to residential development located in the Creswell Street East, Crib Point. The DCP applies to all properties between 1 and 77 Creswell Street, and those fronting Cooma Street and Glossop Street between Creswell Street and Disney Street, Crib Point.

The DCP has been prepared to fund the construction of Creswell Street from the existing pavement to the eastern edge of the DCP area; and Cooma Street and Glossop Street between Creswell Street to Disney Street which is required to support the development of the area.

A more detailed explanation of the strategic basis, apportionment, method of calculation and the infrastructure projects is provided within the body of the DCP.

Figure 1: Overall DCP Project Plan

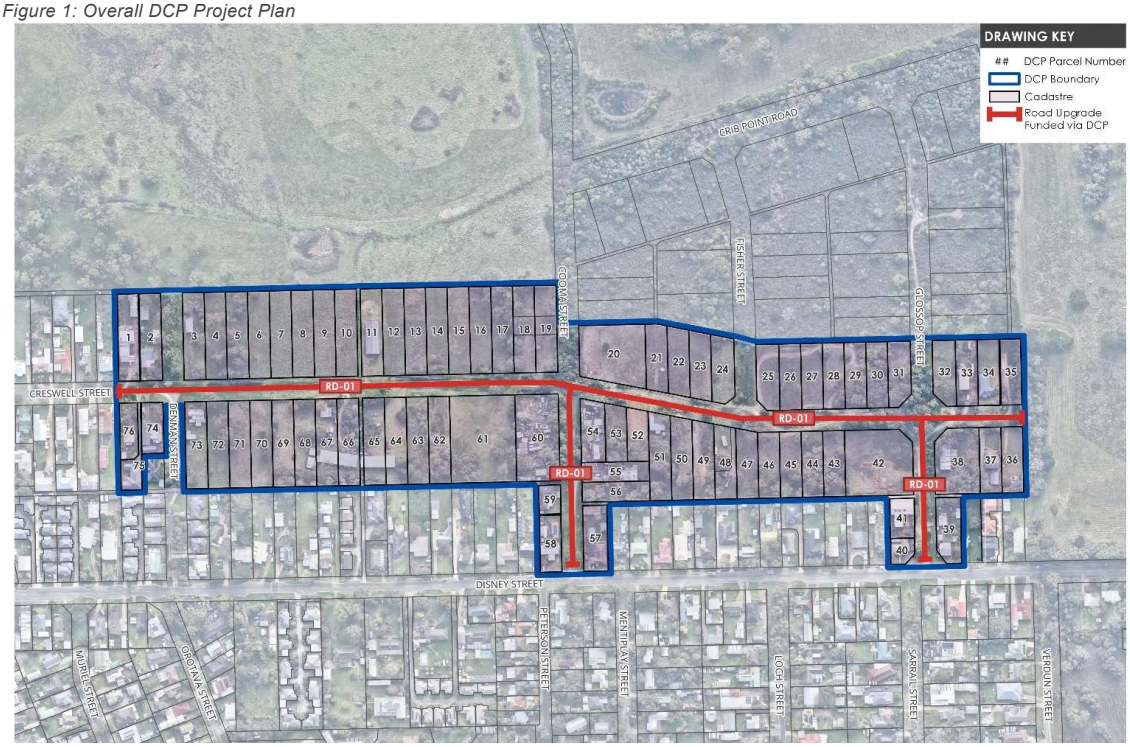


Table 1: Summary of Charges

Project Type	Total Project Cost	Total Cost to Charge Area	Per m2 Rate
ROADS & DRAINAGE	$4,720,000	$3,304,000	$28.85
FINANCE	$520,428	$364,300	$3.18
PLANNING	$319,240	$223,468	$1.95
TOTAL	**$5,559,668**	**$3,891,768**	**$33.98**

2. PART TWO – INTRODUCTION

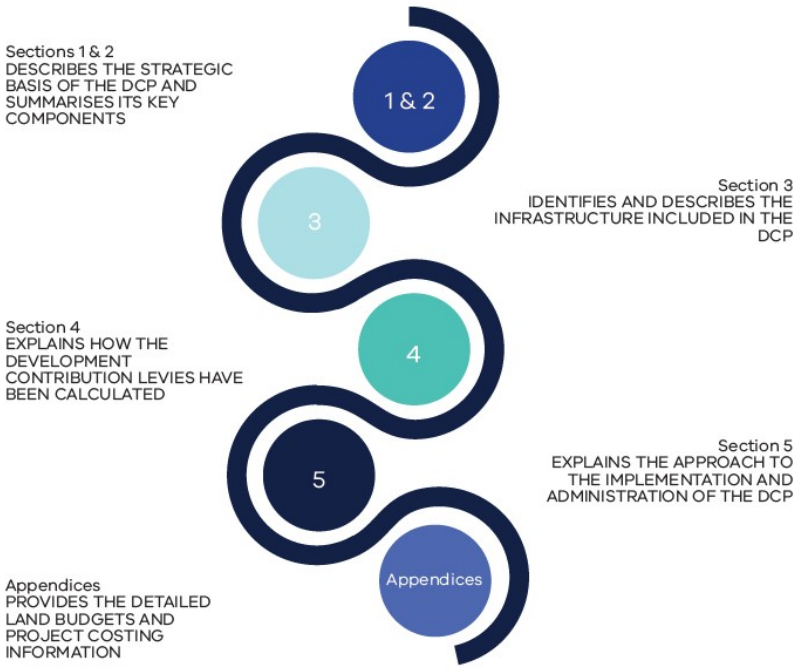
The DCP delivers the upgrade of Creswell Street from the existing pavement to the eastern edge of the DCP area; and Cooma Street and Glossop Street between Creswell Street to Disney Street which is required to provide the necessary access and drainage infrastructure to support the urban development of the 76 parcels within the DCP area.

2.1 The DCP

The DCP funds the upgrade of three sections of existing unmade local roads. The need for the upgrade to Creswell Street from the existing pavement to the eastern edge of the DCP area; and Cooma Street and Glossop Street between Creswell Street to Disney Street is strategically justified as it is required to facilitate the development of the adjoining properties. In summary, the DCP: -

- Includes road and drainage infrastructure upgrades that are local in nature and will be to the direct benefit of the adjoining properties;
- Requires development to make a financial contribution toward the cost of the identified infrastructure project that has a direct nexus to development;
- Ensures the cost of providing new infrastructure and services is shared equitably between various development proponents over the life of the DCP;
- Provides the details of the calculation of the financial contributions that must be made by future development towards the nominated project; and
- Provides developers, investors, and the local community with certainty about the implementation and administration of development contributions in Creswell Street East, Crib Point, towards the included project.

This document comprises the following sections: -



2.2 Strategic Basis

2.2.1 The Original DCP (2018)

Amendment C210 to the Mornington Shire Planning Scheme rezoned the land located within Creswell Street, Crib Point (between 1 and 73 Creswell Street, Crib Point, except 2 Creswell Street) from Industrial 3 Zone to Neighbourhood Residential Zone Schedule 1 and applied the Development Contributions Plan Overlay Schedule 1 to the above-mentioned properties. This overlay gives effect to the Creswell Street East, Crib Point Development Contributions Plan (April 2018) Incorporated Document. Amendment C210 was gazetted in June 2019 and is referred to as the 'Original DCP' in this document.

The Original DCP was prepared in accordance with, and to implement, the residential development of Creswell Street East (known as the Amendment C210 area). The Original DCP funded the upgrade of the existing unmade roads including Creswell Street and part of Cooma Street to access roads including a 5.5m pavement, with drainage, and public lighting. This document states (2018:2) that this upgrade is the minimum standard required to support residential living within the C210 area. The Original DCP apportions 70% of the project costs to the DCP and Council is to fund the remaining 30% of project costs.

The Original DCP included a provision that the "DCP be revised and updated every 5 years (or more frequently if required)" (2018:8).

Mornington Peninsula Shire Council has collected development contributions under the Original DCP prior to it being updated. The contributions collected and held by Mornington Peninsula Shire Council at the date this DCP came into effect are to be used for the project contained in this DCP. No further contributions are required from the properties that have already paid the full Development Infrastructure Levy under the Original DCP.

2.2.2 The Amended DCP (2023)

Amendment C295 morn to the Mornington Peninsula Shire Planning Scheme was approved to create this document, Creswell Street East, Crib Point, Development Contributions Plan (December, 2023).

Amendment C295morn: -

- Updates the project extent to include the upgrade of Cooma Street and Glossop Street between Creswell Street to Disney Street and extends the eastern edge of Creswell Street so it meets the existing road pavement.
- The project type and scope i.e. road cross-section remains the same as the Original DCP and includes the construction of a 5.5 metre wide asphalt pavement and stormwater drainage but does not include construction of a footpath;
- Retains the Original DCP apportionment whereby 70% of the total project costs are apportioned to the DCP and Council funds the remaining 30% of total project costs;
- Given the fragmentation within the DCP area, Council, as the Development Agency commits to deliver the project within the revised timeframe, set at 30 June 2028.
- Revises the demand units from lot frontage to lot area; and
- Increases the area subject to the DCP to include all abutting lots adjacent to the DCP project.

2.3 The Area to which the DCP applies

In accordance with section 46K(1)(a) of the *Planning and Environment Act 1987* (the Act*)*, the DCP applies to land illustrated Figure 2 and covers approximately 11.5 hectares.

2.4 Method of Preparing the DCP and Compliance with Statutory Requirements

The DCP has been prepared in accordance with Part 3B of the *Planning & Environment Act 1987* and it addresses the requirements of the Act by: -

- specifying the area to which the DCP applies;
- setting out the works, services, and facilities to be funded through the plan, including the staging of the provision of those works, services or facilities;
- relating the need for the works, services, and facilities to the proposed development of the land within the DCP area;
- specifying the estimated costs of each of the works, services, facilities, and land;
- specifying the proportion of the total estimated cost of the works, services and facilities which are to be funded by a development infrastructure levy;
- specifying the land in the area and the types of development in respect of which a levy is payable and the method for determining the amount of levy payable in respect of any development land; and
- providing for the procedures for collection of a development infrastructure levy in respect of any development for which a permit under the *Planning & Environment Act 1987* is not required.

2.5 Guiding Principles

2.5.1 Infrastructure Items included in the DCP

The need for infrastructure included in the DCP has been determined based on Amendment C210morn to the Mornington Peninsula Planning Scheme that rezoned land from Industrial 3 Zone to Neighbourhood Residential Zone and has had regard to all relevant Ministerial Directions and guidance material. The infrastructure project has been assessed to ensure it is consistent with the principles of the DCP system (need, nexus, apportionment, accountability, and transparency).

The transport and drainage infrastructure item included in this DCP relates to the upgrade of Creswell Street from the existing pavement to the eastern edge of the DCP area; and Cooma Street and Glossop Street between Creswell Street to Disney Street. The upgrade of these unmade local roads is required to provide safe access and the necessary drainage required to facilitate the residential development of the adjoining lots.

The infrastructure project that has been included in the DCP has the following characteristics:

- It is essential to the health, safety, and wellbeing of the community.
- It is required by the adjoining development area.
- It is not a recurrent item.

Figure 2: Land to which the DCP applies

3. PART THREE – INFRASTRUCTURE PROJECT JUSTIFICATION

3.1 Project Identification

This section provides a general description of the infrastructure project that has been included in the DCP. The DCP area currently contains several unmade local roads and the residential development of the area requires the upgrade of the local unmade roads to a 5.5 metre (from the invert of each kerb) sealed road that includes local drainage works. The upgrade of these roads will require removal of vegetation. Appendix 1 includes a copy of the road cross-section and costing detail.

The upgrade of Creswell Street from the existing pavement to the eastern edge of the DCP area; and Cooma Street and Glossop Street between Creswell Street to Disney Street is required to provide safe access and appropriate drainage to each of the existing 76 lots. The DCP project is local in nature and will be to the direct benefit of the adjoining properties.

The transport and drainage related infrastructure included in this DCP is illustrated in Figure 3 and described in **Error! Reference source not found.**.

Figure 3 spatially depicts the location and extent of the infrastructure project included in the DCP.

3.2 Distinction between Community and Development Infrastructure

In accordance with the *Planning & Environment Act 1987* and the Ministerial Direction on Development Contributions, the DCP makes a distinction between “development” and “community” infrastructure. Furthermore, the timing of payment of contributions is linked to the type of infrastructure in question. Contributions relating to development infrastructure are to be made by developers at the time of subdivision. For community infrastructure, contributions are to be made by the home-buyer at the time of building approval.

This DCP does not contain any community infrastructure.

Figure 3: Overall DCP Projects Plan

4. PART FOUR – CALCULATION OF CONTRIBUTIONS

This section explains how the DCP charges are calculated.

4.1 Development Projections and Demand Units

The DCP area is zoned for residential development and currently includes 11.45 hectares comprising 76 lots.

It is acknowledged that the current planning controls allow for subdivision with a minimum lot size of 650m^2, therefore many of the parcels within the DCP can be further subdivided. However, the ultimate yield of future potential subdivision is unknown and therefore the DCP demand units are based on total site area.

Table 2 sets out the type of development and site area. The demand units for this DCP are based on m^2 per total site area, therefore there are 114,503.8 demand units.

Table 2: Development Type and Yield

Development Type	Existing Parcels	Site Area (m2)
Residential	76	114,503.8

4.1.1 Land Budget

A property parcel land budget has been prepared which identifies the individual site areas for each parcel within the DCP area. Table 3 sets out the summary land use budget and the DCP parcel numbers listed in Table 3 correspond with those provided in Figure 3.

Table 3: Summary Land Budget

DCP PARCEL NUMBER	TOTAL AREA (m2)
1	1,569.14
2	1,625.42
3	1,622.50
4	1,595.80
5	1,631.45
6	1,617.89
7	1,622.18
8	1,623.45
9	1,611.99
10	1,627.49
11	1,624.90
12	1,630.94

DCP PARCEL NUMBER	TOTAL AREA (m2)
13	1,618.88
14	1,614.27
15	1,623.05
16	1,626.17
17	1,611.37
18	1,611.08
19	1,626.53
20	3,278.12
21	1,248.75
22	1,249.39
23	1,246.33
24	1,288.29
25	1,257.40
26	1,235.05
27	1,226.31
28	1,224.63
29	1,230.71
30	1,220.87
31	1,221.91
32	1,229.25
33	1,234.18
34	1,225.90
35	1,164.74
36	1,211.43
37	1,233.26

DCP PARCEL NUMBER	TOTAL AREA (m2)
38	2,451.21
39	2,486.73
40	485.91
41	836.02
42	3,747.40
43	1,229.74
44	1,210.69
45	1,231.13
46	1,224.43
47	1,269.37
48	1,361.14
49	1,441.20
50	1,526.81
51	1,623.31
52	962.47
53	1,053.45
54	1,284.55
55	1,144.03
56	1,148.26
57	1,365.18
58	1,042.93
59	538.92
60	3,220.79
61	4,861.83
62	1,615.59

DCP PARCEL NUMBER	TOTAL AREA (m2)
63	1,616.28
64	1,623.53
65	1,626.26
66	1,617.00
67	1,623.00
68	1,617.16
69	1,620.89
70	1,621.16
71	1,612.94
72	1,611.51
73	1,622.56
74	955.27
75	693.74
76	861.14
TOTAL	**114,503.80**

4.2 Cost Apportionment

The DCP apportions a charge to new development according to its projected share of use of the identified infrastructure item. Since development contributions are levied 'up-front', a measure of actual use by individual development sites is not possible. Therefore, costs must be shared in accordance with the estimated share of use.

Cost apportionment is expressed as a percentage. Projects that are 100% apportioned to the DCP area are considered to be wholly required for the future development of the DCP area.

The infrastructure funded by this DCP is localised in nature as it is upgrading the existing unmade local roads within the DCP area to a 5.5m (from the invert of each kerb) sealed road that includes local drainage works. The DCP apportions 70% of the total project costs to the DCP to be paid for by landowners and Mornington Peninsula Shire Council will fund 30% of the total project cost. This apportionment approach is consistent with that adopted in the preceding Original DCP (2018).

4.3 Calculation of Contribution Charges

4.3.1 Charge Areas

The DCP contains a single charge area as shown in Figure 2.

4.3.2 Calculation of Costs

The infrastructure project has been assigned a construction cost, as the road and drainage works are to be constructed within existing road reserves no additional land is required. The construction costs are expressed in May 2023 dollars.

Harlock Consulting (2023) prepared the detailed cost estimate for the DCP project which includes a 10% design and construction contingency allowance. A copy of the costing is provided in Appendix 1.

Finance costs have been included. The finance costs comprise the total construction cost of $4,720,000 over a 5 year term at 4.07% interest (assuming quarterly principle and interest payments).

Plan preparation costs are also included.

Table 4: Calculation of Charges

Project Number	Project Description	Estimated land cost	Estimated Construction Cost	Total Project Cost	Estimated External Usage	Total Cost Attributable to Main Catchment Area	Development Types making Contribution	Site Area in m^2	Contribution per m^2 of site area
RD01	Construction of a 5.5m pavement (from the invert of each kerb) and stormwater drainage for Creswell Street (from the existing pavement to the eastern edge of the DCP area), Cooma Street (from Creswell Street to Disney Street) and Glossop Street (from Creswell Street to Disney Street). Total road length is 1,138 linear metres.	$0	$4,720,000	$4,720,000	30%	$3,304,000	Residential	114,503.80	$28.85
FI01	Finance for the total construction cost of $4,720,000 for a 5 year term at 4.07% interest (paid quarterly principle & interest)	$0	$520,428	$520,428	30%	$364,300	Residential	114,503.80	$3.18
PL01	Plan Preparation Costs	$0	$319,240	$319,240	30%	$223,468	Residential	114,503.80	$1.95
TOTAL		**$0**	**$5,559,668**	**$5,559,668**		**$3,891,768**			**$33.98**

4.3.3 Summary of Charges

Table 5 sets out the summary of charges by infrastructure category.

Table 5: Summary of Charges

Project Type	Total Project Cost	Total Cost to Charge Area	Per m2 Rate
ROADS & DRAINAGE	$4,720,000	$3,304,000	$28.85
FINANCE	$520,428	$364,300	$3.18
PLANNING	$319,240	$223,468	$1.95
TOTAL	**$5,559,668**	**$3,891,768**	**$33.98**

Appendix 2 sets out a table showing the total site area for each parcel within the DCP area and the total Development Infrastructure Levy payable per parcel based on the Charge set out in Table 5.

5. PART FIVE - DCP ADMINISTRATION

This section sets out how the DCP will be administered and covers the timing of payment, provision of works and land in kind, and how funds generated by the DCP will be managed in terms of reporting, indexation, and review periods.

The development infrastructure levy applies to subdivision and/or development of land.

5.1 Collecting Agency

The Mornington Peninsula Shire Council is the Collecting Agency pursuant to section 46K(1) (fa) of the *Planning & Environment Act 1987*. As the Collecting Agency, the Mornington Peninsula Shire Council is responsible for the administration of the DCP and its enforcement pursuant to section 46QC of the *Planning & Environment Act 1987*.

5.2 Development Agency

The Mornington Peninsula Shire Council is the Development Agency pursuant to Section 46K(1) (fb) of the *Planning & Environment Act 1987* and is responsible for the provision of all infrastructure projects funded the DCP and the timing of all works.

5.3 Timing of Payment of Development Contribution Levies

5.3.1 Liability for development contributions

Each demand unit shall be liable to pay the DCP levy (unless exemptions apply). Therefore, contributions are payable on the total site area (m^2) and payment of development contributions is to be made in cash.

5.3.2 Development Infrastructure Levy

For subdivision of land

If the development of the land involves a plan under the *Subdivision Act 1988*, a Development Infrastructure Levy in accordance with this DCP, must be paid to the Collecting Agency for each demand unit (m^2) in the subdivision. The Development Infrastructure Levy must be paid after certification of the plan of subdivision but not more than 21 days prior to the issue of a Statement of Compliance in respect to that plan under the *Subdivision Act 1988*.

For development of land where no subdivision is proposed

Provided a Development Infrastructure Levy has not already been paid for the land, a Development Infrastructure Levy in accordance with this DCP must be paid to the Collecting Agency for each demand unit (m^2) within the total site area prior to the commencement of any development.

For development of land where no planning permit is required

Provided a Development Infrastructure Levy has not already been paid for the land, a Development Infrastructure Levy in accordance with this DCP must be paid to the Collecting Agency for each demand unit (m^2) within the total site area prior to the issue of a building permit under the *Building Act 1993*.

Deferral of Payment

The Collecting Agency may, at its discretion, agree for payment of a levy to be deferred to a later date, subject to the applicant entering into an agreement under Section 173 of the *Planning & Environment Act 1987*.

5.4 Works or Land in Lieu of cash Contributions (works in Kind)

As the Development Agency Mornington Peninsula Shire Council will deliver the DCP project by 30 June 2028 and recoup funds via this DCP. Therefore, no works in kind in lieu of the amount of levy payable pursuant to this DCP will be accepted.

5.5 Development Exempt from Contributions

Some types of development are exempt from paying infrastructure development levies. Where land is subdivided or developed for an exempt purpose, as listed below, and the land is subsequently used for a purpose other than as one of those exempt uses, the owner of that land must pay to the Collecting Agency infrastructure contributions in accordance with the provisions of this DCP. The levy must be paid within 28 days of the date of the commencement of the construction of any buildings or works for that alternative use.

The following use and development are exempt from development contribution:

- A non-government school; or
- Housing provided by or on behalf of the Department of Health and Human Services.
- Small second dwelling.
- In addition to the Ministerial Directions, pursuant to Section 16 of the *Planning and Environment Act 1987*, the Governor in Council directs that planning schemes shall not be binding on the use and development of land carried out by or on behalf of the following Ministers:
    - Minister for Education
    - Minister for Health
    - Minister for Skills and Workforce Participation
- Land which has an existing Section 173 Agreement under the Act and/or a Deed of Agreement which requires the payment of a contributions levy and/or construction infrastructure/provision of land.
- Land owned and operated by South East Water.

5.6 Contributions made under the Original DCP

Mornington Peninsula Shire Council has collected development contributions under the Original DCP prior to it being updated. The contributions collected and held by Mornington Peninsula Shire Council at the date this DCP came into effect are to be used for the project contained in this DCP. No further contributions are required from the properties that have already paid the full Development Infrastructure Levy under the Original DCP.

5.7 Funds Administration

The administration of the contributions made under this DCP will be transparent and details of funds received, and expenditures will be held by the collecting agency in accordance with the provisions of the *Local Government Act 1989* and the *Planning and Environment Act 1987*.

The collecting agency will provide for regular monitoring, reporting and review of the monies received and expended in accordance with the DCP.

The collecting agency will establish a separate account and all monies held in this account will be used solely for the provision of infrastructure as itemised in this DCP, as required under section 46QA of the Act.

5.8 Construction and land value Costs Indexation

Construction costs are expressed in May 2023 dollars. Costs are to be indexed quarterly, with the first indexation to account for the time between the estimate date and the first indexation following gazettal of the DCP.

Table 6 sets out the indexation method to be applied to the respective infrastructure categories.

Table 6: Indexation and Timing

Infrastructure Type	Method of Indexation	Timing of Indexation
Roads and Drainage, Construction	Australian Bureau of Statistics Producer Price Indexes Road & Bridge Construction Index, Victoria (Catalogue 6427.0, Table 17 Output of the Construction Industries). Once project RD01 has been delivered the project cost will be indexed by applying CPI (All Groups Melbourne) to ensure the charges keep pace with inflation.	Quarterly

5.9 Timeframe and Review Period

This DCP commences on the date it is gazetted into the Mornington Peninsula Planning Scheme and it adopts a long-term outlook for development and is intended to operate for 20 years. This timeframe considers planned future development of the area and this DCP will end when it is removed from the Mornington Peninsula Planning Scheme.

This DCP is expected to be reviewed and updated every five years. The review may result in no changes at all. Alternatively, it may require an amendment to the Mornington Peninsula Planning Scheme to replace this DCP with an alternative, revised DCP.

5.10 Adjustment to the Infrastructure Scope

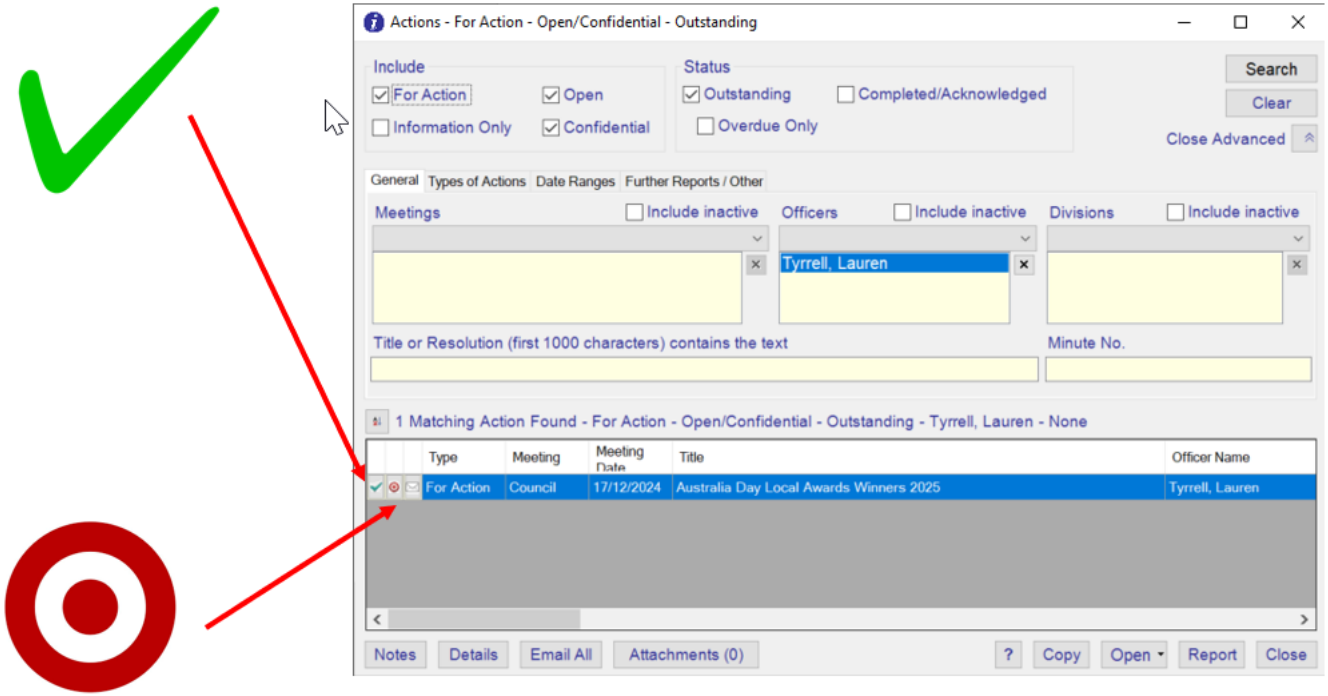
The infrastructure project in this DCP has been costed to a sufficient level of detail; however, the Council may amend or modify some aspects of the project, so long as they are still generally in accordance with any direction regarding the scope outlined in this DCP.

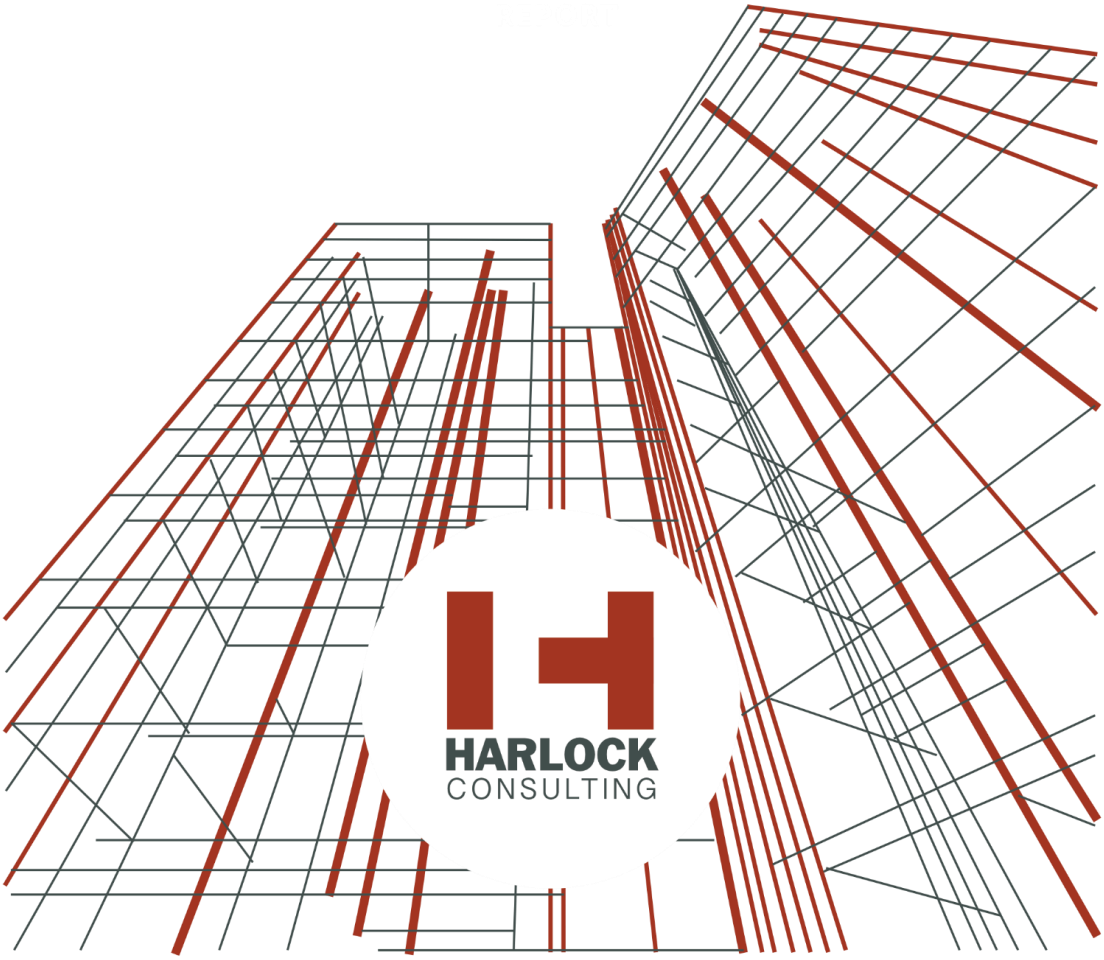
Where the Council or another agency seeks to change the scope of a DCP infrastructure item to meet changing standards imposed by adopted policy or a public regulatory agency, such changes of standards and the resulting cost changes should normally be made through a change to the DCP at the time of a regular review of the DCP.

Where, after the DCP has been approved, a Council or other agency proposes changes to the scope of a DCP infrastructure item for reasons other than changes in standards imposed by policy or regulation the net cost increases resulting from the change should normally be met by the agency requesting the change.

6. APPENDIX 1: COSTING SHEETS AND DRAWING

How to close an action or amend the target date





COST ESTIMATE

Project: Creswell Street Crib Point
Issued to: JCA Land Consultants
Date: 18th May 2023
Revision Number: 1

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3 Cost Plan 3
4 Notes & Exclusions 3
5 Tendering & Market Assumptions 4
Appendix 1: Estimate 5

1 Executive Summary

As requested, Harlock Consulting have prepared a cost estimate in relation to the proposed roadworks and associated services infrastructure to Creswell Street Crib Point as documented by JCA Land Consultants and subconsultants.

The estimate is inclusive of works to Glossop Street beyond the scope of the JCA Land Consultants documentation scope but subsequently requested to be included.

The estimated total project cost of the works is anticipated to be in the order of **$4,720,000 (excluding GST)**

This estimate is inclusive of a 10% design and construction contingency allowance.

Various notes and exclusions are set out in Section 4 of this report.

2 Basis of Cost Plan

This Cost Plan has been prepared on the basis of the following information:

- Photographs of existing site
- Instructions from JCA Land Consultants
- Mark up of scope area
- JCA Land Consultants drawings
- Services drawings
- JCA Schedule of Quantities (adapted to suit increased scope)

3 Cost Plan

Refer to Appendix 1 for a full breakdown of the cost plan.

4 Notes & Exclusions

Please note that any allowance for the following have been excluded from the estimate:

- GST
- Professional fees including contract administration and supervision costs
- Cost escalation beyond May 2023
- Vegetation offsets, if applicable
- Adverse ground conditions
- Contamination

Note: Harlock Consulting has no control over, without limitation, cost of labour, cost of materials, cost of equipment, pricing methods used by third parties, availability of competitive bids, economic factors and specific market conditions. Accordingly, Harlock Consulting does not guarantee or warrant that actual costs will not vary from any estimates or forecasts

5 Tendering & Market Assumptions

It is assumed that the works would be procured under a tradition lump sum tender methodology to several appropriately sized and qualified contractors and the estimate reflects the expected preliminaries level and trade pricing associated with this form of procurement.

The rates in this estimate are based on our opinion of current market prices. It is recommended that an allowance of 4% per annum (approx $16,000 per month) is allowed for escalation up to construction commencement for budget purposes.

Appendix 1: Estimate

Elemental Summary

Project: Creswell Street, Crib Point **Details:** Estimate
Building: Creswell Street, Crib Point

Code	Description	%BC	Cost/m2	Quantity	Unit	Rate	Subtotal	Factor	Total
	PART A - ROAD AND DRAINAGE (PRINCIPAL CONTRACT)								
	QUALITY SYSTEM								
	Plan, develop and maintain a documented Quality System specific to this project and in accordance with the contract specification.	0.22%			Item		10,000		10,000
	ENVIRONMENTAL MANAGEMENT PLAN								
	The contractor is to develop a project specific Environmental Management Plan (EMP) in the stipulated form as described in the Mornington Peninsula Shire Site Environmental Management Plan Kit & Section R of the specifications, to manage the environmental effects of the works.	0.22%			Item		10,000		10,000
	SITE PREPARATION/TRAFFIC CONTROL								
	Erection and maintenance of warning signs, lights and barriers and traffic control.	3.18%			Item		150,000		150,000
	Establishment of site facilities including accommodation and toilets,	2.12%			Item		100,000		100,000
	REMOVAL OF TREES								
	Supply all materials, plant and labour to fell, grub and remove from site individual trees as indicated on plans.								
	Trees 500mm dia. and above.	0.72%		42	No	800.00	33,600		33,600
	DEMOLITION								
	Supply all plant, labour and materials to break out and remove from site, the following:								
	Concrete Kerb	0.01%		10	m	30.00	300		300
	Drainage Pipes	0.08%		74	m	50.00	3,700		3,700
	Drainage Pits	0.01%		1	No	300.00	300		300
	Headwalls	0.01%		1	No	150.00	150		150

Elemental Summary

Project: Creswell Street, Crib Point **Details:** Estimate
Building: Creswell Street, Crib Point

Code	Description	%BC	Cost/m2	Quantity	Unit	Rate	Subtotal	Factor	Total
	Concrete Vehicle Crossing	0.16%		180	m2	40.00	7,200		7,200
	EARTHWORKS								
	Earthworks including excavation, filling, forming, trimming and compaction of subgrade, removal and disposal of excess spoil, grading and blending of nature strips to match surroundings, including stockpiling of topsoil, all as specified.								
	Cut	1.86%		3,898	m3	22.50	87,714		87,714
	Fill	1.14%		1,949	m3	27.50	53,603		53,603
	Dispose	1.55%		1,949	m3	37.50	73,095		73,095
	Note that earthworks volumes assume cut from road reserve can be reused in nature strip fills. All volumes are solid.								
	FLEXIBLE ROAD PAVEMENT								
	Construction of flexible road pavement including supply of all materials, plant and labour, all as specified.								
	Preparation of Subgrade								
	Final trim, moisture condition and compact existing subgrade materials, as found , to a minimum depth of 150mm.	0.42%		5,606	m2	3.50	19,621		19,621
	Sub-base Course								
	250mm compacted depth of 20mm fine crushed rock (Class 3), including section under kerb and channel (compacted in 2 125mm thick layers).	4.76%		5,606	m2	40.00	224,240		224,240
	Base Course								
	150mm compacted depth of 20mm fine crushed rock (Class 2), including preparation for sealing.	2.97%		5,606	m2	25.00	140,150		140,150
	Primer Seal								
	Primer seal (SP1000 or equivalent) using 10mm basaltic aggregate, all as specified.	1.01%		5,606	m2	8.50	47,651		47,651

Elemental Summary

Project: Creswell Street, Crib Point **Details:** Estimate
Building: Creswell Street, Crib Point

Code	Description	%BC	Cost/m2	Quantity	Unit	Rate	Subtotal	Factor	Total
	Wearing Course								
	Asphalt wearing course. Supply all materials, plant and labour and lay 40mm compacted depth of 10mm basaltic asphalt type H, including the sealing of joints at junctions with existing adjacent asphalt or sprayed seals in accordance with clause M.17(a) of the specification.	3.39%		5,606	m2	28.50	159,771		159,771
	CONCRETE WORKS								
	Supply all materials, plant and labour and construct the following concrete works all to Mornington Peninsula Shire standard plans and specifications.								
	ROLLOVER KERB AND CHANNEL								
	Concrete rollover kerb and channel to Mornington Peninsula Shire standard MP101 including bedding, all as specified.	5.03%		2,261	m	105.00	237,405		237,405
	CONCRETE VEHICLE CROSSINGS								
	Reinforced concrete vehicle crossings 150mm thick as detailed to Mornington Peninsula Shire standard MP302 and MP303, including bedding , all as specified.	0.13%		30	m2	200.00	6,000		6,000
	DRAINAGE								
	SUBSOIL DRAINAGE (CORRUGATED)								
	Supply, deliver, excavate, bed, lay, joint and backfill with 20mm screenings 100mm dia. corrugated perforated (PVC) class 400 pipe to Mornington Peninsula Shire standard MP227, all as specified, at a depth as detailed	2.28%		2,261	m	47.50	107,398		107,398
	OPEN CHANNEL SWALE								
	Supply all plant, labour and materials to construct an open channel swale (approx CH160 - CH340), all as specified. Note that cut and fill volumes are allowed for in 'EARTHWORKS'.	0.13%		80	m	75.00	6,000		6,000
	DRAINAGE PIPES								

Elemental Summary

Project: Creswell Street, Crib Point **Details:** Estimate
Building: Creswell Street, Crib Point

Code	Description	%BC	Cost/m2	Quantity	Unit	Rate	Subtotal	Factor	Total
	Supply, excavate, bed, lay, joint and backfill the following reinforced concrete drainage pipes:								
	DRAINAGE PIPES (F.C.R. Backfill)								
	Supply, excavate, bed, lay, joint and backfill with fine crushed rock as specified, the following reinforced concrete drainage pipes:								
	300mm dia. (class 2) rubber ring jointed.	0.92%		133	m	325.00	43,225		43,225
	375mm dia. (class 2) rubber ring jointed.	0.27%		29	m	425.00	12,325		12,325
	450mm dia. (class 2) rubber ring jointed.	0.09%		8	m	500.00	4,000		4,000
	600mm dia. (class 2) rubber ring jointed.	0.94%		68	m	650.00	44,200		44,200
	Double 675mm dia. (class 2) rubber ring jointed.	2.62%		103	m	1,200.00	123,600		123,600
	750mm dia. (class 2) rubber ring jointed.	5.31%		278	m	900.00	250,200		250,200
	Double 750mm dia. (class 2) rubber ring jointed.	6.24%		190	m	1,550.00	294,500		294,500
	DRAINAGE PIPES (Select Backfill)								
	Supply, excavate, bed, lay, joint and backfill the following reinforced concrete drainage pipes (includes the removal of fences):								
	225mm dia. (class 2) rubber ring jointed.	2.15%		520	m	195.00	101,400		101,400
	300mm dia. (class 2) rubber ring jointed.	1.60%		274	m	275.00	75,350		75,350
	Double 300mm dia. (class 2) rubber ring jointed.	1.81%		170	m	500.00	85,000		85,000
	375mm dia. (class 2) rubber ring jointed.	1.46%		196	m	350.00	68,600		68,600
	Double 375mm dia. (class 2) rubber ring jointed.	0.03%		3	m	350.00	1,050		1,050
	450mm dia. (class 2) rubber ring jointed.	2.48%		275	m	425.00	116,875		116,875
	600mm dia. (class 2) rubber ring jointed.	0.95%		81	m	550.00	44,550		44,550
	Double 675mm dia. (class 2) rubber ring jointed.	1.99%		85	m	1,100.00	93,500		93,500
	750mm dia. (class 2) rubber ring jointed.	2.68%		163	m	775.00	126,325		126,325
	Double 750mm dia. (class 2) rubber ring jointed.	4.87%		164	m	1,400.00	229,600		229,600

Elemental Summary

Project: Creswell Street, Crib Point **Details:** Estimate
Building: Creswell Street, Crib Point

Code	Description	%BC	Cost/m2	Quantity	Unit	Rate	Subtotal	Factor	Total
	DRAINAGE PITS								
	Construct concrete drainage pits as shown on Mornington Peninsula Shire standard drawings including excavation, forming, supply and placing of concrete, stripping of forms, backfilling, supply and placing of lids, lintels, grates and step irons where required, all as specified.								
	SIDE ENTRY PITS - TYPE 2								
	Construct concrete side entry pits 900mm x 600mm (I.D.) to Mornington Peninsula Shire standard MP203 including supply and placing of gratings where required.								
	Up to 1.5m deep. (Pits D03-01, D04-01, D05-01, D08-01, D11-01, D11-02, D12-01, D13-01, D14-01 and D19-01)	0.48%		10	No	2,250.00	22,500		22,500
	1.5 to 2.0m deep. (Pit D09-10)	0.06%		1	No	2,500.00	2,500		2,500
	Construct concrete side entry pits 900mm x 900mm (I.D.) to Mornington Peninsula Shire standard MP203 including supply and placing of gratings where required.								
	Up to 1.5m deep. (Pit D15-01)	0.05%		1	No	2,000.00	2,000		2,000
	HAUNCHED SIDE ENTRY PITS - TYPE 2								
	Construct concrete side entry pits 900mm x 600mm (I.D.) to Mornington Peninsula Shire standard MP203 including supply and placing of gratings where required.								
	900mm x 900mm haunched to council standard MP213(Pits D15-01, D16-05, D16-06, D18-01, D18-02 and D18-03)	0.34%		6	No	2,650.00	15,900		15,900
	1050mm x 900mm haunched to D.o.T standard SD1023 (Pits D09-05, D09-06, D09-07 and D09-08)	0.24%		4	No	2,750.00	11,000		11,000

Elemental Summary

Project: Creswell Street, Crib Point **Details:** Estimate
Building: Creswell Street, Crib Point

Code	Description	%BC	Cost/m2	Quantity	Unit	Rate	Subtotal	Factor	Total
	1050mm x 1050mm haunched to D.o.T standard SD1023 (Pits D01-09 and D01-10)	0.13%		2	No	2,850.00	5,700		5,700
	2400mm x 900mm haunched to D.o.T standard SD1023 (Pits D09-03 and D09-04)	0.17%		2	No	4,000.00	8,000		8,000
	GRATED PITS								
	Construct concrete grated pit 900mm x 450mm (I.D.) to Mornington Peninsula Shire standard MP216 including supply and placing of gratings, all as specified.								
	Up to 1.5m deep (Pits D16-07 and D16-08)	0.08%		2	No	1,850.00	3,700		3,700
	HAUNCHED GRATED PITS								
	Construct concrete grated pit 900mm x 450mm (I.D.) to Mornington Peninsula Shire standard MP216 including supply and placing of gratings, all as specified.								
	2400mm x 900mm haunched to D.o.T standard SD1022 (Pits D01-03, D01-05, D01-06, D01-07 and D01-08)	0.75%		5	No	7,000.00	35,000		35,000
	2400mm x 2400mm haunched to D.o.T standard SD1023 (Pit D01-04)	0.20%		1	No	9,000.00	9,000		9,000
	CATCH PITS								
	Construct concrete catch pit 900mm x 600mm (I.D.) to Mornington Peninsula Shire standard MP215 with end entry.								
	1.5 to 2.0m deep. (Pit D20-01)	0.06%		1	No	2,500.00	2,500		2,500
	JUNCTION PITS								
	Construct concrete junction pit 900mm x 600mm (I.D.) to Mornington Peninsula Shire standard MP211.								
	Up to 1.5m deep. (Pits D09-11 and D20-02)	0.08%		2	No	1,850.00	3,700		3,700
	HAUNCHED JUNCTION PITS								

Elemental Summary

Project: Creswell Street, Crib Point **Details:** Estimate
Building: Creswell Street, Crib Point

Code	Description	%BC	Cost/m2	Quantity	Unit	Rate	Subtotal	Factor	Total
	Construct concrete junction pit 900mm x 600mm (I.D.) to Mornington Peninsula Shire standard MP211.								
	1050mm x 900mm haunched to D.o.T standard SD1023 (Pit D16-03)	0.07%		1	No	3,000.00	3,000		3,000
	1200mm x 1050mm haunched to D.o.T standard SD1023 (Pit D16-02 and D16-04)	0.14%		2	No	3,250.00	6,500		6,500
	2400mm x 900mm haunched to D.o.T standard SD1023 (Pits D01-02 and D09-02)	0.26%		2	No	6,000.00	12,000		12,000
	GRATED JUNCTION PITS								
	Construct concrete junction pit 600mm x 600mm (I.D.) to Mornington Peninsula Shire standard MP211 including grated pit lid								
	Up to 1.5m deep. (Pits D07-02, D07-03, D09-13, D10-02, D17-02, D18-06 and D18-07)	0.22%		7	No	1,450.00	10,150		10,150
	Construct concrete junction pit 900mm x 600mm (I.D.) to Mornington Peninsula Shire standard MP211 including grated pit lid								
	Up to 1.5m deep. (Pits D02-01, D02-02, D02-03,D02-04, D06-01, D06-02, D07-01, D09-12, D10-01, D15-02 and D17-01)	0.44%		11	No	1,850.00	20,350		20,350
	1.5 to 2.0m deep. (Pit D18-05)	0.06%		1	No	2,400.00	2,400		2,400
	Construct concrete junction pit 900mm x 900mm (I.D.) to Mornington Peninsula Shire standard MP211 including grated pit lid								
	1.5 to 2.0m deep. (Pit D18-04)	0.06%		1	No	2,750.00	2,750		2,750
	PRECAST CONCRETE ENDWALLS								
	Supply, bed and place precast concrete endwall to suit 750 dia. Pipe including shaping of outlet, rock beaching and timber barrier. (D16-01)	0.10%		1	No	4,500.00	4,500		4,500

Elemental Summary

Project: Creswell Street, Crib Point **Details:** Estimate
Building: Creswell Street, Crib Point

Code	Description	%BC	Cost/m2	Quantity	Unit	Rate	Subtotal	Factor	Total
	Supply, bed and place precast concrete endwall to suit 2 x 675 dia. Pipe including shaping of outlet, rock beaching and timber barrier. (D09-01)	0.12%		1	No	5,500.00	5,500		5,500
	Supply, bed and place precast concrete endwall to suit 2 x 750 dia. Pipe including shaping of outlet, rock beaching and timber barrier. (D01-01)	0.13%		1	No	6,000.00	6,000		6,000
	PROPERTY DRAINAGE								
	HOUSE DRAIN CONNECTIONS - NEW								
	Supply and fit necessary fittings to provide house drain outlets to vacant allotments from a point inside the property at the lowest corner of the allotment to council Drainage Pits, using 100mm dia. U.P.V.C. pipe and fittings to Mornington Peninsula Shire standard MP401, all as specified.	0.12%		7	No	750.00	5,250		5,250
	Supply and fit necessary fittings to provide house drain outlets to vacant allotments from a point inside the property at the lowest corner of the allotment to council Drainage Pipes, using 100mm dia. U.P.V.C. pipe and fittings to Mornington Peninsula Shire standard MP403, all as specified.	0.39%		24	No	750.00	18,000		18,000
	Supply and fit necessary fittings to provide house drain outlets to vacant allotments from a point inside the property at the lowest corner of the allotment to council Drainage Pipes, using 100mm dia. U.P.V.C. pipe and fittings to Mornington Peninsula Shire standard MP404, all as specified.	0.40%		25	No	750.00	18,750		18,750
	Supply and fit necessary fittings to provide house drain outlets to vacant allotments from a point inside the property at the lowest corner of the allotment to council Drainage Pits, using 100mm dia. U.P.V.C. pipe and fittings to Mornington Peninsula Shire standard MP408, all as specified.	0.07%		4	No	750.00	3,000		3,000

Elemental Summary

Project: Creswell Street, Crib Point **Details:** Estimate
Building: Creswell Street, Crib Point

Code	Description	%BC	Cost/m2	Quantity	Unit	Rate	Subtotal	Factor	Total
	Supply and fit necessary fittings to provide house drain outlets to vacant allotments from a point inside the property at the lowest corner of the allotment to council table drain with a Batter Outlet Type 1 to VicRoads standard SD1641	0.12%		7	No	750.00	5,250		5,250
	HOUSE DRAIN CONNECTIONS - NEW (OUTSIDE DCP)								
	Supply and fit necessary fittings to provide house drain outlets to vacant allotments from a point inside the property at the lowest corner of the allotment to council Drainage Pipes, using 100mm dia. U.P.V.C. pipe and fittings to Mornington Peninsula Shire standard MP404, all as specified.	0.45%		28	No	750.00	21,000		21,000
	Supply and fit necessary fittings to provide house drain outlets to vacant allotments from a point inside the property at the lowest corner of the allotment to council Drainage Pits, using 100mm dia. U.P.V.C. pipe and fittings to Mornington Peninsula Shire standard MP408, all as specified.	0.10%		6	No	750.00	4,500		4,500
	LANDSCAPING								
	PREPARATION OF NATURE STRIPS								
	Prepare nature strips and other disturbed areas with approved selected loam won from stockpile on site or imported, to a depth of 75mm, levelled, raked, fertilized and sown with an approved seed mixture, all as specified.	1.16%		6,250	m2	8.75	54,688		54,688
	FILL EXISTING OPEN SWALE DRAIN - COOMA STREET								
	Supply all plant, labour and materials to fill in the existing swale drain on the west side of Cooma Street between CH10 and CH90. Cut/Fill volumes are not included in 'EARTHWORKS'	0.11%		80	m	60.00	4,800		4,800
	REDIRECT EXISTING OPEN SWALE DRAIN - GLOSSIP STREET								

Elemental Summary

Project: Creswell Street, Crib Point **Details:** Estimate
Building: Creswell Street, Crib Point

Code	Description	%BC	Cost/m2	Quantity	Unit	Rate	Subtotal	Factor	Total
	Supply all plant, labour and materials to redirect the existing swale drain on the east side of Glossip Street adjacent to No.5 into Pit D16/06 and D20/01. Cut/Fill volumes are not included in 'EARTHWORKS'	0.03%			Item		1,000		1,000
	MISCELLANEOUS								
	PERMANENT SURVEY MARKS								
	Supply and set standard permanent survey marks including cast iron covers with identification and surrounds as specified.	0.04%		2	No	750.00	1,500		1,500
	STREET SIGNS								
	Supply and place street signs as directed including supply and erect G.I. standard.	0.07%		6	No	500.00	3,000		3,000
	TRAFFIC CONTROL LINES								
	Mark out and paint, with approved long life road marking product, all traffic control lines detailed on the plans. (Beading to be applied to all line marking.)	0.08%			Item		3,500		3,500
	SERVICES								
	SERVICE CONDUITS								
	Supply, excavate, bed, lay, joint and backfill with F.C.R. 50mm dia. U.P.V.C. conduits (class 12) including capping at each end, draw strings, marking on kerb and channel and marker tape.								
	Gas	0.54%		374	m	67.50	25,245		25,245
	Water	0.17%		117	m	67.50	7,898		7,898
	MATERIALS TESTING								
	Supply test results, from a NATA accreditied laboratory, to demonstrate compiance with the Mornington Peninsula Shire Specification.								

Elemental Summary

Project: Creswell Street, Crib Point **Details:** Estimate
Building: Creswell Street, Crib Point

Code	Description	%BC	Cost/m2	Quantity	Unit	Rate	Subtotal	Factor	Total
	Compaction Test in accordance with AS1289.5.2.1 (Standard Compactive Effort, 6 lot test).	0.05%		3	No	650.00	1,950		1,950
	Compaction Test in accordance with AS1289.5.2.1 (Modified Compactive Effort, 6 lot test).	0.13%		9	No	650.00	5,850		5,850
	7,14,28 Day Compressive Strength in accordance with AS1012.9.	0.07%		6	No	500.00	3,000		3,000
	CCTV INSPECTION REPORT								
	Supply a CCTV inspection report for newly installed piped drainage in accordance with the WSAA 05-2020 (prior to laying the wearing course).	0.08%			Item		3,500		3,500
	AS CONSTRUCTED SURVEY - R&D								
	Contractor to supply an as constructed survey file of built road and drainage assets in accordance with Mornington Peninsula Shire requirements.	0.11%			Item		5,000		5,000
	PART B - WATER SUPPLY MAIN EXTENSION								
	WATER MAINS								
	Excavation, supply, bedding, laying and backfilling, of approved water main in accordance with MRWA Standards (MRWA - W - 201, MRWA - W - 202, MRWA - W - 203)								
	Earth Backfill								
	DN125 PE100	0.58%		246	m	110.00	27,060		27,060
	DN50 PE100	0.11%		57	m	85.00	4,845		4,845
	Bored								
	DN125 PE100	0.65%		61	m	500.00	30,500		30,500
	FITTINGS								
	Supply and placement of the following fittings:								
	100mm Hydrant direct (connecting to PE pipe)	0.28%		9	No	1,450.00	13,050		13,050
	100mm dia valve (connecting to PE pipe)	0.18%		5	No	1,650.00	8,250		8,250
	50mm flushout (connecting to PE pipe)	0.03%		1	No	1,000.00	1,000		1,000
	PROPERTY SERVICES								

Elemental Summary

Project: Creswell Street, Crib Point **Details:** Estimate
Building: Creswell Street, Crib Point

Code	Description	%BC	Cost/m2	Quantity	Unit	Rate	Subtotal	Factor	Total
	Excavation, supply, bedding, laying and backfilling of water services including all fittings, valves, connection to reticulation main and cleaning up:								
	Off new main	0.28%		22	No	600.00	13,200		13,200
	Off existing main including tapping and fees	2.59%		47	No	2,600.00	122,200		122,200
	REMOVAL AND CONNECTION TO EXISTING MAIN								
	Remove existing washout and replace with hydrant Tee (convert to PE at hydrant flange)	0.06%		1	No	2,750.00	2,750		2,750
	Connect DN125 PE100 to Ex.DN100 PVC Pipe	0.17%		2	No	4,000.00	8,000		8,000
	WATER QUALITY TESTING								
	Water quality testing of mains by South East Water authorised contractor.								
	Swabbing and cleansing at mains	0.11%		2	No	2,500.00	5,000		5,000
	Pressure testing at mains	0.06%		1	No	2,500.00	2,500		2,500
	Testing under pressure (MRWA-W-106)	0.07%		1	No	3,000.00	3,000		3,000
	"AS CONSTRUCTED" SURVEY								
	Field pick-up of as constructed details by Accredited surveyor of Valves, Pipes, Hydrants, Fittings, Property Connection points, etc. and processing of data into digital format, completion of database and survey certification list all to Water Authority's requirements.	0.11%			Item		5,000		5,000
	PART C - STREET LIGHTING UPGRADES								
	Luminaire and Bracket	0.26%		16	No	750.00	12,000		12,000
	URD Pole - 7 metres	0.11%		2	No	2,500.00	5,000		5,000
	Conduit and Trenching/Bore	0.66%		154	m	200.00	30,800		30,800
	VESI Pits	0.04%		2	No	750.00	1,500		1,500
	PL Cable	0.22%		172	m	60.00	10,320		10,320
	FOLCB	0.10%		3	No	1,500.00	4,500		4,500

Elemental Summary

Project: Creswell Street, Crib Point **Details:** Estimate
Building: Creswell Street, Crib Point

Code	Description	%BC	Cost/m2	Quantity	Unit	Rate	Subtotal	Factor	Total
	Project Management / Auditing	0.11%			Item		5,000		5,000
	PART D - NBN								
	Conduit - P20	0.73%		1,048	m	32.50	34,060		34,060
	Conduit - P50	0.39%		459	m	40.00	18,360		18,360
	Conduit - P100	1.47%		1,202	m	57.50	69,115		69,115
	Service Drop Access Pit - 650 x 280 x 565	0.19%		17	No	500.00	8,500		8,500
	Network Boundary/Local Network Pit (single lid) 700 x 450 x 650	0.25%		18	No	650.00	11,700		11,700
	Distribution/Local Network Connection Pit (dual lid) 1360 x 555 x 650	0.03%		1	No	1,100.00	1,100		1,100
	Distibution/Local Network Connection Pit 1360 x 555 x 860	0.10%		4	No	1,100.00	4,400		4,400
	Project Management / Auditing	0.22%			Item		10,000		10,000
	SUB-TOTAL	85.94 %							4,056,238
	PART E - PROVISIONALS								
	PROVISIONAL ITEMS								
	Note: All provisional items are inclusive of additional traffic management plans and all overheads associated with additional works. Contractor to be paid only for actual provisional sq.m., Cu.m, lin.m No. or Item placed. PI Items are only to be expedited as directed by the Superintendent and in accordance with Clause 11 of AS2124 General Conditions of Contract.								
	SERVICE MAIN RELOCATION ALLOWANCE								
	Coordination of the relocation of existing service mains to enable main drainage construction. Contractor to be paid actual cost plus 10% as evidenced by submission of authority invoice.	2.12%			Item		100,000		100,000
	STRUCTURAL FILL								

Elemental Summary

Project: Creswell Street, Crib Point **Details:** Estimate
Building: Creswell Street, Crib Point

Code	Description	%BC	Cost/m2	Quantity	Unit	Rate	Subtotal	Factor	Total
	Supply all plant, labour and materials for the placement of structural fill. Structural fill will be required to fill the existing road formation to the underside of pavement (subgrade). Materials shall meet the requirements of VicRoads Type A. (Contractor to be paid only for volume of material actually placed.)	0.10%		50	m3	90.00	4,500		4,500
	SUBGRADE IMPROVEMENT (LOCALISED)- Crushed Rock								
	Supply all plant, labour and materials for the excavation and removal of unsuitable subgrade material and backfilling with 40mm crushed rock (class 3), compacted as specified. (Contractor to be paid only for volume of material actually replaced.)	0.93%		250	m3	175.00	43,750		43,750
	SUBGRADE STABILISATION (LARGE AREAS)								
	Stabilize 250mm depth of existing subgrade with 3% Lime and 2% cement as specified.								
	(Contractor to be paid only for area actually stabilised)	2.35%		5,536	m2	20.00	110,720		110,720
	DISPOSAL OF CONSTRUCTION AND DEMOLITION WASTE								
	Supply all plant, labour and materials to excavate, cart and dispose of the following contaminated materials:								
	Contaminated Soil - Category A	0.00%							Excluded
	Contaminated Soil - Category B	0.00%							Excluded
	Contaminated Soil - Category C	0.00%							Excluded
	Construction and Demolition Waste								
	Note that the rate for disposal of Construction and Demolition Waste shall apply to materials existing and in place prior to construction commencing. The contractor shall allow for disposal of all Construction and Demolition Waste generated by the works.								
	CONTINGENCY	8.60%		10	%				405,624
	Rounding	-0.01%							-831

Elemental Summary

Project: Creswell Street, Crib Point **Details:** Estimate
Building: Creswell Street, Crib Point

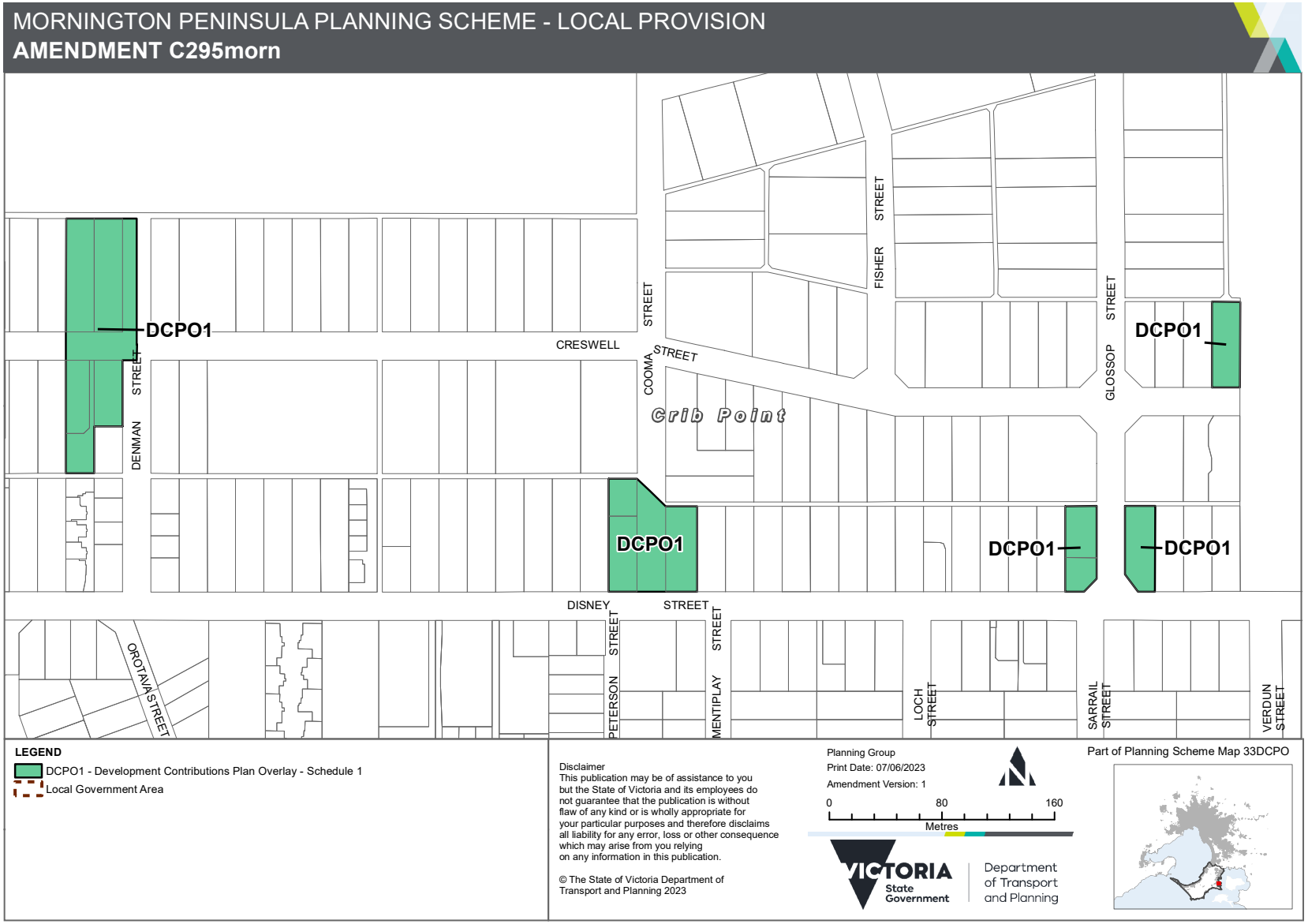
Code	Description	%BC	Cost/m2	Quantity	Unit	Rate	Subtotal	Factor	Total
	TOTAL	100.00 %							4,720,000
	COST PER LIN.M EXCLUDING PROVISIONALS AND CONTINGENCY			1,138	m	3,564			
	COST PER LIN.M INCLUDING PROVISIONALS AND CONTINGENCY			1,138	m	4,148			
	Exclusions:								
	GST								
	Professional fees including contract administration and supervision costs								
	Cost escalation beyond May 2023								
	Vegetation offsets, if applicable								
		100.00%							**4,720,001**

7. APPENDIX 2: ESTIMATED DEVELOPMENT INFRASTRUCTURE LEVY CALCULATION

DCP Parcel Number ID	Total Parcel Area (m2)	Estimated DIL Total Charge per Parcel
1	1,569.14	$53,332
2	1,625.42	$55,245
3	1,622.50	$55,146
4	1,595.80	$54,238
5	1,631.45	$55,450
6	1,617.89	$54,989
7	1,622.18	$55,135
8	1,623.45	$55,178
9	1,611.99	$54,788
10	1,627.49	$55,315
11	1,624.90	$55,227
12	1,630.94	$55,433
13	1,618.88	$55,023
14	1,614.27	$54,866
15	1,623.05	$55,164
16	1,626.17	$55,270
17	1,611.37	$54,767
18	1,611.08	$54,758
19	1,626.53	$55,283
20	3,278.12	$111,417
21	1,248.75	$42,443
22	1,249.39	$42,464
23	1,246.33	$42,360
24	1,288.29	$43,787
25	1,257.40	$42,737
26	1,235.05	$41,977
27	1,226.31	$41,680
28	1,224.63	$41,623
29	1,230.71	$41,830
30	1,220.87	$41,495
31	1,221.91	$41,530
32	1,229.25	$41,780
33	1,234.18	$41,947

DCP Parcel Number ID	Total Parcel Area (m2)	Estimated DIL Total Charge per Parcel
34	1,225.90	$41,666
35	1,164.74	$39,587
36	1,211.43	$41,174
37	1,233.26	$41,916
38	2,451.21	$83,312
39	1,343.98	$45,679
40	485.91	$16,515
41	836.02	$28,415
42	3,747.40	$127,367
43	1,229.74	$41,797
44	1,210.69	$41,149
45	1,231.13	$41,844
46	1,224.43	$41,616
47	1,269.37	$43,143
48	1,361.14	$46,263
49	1,441.20	$48,984
50	1,526.81	$51,893
51	1,623.31	$55,173
52	962.47	$32,713
53	1,053.45	$35,805
54	1,284.55	$43,659
55	1,144.03	$38,883
56	1,148.26	$39,027
57	1,365.18	$46,400
58	1,042.93	$35,447
59	538.92	$18,317
60	3,220.79	$109,469
61	4,861.83	$165,244
62	1,615.59	$54,911
63	1,616.28	$54,934
64	1,623.53	$55,181
65	1,626.26	$55,274
66	1,617.00	$54,959
67	1,623.00	$55,163

DCP Parcel Number ID	Total Parcel Area (m2)	Estimated DIL Total Charge per Parcel
68	1,617.16	$54,964
69	1,620.89	$55,091
70	1,621.16	$55,100
71	1,612.94	$54,821
72	1,611.51	$54,772
73	1,622.56	$55,148
74	955.27	$32,468
75	693.74	$23,579
76	861.14	$29,269
TOTAL	**114,503.80**	$3,891,768


MORNINGTON PENINSULA PLANNING SCHEME - LOCAL PROVISION
AMENDMENT C295morn
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CRESWELL
STREET
DENMAN
STREET
COOMA
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FISHER
STREET
GLOSSOP
STREET
Grib Point
DISNEY
STREET
OROTAVA STREET
PETERSON
STREET
MENTIPLAY
STREET
LOCH
STREET
SARRAIL
STREET
VERDUN
STREET
LEGEND
DCPO1 - Development Contributions Plan Overlay - Schedule 1
Local Government Area
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VICTORIA
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Part of Planning Scheme Map 33DCPO
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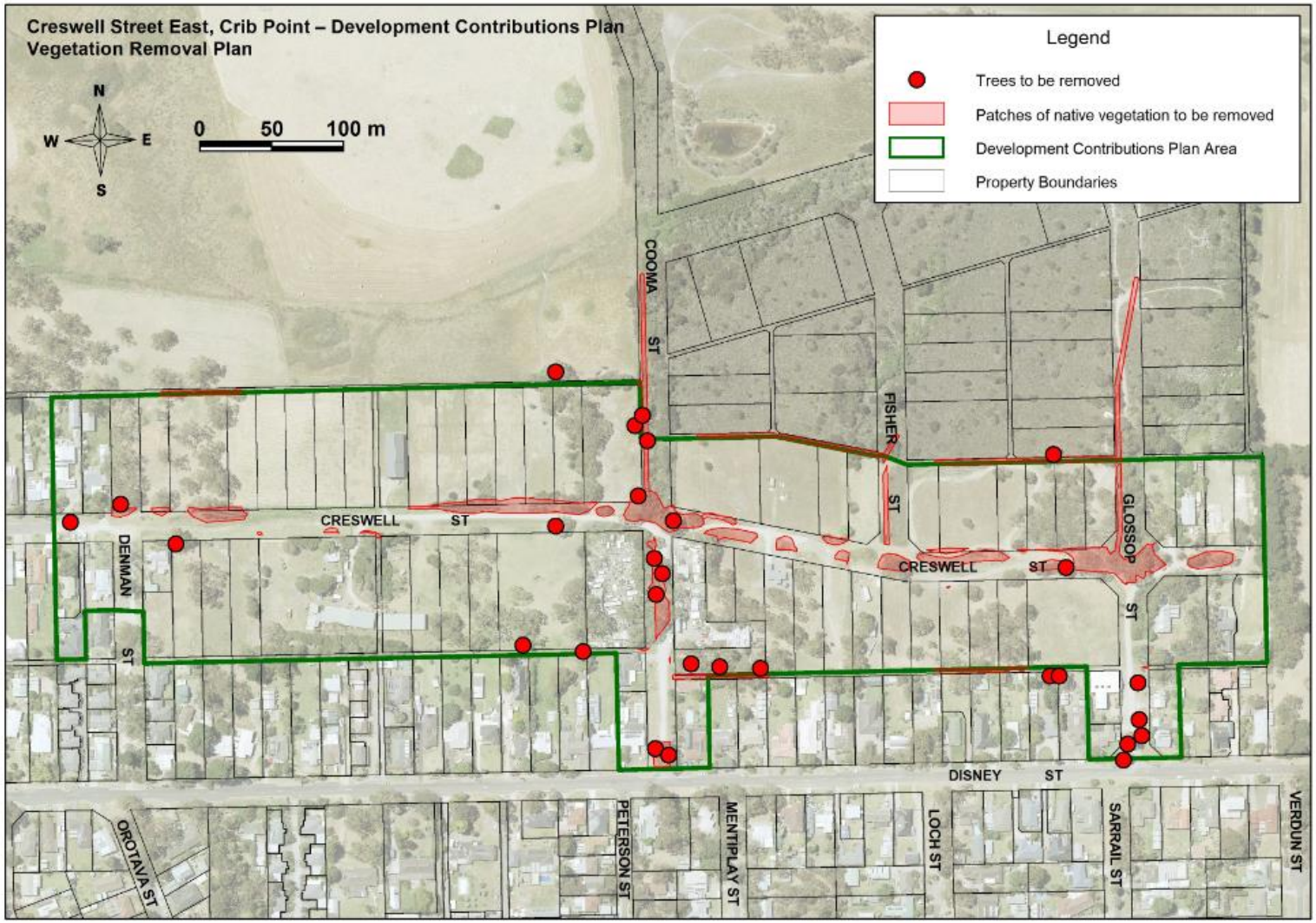
Creswell Street East, Crib Point – Development Contributions Plan
Vegetation Removal Plan
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Legend
Trees to be removed
Patches of native vegetation to be removed
Development Contributions Plan Area
Property Boundaries
COOMA ST
FISHER ST
GLOSSOP ST
CRESWELL ST
CRESWELL ST
DENMAN ST
DISNEY ST
VERDUN ST
SARRAIL ST
LOCH ST
MENTIPLAY ST
PETERSON ST
OROTAVA ST

Creswell Street East Crib Point

Development Contribution Plans

Mornington Peninsula Shire Council

December 2023

mesh

Acknowledgement
Mesh acknowledges the Traditional Owners of the lands on which we work, and we pay our respects to Elders past, present and emerging.

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mesh
Level 2, 299 Clarendon Street South Melbourne VIC 3205
office. +61 3 9070 1166 | **meshplanning.com.au**

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1. PART ONE – SUMMARY OF CHARGES

Figure 1 illustrates the DCP project to be constructed and Table 1 provides an overview of the charges for the transport and drainage infrastructure project included in this Development Contributions Plan (DCP).

The DCP applies a development infrastructure levy to residential development located in the Creswell Street East, Crib Point. The DCP applies to all properties between 1 and 77 Creswell Street, and those fronting Cooma Street and Glossop Street between Creswell Street and Disney Street, Crib Point.

The DCP has been prepared to fund the construction of Creswell Street from the existing pavement to the eastern edge of the DCP area; and Cooma Street and Glossop Street between Creswell Street to Disney Street which is required to support the development of the area.

A more detailed explanation of the strategic basis, apportionment, method of calculation and the infrastructure projects is provided within the body of the DCP.

Figure 1: Overall DCP Project Plan

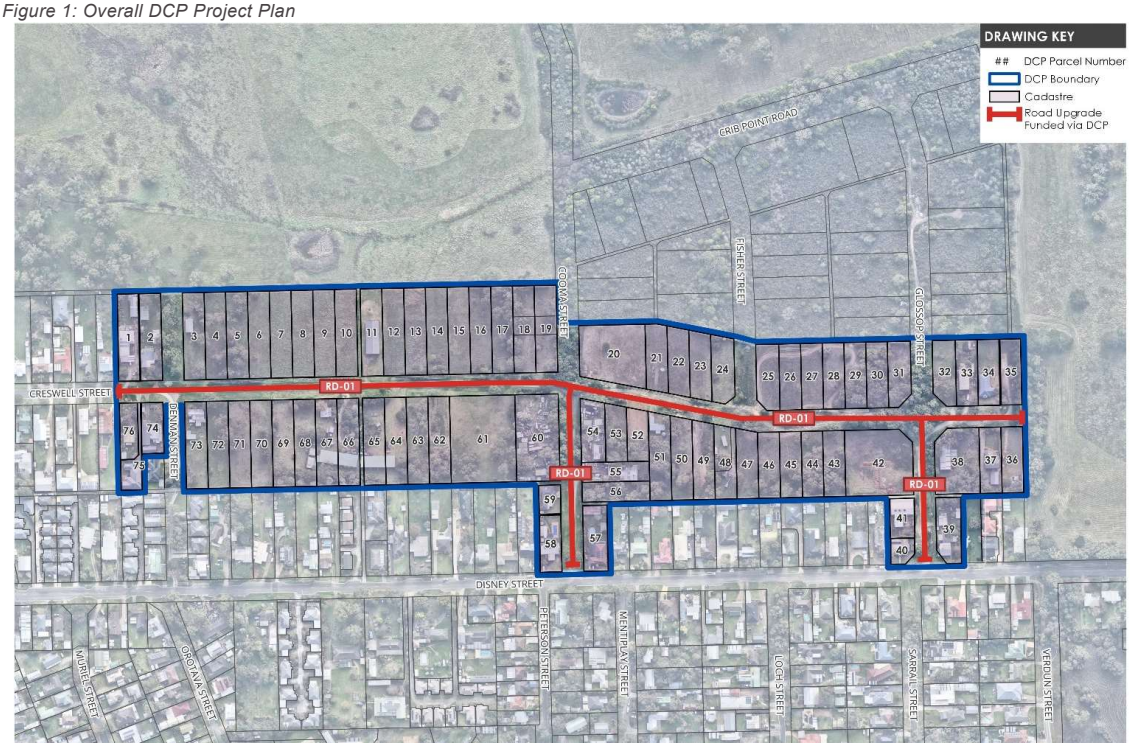


Table 1: Summary of Charges

Project Type	Total Project Cost	Total Cost to Charge Area	Per m2 Rate
ROADS & DRAINAGE	$4,720,000	$3,304,000	$28.85
FINANCE	$520,428	$364,300	$3.18
PLANNING	$319,240	$223,468	$1.95
TOTAL	**$5,559,668**	**$3,891,768**	**$33.98**

2. PART TWO – INTRODUCTION

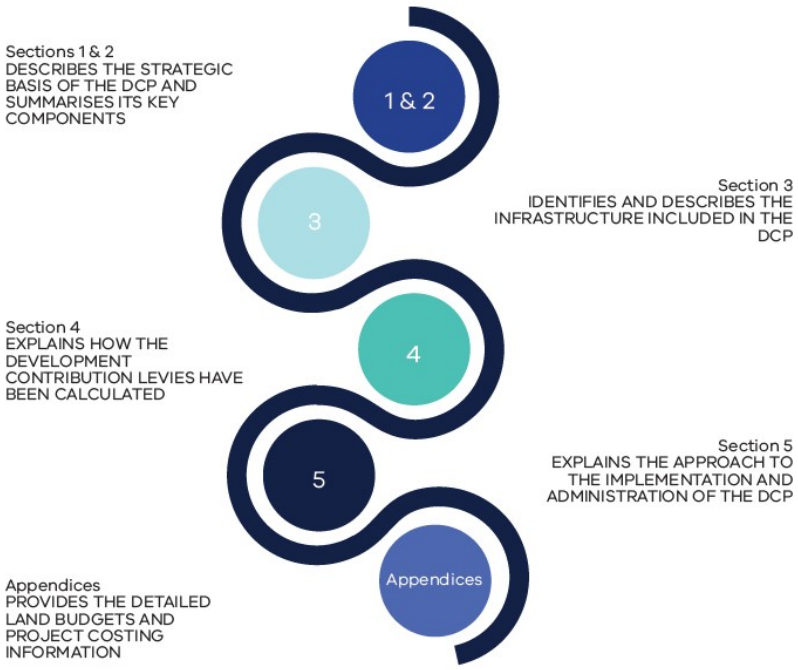
The DCP delivers the upgrade of Creswell Street from the existing pavement to the eastern edge of the DCP area; and Cooma Street and Glossop Street between Creswell Street to Disney Street which is required to provide the necessary access and drainage infrastructure to support the urban development of the 76 parcels within the DCP area.

2.1 The DCP

The DCP funds the upgrade of three sections of existing unmade local roads. The need for the upgrade to Creswell Street from the existing pavement to the eastern edge of the DCP area; and Cooma Street and Glossop Street between Creswell Street to Disney Street is strategically justified as it is required to facilitate the development of the adjoining properties. In summary, the DCP: -

- Includes road and drainage infrastructure upgrades that are local in nature and will be to the direct benefit of the adjoining properties;
- Requires development to make a financial contribution toward the cost of the identified infrastructure project that has a direct nexus to development;
- Ensures the cost of providing new infrastructure and services is shared equitably between various development proponents over the life of the DCP;
- Provides the details of the calculation of the financial contributions that must be made by future development towards the nominated project; and
- Provides developers, investors, and the local community with certainty about the implementation and administration of development contributions in Creswell Street East, Crib Point, towards the included project.

This document comprises the following sections: -



2.2 Strategic Basis

2.2.1 The Original DCP (2018)

Amendment C210 to the Mornington Shire Planning Scheme rezoned the land located within Creswell Street, Crib Point (between 1 and 73 Creswell Street, Crib Point, except 2 Creswell Street) from Industrial 3 Zone to Neighbourhood Residential Zone Schedule 1 and applied the Development Contributions Plan Overlay Schedule 1 to the above-mentioned properties. This overlay gives effect to the Creswell Street East, Crib Point Development Contributions Plan (April 2018) Incorporated Document. Amendment C210 was gazetted in June 2019 and is referred to as the 'Original DCP' in this document.

The Original DCP was prepared in accordance with, and to implement, the residential development of Creswell Street East (known as the Amendment C210 area). The Original DCP funded the upgrade of the existing unmade roads including Creswell Street and part of Cooma Street to access roads including a 5.5m pavement, with drainage, and public lighting. This document states (2018:2) that this upgrade is the minimum standard required to support residential living within the C210 area. The Original DCP apportions 70% of the project costs to the DCP and Council is to fund the remaining 30% of project costs.

The Original DCP included a provision that the "DCP be revised and updated every 5 years (or more frequently if required)" (2018:8).

Mornington Peninsula Shire Council has collected development contributions under the Original DCP prior to it being updated. The contributions collected and held by Mornington Peninsula Shire Council at the date this DCP came into effect are to be used for the project contained in this DCP. No further contributions are required from the properties that have already paid the full Development Infrastructure Levy under the Original DCP.

2.2.2 The Amended DCP (2023)

Amendment C295 morn to the Mornington Peninsula Shire Planning Scheme was approved to create this document, Creswell Street East, Crib Point, Development Contributions Plan (December, 2023).

Amendment C295morn: -

- Updates the project extent to include the upgrade of Cooma Street and Glossop Street between Creswell Street to Disney Street and extends the eastern edge of Creswell Street so it meets the existing road pavement.
- The project type and scope i.e. road cross-section remains the same as the Original DCP and includes the construction of a 5.5 metre wide asphalt pavement and stormwater drainage but does not include construction of a footpath;
- Retains the Original DCP apportionment whereby 70% of the total project costs are apportioned to the DCP and Council funds the remaining 30% of total project costs;
- Given the fragmentation within the DCP area, Council, as the Development Agency commits to deliver the project within the revised timeframe, set at 30 June 2028.
- Revises the demand units from lot frontage to lot area; and
- Increases the area subject to the DCP to include all abutting lots adjacent to the DCP project.

2.3 The Area to which the DCP applies

In accordance with section 46K(1)(a) of the *Planning and Environment Act 1987* (the Act*)*, the DCP applies to land illustrated Figure 2 and covers approximately 11.5 hectares.

2.4 Method of Preparing the DCP and Compliance with Statutory Requirements

The DCP has been prepared in accordance with Part 3B of the *Planning & Environment Act 1987* and it addresses the requirements of the Act by: -

- specifying the area to which the DCP applies;
- setting out the works, services, and facilities to be funded through the plan, including the staging of the provision of those works, services or facilities;
- relating the need for the works, services, and facilities to the proposed development of the land within the DCP area;
- specifying the estimated costs of each of the works, services, facilities, and land;
- specifying the proportion of the total estimated cost of the works, services and facilities which are to be funded by a development infrastructure levy;
- specifying the land in the area and the types of development in respect of which a levy is payable and the method for determining the amount of levy payable in respect of any development land; and
- providing for the procedures for collection of a development infrastructure levy in respect of any development for which a permit under the *Planning & Environment Act 1987* is not required.

2.5 Guiding Principles

2.5.1 Infrastructure Items included in the DCP

The need for infrastructure included in the DCP has been determined based on Amendment C210morn to the Mornington Peninsula Planning Scheme that rezoned land from Industrial 3 Zone to Neighbourhood Residential Zone and has had regard to all relevant Ministerial Directions and guidance material. The infrastructure project has been assessed to ensure it is consistent with the principles of the DCP system (need, nexus, apportionment, accountability, and transparency).

The transport and drainage infrastructure item included in this DCP relates to the upgrade of Creswell Street from the existing pavement to the eastern edge of the DCP area; and Cooma Street and Glossop Street between Creswell Street to Disney Street. The upgrade of these unmade local roads is required to provide safe access and the necessary drainage required to facilitate the residential development of the adjoining lots.

The infrastructure project that has been included in the DCP has the following characteristics:

- It is essential to the health, safety, and wellbeing of the community.
- It is required by the adjoining development area.
- It is not a recurrent item.

Figure 2: Land to which the DCP applies

3. PART THREE – INFRASTRUCTURE PROJECT JUSTIFICATION

3.1 Project Identification

This section provides a general description of the infrastructure project that has been included in the DCP. The DCP area currently contains several unmade local roads and the residential development of the area requires the upgrade of the local unmade roads to a 5.5 metre (from the invert of each kerb) sealed road that includes local drainage works. The upgrade of these roads will require removal of native vegetation. Appendix 1 includes a copy of the road cross-section, costing detail and vegetation removal plan.

The upgrade of Creswell Street from the existing pavement to the eastern edge of the DCP area; and Cooma Street and Glossop Street between Creswell Street to Disney Street is required to provide safe access and appropriate drainage to each of the existing 76 lots. The DCP project is local in nature and will be to the direct benefit of the adjoining properties.

The transport and drainage related infrastructure included in this DCP is illustrated in Figure 3 and described in **Error! Reference source not found.**.

Figure 3 spatially depicts the location and extent of the infrastructure project included in the DCP.

3.2 Distinction between Community and Development Infrastructure

In accordance with the *Planning & Environment Act 1987* and the Ministerial Direction on Development Contributions, the DCP makes a distinction between “development” and “community” infrastructure. Furthermore, the timing of payment of contributions is linked to the type of infrastructure in question. Contributions relating to development infrastructure are to be made by developers at the time of subdivision. For community infrastructure, contributions are to be made by the home-buyer at the time of building approval.

This DCP does not contain any community infrastructure.

Figure 3: Overall DCP Projects Plan

4. PART FOUR – CALCULATION OF CONTRIBUTIONS

This section explains how the DCP charges are calculated.

4.1 Development Projections and Demand Units

The DCP area is zoned for residential development and currently includes 11.45 hectares comprising 76 lots.

It is acknowledged that the current planning controls allow for subdivision with a minimum lot size of 650m^2, therefore many of the parcels within the DCP can be further subdivided. However, the ultimate yield of future potential subdivision is unknown and therefore the DCP demand units are based on total site area.

Table 2 sets out the type of development and site area. The demand units for this DCP are based on m^2 per total site area, therefore there are 114,503.8 demand units.

Table 2: Development Type and Yield

Development Type	Existing Parcels	Site Area (m2)
Residential	76	114,503.8

4.1.1 Land Budget

A property parcel land budget has been prepared which identifies the individual site areas for each parcel within the DCP area. Table 3 sets out the summary land use budget and the DCP parcel numbers listed in Table 3 correspond with those provided in Figure 3.

Table 3: Summary Land Budget

DCP PARCEL NUMBER	TOTAL AREA (m2)
1	1,569.14
2	1,625.42
3	1,622.50
4	1,595.80
5	1,631.45
6	1,617.89
7	1,622.18
8	1,623.45
9	1,611.99
10	1,627.49
11	1,624.90
12	1,630.94

DCP PARCEL NUMBER	TOTAL AREA (m2)
13	1,618.88
14	1,614.27
15	1,623.05
16	1,626.17
17	1,611.37
18	1,611.08
19	1,626.53
20	3,278.12
21	1,248.75
22	1,249.39
23	1,246.33
24	1,288.29
25	1,257.40
26	1,235.05
27	1,226.31
28	1,224.63
29	1,230.71
30	1,220.87
31	1,221.91
32	1,229.25
33	1,234.18
34	1,225.90
35	1,164.74
36	1,211.43
37	1,233.26

DCP PARCEL NUMBER	TOTAL AREA (m2)
38	2,451.21
39	2,486.73
40	485.91
41	836.02
42	3,747.40
43	1,229.74
44	1,210.69
45	1,231.13
46	1,224.43
47	1,269.37
48	1,361.14
49	1,441.20
50	1,526.81
51	1,623.31
52	962.47
53	1,053.45
54	1,284.55
55	1,144.03
56	1,148.26
57	1,365.18
58	1,042.93
59	538.92
60	3,220.79
61	4,861.83
62	1,615.59

DCP PARCEL NUMBER	TOTAL AREA (m2)
63	1,616.28
64	1,623.53
65	1,626.26
66	1,617.00
67	1,623.00
68	1,617.16
69	1,620.89
70	1,621.16
71	1,612.94
72	1,611.51
73	1,622.56
74	955.27
75	693.74
76	861.14
TOTAL	**114,503.80**

4.2 Cost Apportionment

The DCP apportions a charge to new development according to its projected share of use of the identified infrastructure item. Since development contributions are levied 'up-front', a measure of actual use by individual development sites is not possible. Therefore, costs must be shared in accordance with the estimated share of use.

Cost apportionment is expressed as a percentage. Projects that are 100% apportioned to the DCP area are considered to be wholly required for the future development of the DCP area.

The infrastructure funded by this DCP is localised in nature as it is upgrading the existing unmade local roads within the DCP area to a 5.5m (from the invert of each kerb) sealed road that includes local drainage works. The DCP apportions 70% of the total project costs to the DCP to be paid for by landowners and Mornington Peninsula Shire Council will fund 30% of the total project cost. This apportionment approach is consistent with that adopted in the preceding Original DCP (2018).

4.3 Calculation of Contribution Charges

4.3.1 Charge Areas

The DCP contains a single charge area as shown in Figure 2.

4.3.2 Calculation of Costs

The infrastructure project has been assigned a construction cost, as the road and drainage works are to be constructed within existing road reserves no additional land is required. The construction costs are expressed in May 2023 dollars.

Harlock Consulting (2023) prepared the detailed cost estimate for the DCP project which includes a 10% design and construction contingency allowance. A copy of the costing is provided in Appendix 1.

Finance costs have been included. The finance costs comprise the total construction cost of $4,720,000 over a 5 year term at 4.07% interest (assuming quarterly principle and interest payments).

Plan preparation costs are also included.

Table 4: Calculation of Charges

Project Number	Project Description	Estimated land cost	Estimated Construction Cost	Total Project Cost	Estimated External Usage	Total Cost Attributable to Main Catchment Area	Development Types making Contribution	Site Area in m^2	Contribution per m^2 of site area
RD01	Construction of a 5.5m pavement (from the invert of each kerb) and stormwater drainage for Creswell Street (from the existing pavement to the eastern edge of the DCP area), Cooma Street (from Creswell Street to Disney Street) and Glossop Street (from Creswell Street to Disney Street). Total road length is 1,138 linear metres.	$0	$4,720,000	$4,720,000	30%	$3,304,000	Residential	114,503.80	$28.85
FI01	Finance for the total construction cost of $4,720,000 for a 5 year term at 4.07% interest (paid quarterly principle & interest)	$0	$520,428	$520,428	30%	$364,300	Residential	114,503.80	$3.18
PL01	Plan Preparation Costs	$0	$319,240	$319,240	30%	$223,468	Residential	114,503.80	$1.95
TOTAL		**$0**	**$5,559,668**	**$5,559,668**		**$3,891,768**			**$33.98**

4.3.3 Summary of Charges

Table 5 sets out the summary of charges by infrastructure category.

Table 5: Summary of Charges

Project Type	Total Project Cost	Total Cost to Charge Area	Per m2 Rate
ROADS & DRAINAGE	$4,720,000	$3,304,000	$28.85
FINANCE	$520,428	$364,300	$3.18
PLANNING	$319,240	$223,468	$1.95
TOTAL	**$5,559,668**	**$3,891,768**	**$33.98**

Appendix 2 sets out a table showing the total site area for each parcel within the DCP area and the total Development Infrastructure Levy payable per parcel based on the Charge set out in Table 5.

5. PART FIVE - DCP ADMINISTRATION

This section sets out how the DCP will be administered and covers the timing of payment, provision of works and land in kind, and how funds generated by the DCP will be managed in terms of reporting, indexation, and review periods.

The development infrastructure levy applies to subdivision and/or development of land.

5.1 Collecting Agency

The Mornington Peninsula Shire Council is the Collecting Agency pursuant to section 46K(1) (fa) of the *Planning & Environment Act 1987*. As the Collecting Agency, the Mornington Peninsula Shire Council is responsible for the administration of the DCP and its enforcement pursuant to section 46QC of the *Planning & Environment Act 1987*.

5.2 Development Agency

The Mornington Peninsula Shire Council is the Development Agency pursuant to Section 46K(1) (fb) of the *Planning & Environment Act 1987* and is responsible for the provision of all infrastructure projects funded the DCP and the timing of all works.

5.3 Timing of Payment of Development Contribution Levies

5.3.1 Liability for development contributions

Each demand unit shall be liable to pay the DCP levy (unless exemptions apply). Therefore, contributions are payable on the total site area (m^2) and payment of development contributions is to be made in cash.

5.3.2 Development Infrastructure Levy

For subdivision of land

If the development of the land involves a plan under the *Subdivision Act 1988*, a Development Infrastructure Levy in accordance with this DCP, must be paid to the Collecting Agency for each demand unit (m^2) in the subdivision. The Development Infrastructure Levy must be paid after certification of the plan of subdivision but not more than 21 days prior to the issue of a Statement of Compliance in respect to that plan under the *Subdivision Act 1988*.

For development of land where no subdivision is proposed

Provided a Development Infrastructure Levy has not already been paid for the land, a Development Infrastructure Levy in accordance with this DCP must be paid to the Collecting Agency for each demand unit (m^2) within the total site area prior to the commencement of any development.

For development of land where no planning permit is required

Provided a Development Infrastructure Levy has not already been paid for the land, a Development Infrastructure Levy in accordance with this DCP must be paid to the Collecting Agency for each demand unit (m^2) within the total site area prior to the issue of a building permit under the *Building Act 1993*.

Deferral of Payment

The Collecting Agency may, at its discretion, agree for payment of a levy to be deferred to a later date, subject to the applicant entering into an agreement under Section 173 of the *Planning & Environment Act 1987*.

5.4 Works or Land in Lieu of cash Contributions (works in Kind)

As the Development Agency Mornington Peninsula Shire Council will deliver the DCP project by 30 June 2028 and recoup funds via this DCP. Therefore, no works in kind in lieu of the amount of levy payable pursuant to this DCP will be accepted.

5.5 Development Exempt from Contributions

Some types of development are exempt from paying infrastructure development levies. Where land is subdivided or developed for an exempt purpose, as listed below, and the land is subsequently used for a purpose other than as one of those exempt uses, the owner of that land must pay to the Collecting Agency infrastructure contributions in accordance with the provisions of this DCP. The levy must be paid within 28 days of the date of the commencement of the construction of any buildings or works for that alternative use.

The following use and development are exempt from development contribution:

- A non-government school; or
- Housing provided by or on behalf of the Department of Health and Human Services.
- Small second dwelling.
- In addition to the Ministerial Directions, pursuant to Section 16 of the *Planning and Environment Act 1987*, the Governor in Council directs that planning schemes shall not be binding on the use and development of land carried out by or on behalf of the following Ministers:
    - Minister for Education
    - Minister for Health
    - Minister for Skills and Workforce Participation
- Land which has an existing Section 173 Agreement under the Act and/or a Deed of Agreement which requires the payment of a contributions levy and/or construction infrastructure/provision of land.
- Land owned and operated by South East Water.

5.6 Contributions made under the Original DCP

Mornington Peninsula Shire Council has collected development contributions under the Original DCP prior to it being updated. The contributions collected and held by Mornington Peninsula Shire Council at the date this DCP came into effect are to be used for the project contained in this DCP. No further contributions are required from the properties that have already paid the full Development Infrastructure Levy under the Original DCP.

5.7 Funds Administration

The administration of the contributions made under this DCP will be transparent and details of funds received, and expenditures will be held by the collecting agency in accordance with the provisions of the *Local Government Act 1989* and the *Planning and Environment Act 1987*.

The collecting agency will provide for regular monitoring, reporting and review of the monies received and expended in accordance with the DCP.

The collecting agency will establish a separate account and all monies held in this account will be used solely for the provision of infrastructure as itemised in this DCP, as required under section 46QA of the Act.

5.8 Construction and land value Costs Indexation

Construction costs are expressed in May 2023 dollars. Costs are to be indexed quarterly, with the first indexation to account for the time between the estimate date and the first indexation following gazettal of the DCP.

Table 6 sets out the indexation method to be applied to the respective infrastructure categories.

Table 6: Indexation and Timing

Infrastructure Type	Method of Indexation	Timing of Indexation
Roads and Drainage, Construction	Australian Bureau of Statistics Producer Price Indexes Road & Bridge Construction Index, Victoria (Catalogue 6427.0, Table 17 Output of the Construction Industries). Once project RD01 has been delivered the project cost will be indexed by applying CPI (All Groups Melbourne) to ensure the charges keep pace with inflation.	Quarterly

5.9 Timeframe and Review Period

This DCP commences on the date it is gazetted into the Mornington Peninsula Planning Scheme and it adopts a long-term outlook for development and is intended to operate for 20 years. This timeframe considers planned future development of the area and this DCP will end when it is removed from the Mornington Peninsula Planning Scheme.

This DCP is expected to be reviewed and updated every five years. The review may result in no changes at all. Alternatively, it may require an amendment to the Mornington Peninsula Planning Scheme to replace this DCP with an alternative, revised DCP.

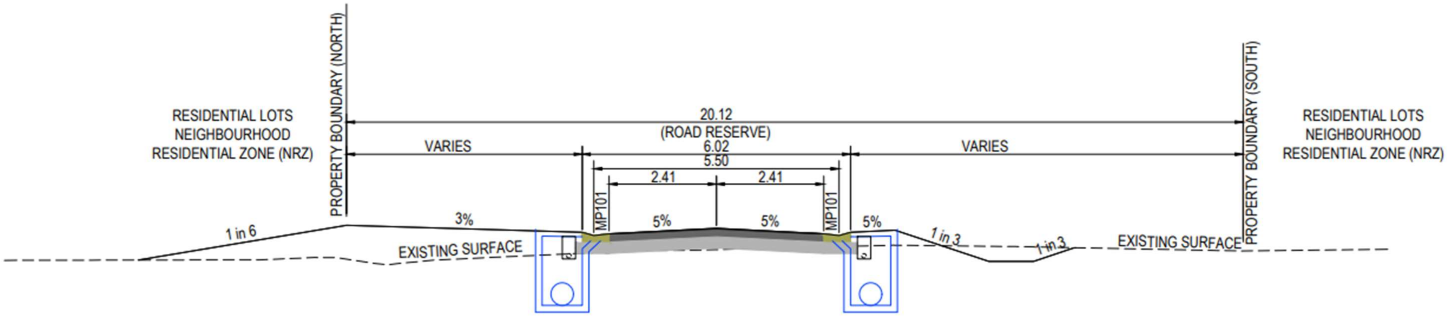
5.10 Adjustment to the Infrastructure Scope

The infrastructure project in this DCP has been costed to a sufficient level of detail; however, the Council may amend or modify some aspects of the project, so long as they are still generally in accordance with any direction regarding the scope outlined in this DCP.

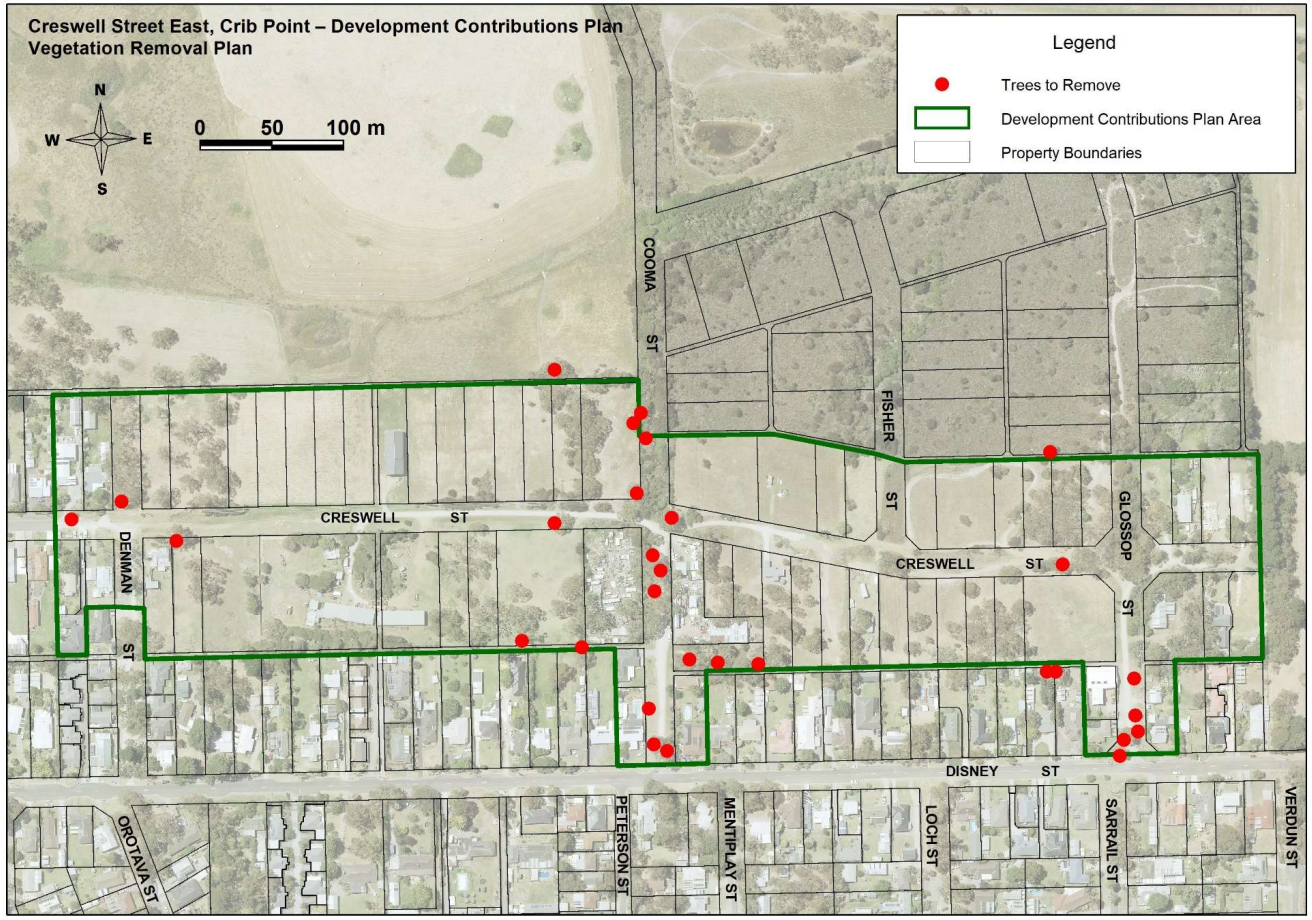
Where the Council or another agency seeks to change the scope of a DCP infrastructure item to meet changing standards imposed by adopted policy or a public regulatory agency, such changes of standards and the resulting cost changes should normally be made through a change to the DCP at the time of a regular review of the DCP.

Where, after the DCP has been approved, a Council or other agency proposes changes to the scope of a DCP infrastructure item for reasons other than changes in standards imposed by policy or regulation the net cost increases resulting from the change should normally be met by the agency requesting the change.

6. APPENDIX 1: COSTING SHEETS, DRAWING AND VEGETATION REMOVAL PLAN



TYPICAL SECTION (20.12m ROAD RESERVE)
CRESWELL STREET
ALL DIMENSIONS ARE IN METRES


Creswell Street East, Crib Point – Development Contributions Plan
Vegetation Removal Plan
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Legend
Trees to Remove
Development Contributions Plan Area
Property Boundaries
COOMA ST
FISHER ST
GLOSSOP ST
CRESWELL ST
CRESWELL ST
DENMAN ST
DISNEY ST
OROTAVA ST
PETERSON ST
MENTIPLAY ST
LOCH ST
SARRAIL ST
VERDUN ST

7. APPENDIX 2: ESTIMATED DEVELOPMENT INFRASTRUCTURE LEVY CALCULATION

DCP Parcel Number ID	Total Parcel Area (m2)	Estimated DIL Total Charge per Parcel
1	1,569.14	$53,332
2	1,625.42	$55,245
3	1,622.50	$55,146
4	1,595.80	$54,238
5	1,631.45	$55,450
6	1,617.89	$54,989
7	1,622.18	$55,135
8	1,623.45	$55,178
9	1,611.99	$54,788
10	1,627.49	$55,315
11	1,624.90	$55,227
12	1,630.94	$55,433
13	1,618.88	$55,023
14	1,614.27	$54,866
15	1,623.05	$55,164
16	1,626.17	$55,270
17	1,611.37	$54,767
18	1,611.08	$54,758
19	1,626.53	$55,283
20	3,278.12	$111,417
21	1,248.75	$42,443
22	1,249.39	$42,464
23	1,246.33	$42,360
24	1,288.29	$43,787
25	1,257.40	$42,737
26	1,235.05	$41,977
27	1,226.31	$41,680
28	1,224.63	$41,623
29	1,230.71	$41,830
30	1,220.87	$41,495
31	1,221.91	$41,530
32	1,229.25	$41,780

DCP Parcel Number ID	Total Parcel Area (m2)	Estimated DIL Total Charge per Parcel
33	1,234.18	$41,947
34	1,225.90	$41,666
35	1,164.74	$39,587
36	1,211.43	$41,174
37	1,233.26	$41,916
38	2,451.21	$83,312
39	1,343.98	$45,679
40	485.91	$16,515
41	836.02	$28,415
42	3,747.40	$127,367
43	1,229.74	$41,797
44	1,210.69	$41,149
45	1,231.13	$41,844
46	1,224.43	$41,616
47	1,269.37	$43,143
48	1,361.14	$46,263
49	1,441.20	$48,984
50	1,526.81	$51,893
51	1,623.31	$55,173
52	962.47	$32,713
53	1,053.45	$35,805
54	1,284.55	$43,659
55	1,144.03	$38,883
56	1,148.26	$39,027
57	1,365.18	$46,400
58	1,042.93	$35,447
59	538.92	$18,317
60	3,220.79	$109,469
61	4,861.83	$165,244
62	1,615.59	$54,911
63	1,616.28	$54,934
64	1,623.53	$55,181
65	1,626.26	$55,274
66	1,617.00	$54,959

DCP Parcel Number ID	Total Parcel Area (m2)	Estimated DIL Total Charge per Parcel
67	1,623.00	$55,163
68	1,617.16	$54,964
69	1,620.89	$55,091
70	1,621.16	$55,100
71	1,612.94	$54,821
72	1,611.51	$54,772
73	1,622.56	$55,148
74	955.27	$32,468
75	693.74	$23,579
76	861.14	$29,269
TOTAL	**114,503.80**	$3,891,768

Beach Cleaning Recommendations Report

MORNINGTON PENINSULA Shire

12 March 2025

Purpose

This report is to present five beach cleaning options for our Port Phillip Bay coastline beach for Councils consideration. The report considers findings from 7 months of the hand beach cleaning trial along with a review of available mechanical rake technology and cost estimates for the implementation of each option, including internal and external service models.

Background

As outlined in the 5 March 2024 Council Report, the Shire's approach to cleaning Port Phillip Bay beaches has been under review sine 2021 in response to community feedback and subsequent Council adopted motions.

On 5 March 2024 Council adopted "*That Council supports a 12-month trial beach cleaning program of Option 4 of 100% hand cleaned beaches. This option recognises the environmental values of the coastline as our top priority*". In response to this adopted decision, the 'Hand beach cleaning trial' commenced on 1 July 2024.

Hand Beach Cleaning Trial Parameters

The hand beach cleaning trial has been implemented by the Shire's open space contractor, Citywide. Citywide employed 4 Full Time Equivalent (FTE) beach hand cleaners who have cleaned 32.5km of beach from Portsea to Mount Eliza, plus a supervisor role. The frequency of cleaning has remained consistent with the previous cleaning program of a fortnightly rotation. The service extent has also remained consistent with the previous cleaning program, extending from the high-water mark to the vegetation (or other upper beach boundary e.g. seawall).

Hand Beach Cleaning Trial Monitoring

Monitoring of the trial has included an online community survey, in-person community engagement, contractor reporting, officer monitoring and volunteer monitoring. A summary of monitoring results are provided in **Attachment 2, Monitoring - Hand Beach Cleaning Trial Monitoring Summary**.

Beach Cleaning Options

In response to feedback received from Council at a beach cleaning workshop held on 4 February 2025, officers have investigated the following four beach cleaning options:

- 100% hand cleaning (same as current trial)
- 100% mechanical raking (services 80% of beaches)
- Hybrid – 80% hand cleaning and 20% mechanical raking
- Hybrid – 20% hand cleaning and 80% mechanical raking (same as pre-trial)

A fifth option has been added by officers which is considered to be the best outcome for our community and environment based on the data available from the first 7 months of the hand beach cleaning trial. The fifth options is:

- Hybrid – 70% hand cleaning and 30% mechanical raking (**recommended**)

A review of the five options is provided in **Attachment 4, Options - Beach Cleaning Options Assessment**.

All five options have been indicatively priced for in-house or outsourced service delivery. Pricing details are outlined within **Confidential Attachment 8, Memo – Beach Cleaning Recommendation Report (Additional Information)**. Prices are to be treated as indicative and as Commercial in Confidence.

To note, all options have been assessed with the following assumptions:

- Cleaning frequency remains as fortnightly rotation.

Beach Cleaning Recommendations Report

MORNINGTON PENINSULA Shire

- Area cleaned remains the same as previously, from the high-water mark to the upper beach (first vegetation or infrastructure) and along beaches managed by other coastal Committees of Management.
- All waste disposal is measured at customer rates.
- Hand cleaning methodology remains as per trial parameters.
- Mechanical cleaning methodology is as per previous contract specifications.
    - Mechanical costing considers the following two technologies:
        - Barber Surf Rake 600HD
        - BeachTech 2000

Financial Ranking

The below is the indicative price ranking table from cheapest option (1/10) to most expensive (10/10) annual service cost, noting figures are detailed in **Confidential Attachment 8**.

OPTION NAME	DELIVERY METHOD	PRICE RANKING (lowest to highest)
100% mechanical raking (services 80% of beaches)	Outsourced	1
100% hand cleaning	Inhouse	2
100% hand cleaning	Outsourced	3
Hybrid – 80% hand cleaning and 20% mechanical raking	Outsourced	4
Hybrid – 70% hand cleaning and 30% mechanical raking (recommended)	**Outsourced**	**4**
100% mechanical raking (services 80% of beaches)	Inhouse	6
Hybrid – 20% hand cleaning and 80% mechanical raking	Outsourced	7
Hybrid – 80% hand cleaning and 20% mechanical raking	Inhouse	8
Hybrid – 70% hand cleaning and 30% mechanical raking	Inhouse	8
Hybrid – 20% hand cleaning and 80% mechanical raking	Inhouse	8

For all insourced options, there is additional in house set up costs ranging from $65,000 to $180,000 in year one. Further information is available in **Confidential Attachment 8**.

Beach Cleaning Recommendations Report

MORNINGTON PENINSULA Shire

Other Considerations

Contractual requirements

The Open Spaces contract outlines the lead time should Shire wish to make changes to the cleaning methodology as outlined below:

- Where Council has issued a Provisional Sum Work Order directing exclusive hand cleaning, such an order may only be substantially varied with 3 months' notice (unless express agreement of lesser time has been given by the Contractor).

All costings provided are estimates only and subject to change once final scope of works and methodology is confirmed.

Lead times for Shire service delivery

Should Council resolve to deliver beach cleaning as an in-house activity, it is important to note that the indicated lead time is greater than 90 days currently for both cars and heavy machinery through the Shire's fleet provider. In addition, Shire would need to commence the formal change process followed by recruitment of staff as outlined in **Confidential Attachment 8**.

Mechanical Rake Technologies

Officers have prepared **Confidential Attachment 9, Technologies - Beach Cleaning Mechanical Technology Review** for Councils consideration. The review provides an overview of five mechanical beach cleaning technologies from four service providers. The Barber Surf Rake 600HD and BeachTech 2000 have been explored further within option costings as they are considered to best meet the existing beach cleaning contract specifications, have a greater coverage capacity and are the preferred method for various Councils across Australia.

In-kind support to Committees of Management

The Shire provides in-kind support to three Port Phillip Bay Committees of Management (CoM) by cleaning their beaches. The three CoM areas (WhiteCliffs to Cameron's Bight CoM – 3.4km, Capel Sound Foreshore CoM – 2.4km and Dromana Foreshore CoM – 2.9km) equates to 8.7km or approximately 26% of the beaches serviced under the Council's beach cleaning program.
The staff costs to clean these beaches is approximately $20,000 per year, plus waste disposal costs. The costs to clean is relatively small as the equipment and staff are utilised to clean the remainder of the beaches that Shire is responsible for. A cost recovery option for both fixed costs and disposal costs and seek reimbursement for wages and disposal from the CoM's to continue delivering the service could be considered.

Recommendations

1. Hybrid – 70% hand cleaning and 30% mechanical raking
   Analysis to determine beach cleaning method considers localised beach accessibility, recreational values, visitation rates, coastal setting, community sentiment and litter volumes collected throughout the first seven months of the hand cleaning trial. Details are provided within **Attachment 4**. An outsourced deliver model of this option is recommended as indicative pricing of outsourced delivery is cheaper than internal delivery as detailed in **Confidential Attachment 8**.

2. Council's decision on beach cleaning methodology is recommended to cover the period from Council decision until 30 June 2028 to align with existing contractual arrangements.

Beach Cleaning Recommendations Report

MORNINGTON PENINSULA Shire

Attachments

2. Monitoring - Hand Beach Cleaning Trial Monitoring Summary
3. Monitoring - Beach Cleaning Trial Monitoring Methods

4. Options - Beach Cleaning Options
5. Options - Beach Cleaning Options Maps
6. Options - Hybrid: 80% Hand Cleaning and 20% Mechanical Raking Values Analysis
7. Options - Hybrid: 70% Hand Cleaning and 30% Mechanical Raking Values Analysis

8. Memo – Beach Cleaning Recommendations Report (Additional Information) (CONFIDENTIAL)

9. Technologies - Mechanical Beach Cleaning Technologies Review (CONFIDENTIAL)
10. Technologies - Surf Rake Brochure
11. Technologies - Surf Rake Manual
12. Technologies - BeachTech Overview
13. Technologies - BT1500 Specifications
14. Technologies - BT200 Specifications
15. Technologies - Clean Coast Solutions Introduction

Hand Beach Cleaning Trial Monitoring Summary

MORNINGTON PENINSULA Shire

17 February 2025

Introduction

This document provides a summary of monitoring data collected during the Hand Beach Cleaning Trial. The Hand Beach Cleaning Trial commenced on 1 July 2024. The data presented in this report is representative of the period from 1 July 2024 to 17 February 2025. Monitoring of the trial continues with the contents of this report to be updated as more data is collected.

Monitoring data presented in this report is split into the following categories:

1. **Contractor Data**
   Litter collection statistics reported by the Shire's beach cleaning contractor, Citywide.

2. **Beach Audits**
   Micro and macro-plastic and wrack assessments completed by Shire officers. Citizen scientist data has also been collected and is presented within this document.

3. **Community Feedback**
   Results from online and in person survey engagement as well as some quotes from community written feedback.

1. Contractor Data

Between the period of 1 July 2024 and 6 February 2025, Citywide have reported the following collection statistics.

Fortnightly cleaning cycle collection data

Date Started	Date Completed	Waste Collected (Litres)	Bird Count	Fish Count	Syringe Count	Hard Waste Count
02/07/2024	11/07/2024	2,477	0	0	2	10
12/07/2024	24/07/2024	3,990	0	0	10	15
27/07/2024	09/08/2024	4,540	13	0	10	8
12/08/2024	23/08/2024	3,652	14	167	8	3
26/08/2024	13/09/2024	9,000	23	151	66	10
16/09/2024	02/10/2024	5,275	11	62	18	4
02/10/2024	14/10/2024	3,520	4	26	17	1
14/10/2024	23/10/2024	2,580	7	4	10	6
24/10/2024	01/11/2024	2,395	6	2	6	1
04/11/2024	14/11/2024	2,482	15	8	6	1
18/11/2024	28/11/2024	3,430	9	2	9	7
28/11/2024	10/12/2024	2,368	7	5	5	5
10/12/2024	24/12/2024	2,640	8	0	4	8
30/12/2024	10/01/2025	3,650	0	0	2	3
13/01/2025	23/01/2025	4,022	0	1	4	12
24/01/2025	06/02/2025	3,519	1	0	1	7
Running Totals		**59,540**	**118**	**428**	**178**	**101**

Hand Beach Cleaning Trial Monitoring Summary

MORNINGTON PENINSULA Shire

Review of the fortnightly and monthly contractor collection data provides insight to the times of year when litter is most prevalent on our Port Phillip Bay beaches.

Hand Beach Cleaning Trial Monitoring Summary

MORNINGTON PENINSULA Shire

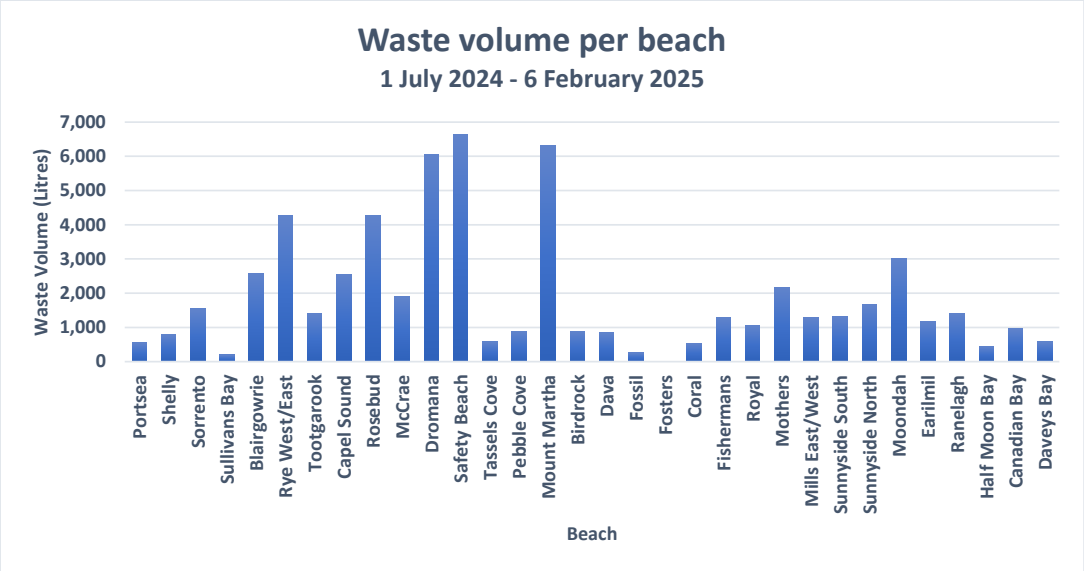
Contractor collection data per beach

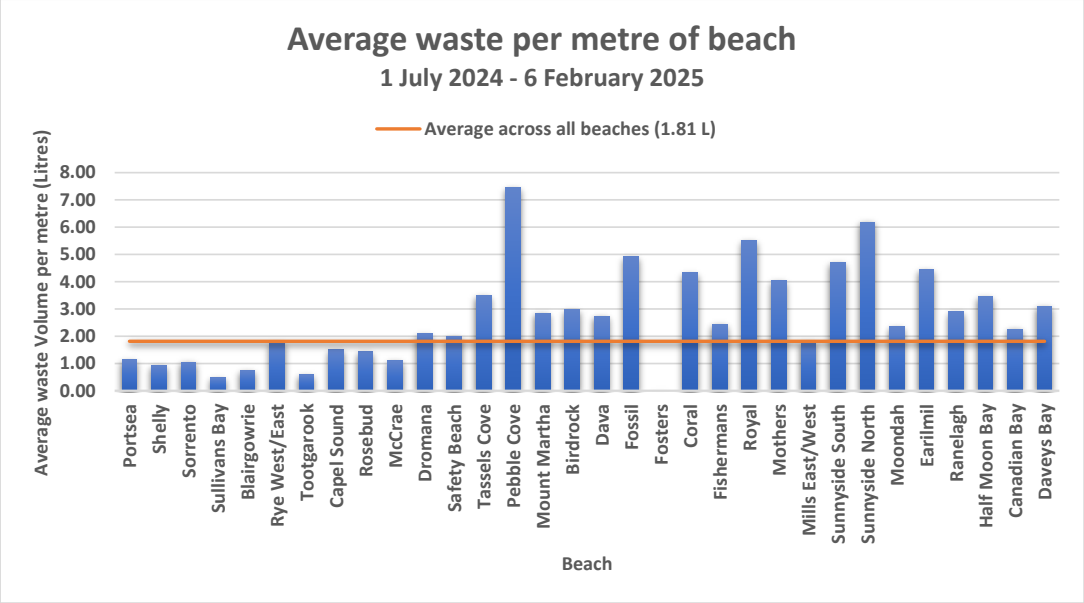
Note, beaches are ordered from the southern peninsula (Portsea) to the northern peninsula (Mount Eliza).

Beach Front	Waste Collected (Litres)	Bird Count	Fish Count	Syringe Count	Hard Waste Count
Portsea	557	1	7	0	1
Shelly	805	3	6	0	2
Sorrento	1,540	5	7	1	5
Sullivans Bay	209	0	7	0	1
Blairgowrie	2,575	10	26	1	2
Rye West/East	4,265	12	112	5	3
Tootgarook	1,405	16	25	6	0
Capel Sound	2,555	18	20	2	2
Rosebud	4,285	7	14	4	11
McCrae	1,890	6	7	1	7
Dromana	6,050	8	42	12	3
Safety Beach	6,650	8	43	12	5
Tassels Cove	585	1	1	0	1
Pebble Cove	895	0	0	0	5
Mount Martha	6,320	7	65	25	10
Birdrock	895	1	11	6	2
Dava	850	2	12	3	4
Fossil	271	1	2	4	1
Fosters	0	0	0	0	0
Coral	540	0	3	1	1
Fishermans	1,300	1	3	5	0
Royal	1,055	1	2	5	1
Mothers	2,170	1	4	2	5
Mills East/West	1,290	0	3	4	2
Sunnyside South	1,315	1	0	7	3
Sunnyside North	1,665	2	1	14	7
Moondah	3,000	1	1	27	4
Earilmil	1,182	0	1	19	1
Ranelagh	1,410	2	2	5	7
Half Moon Bay	450	2	0	1	0
Canadian Bay	978	1	0	2	4
Daveys Bay	583	0	1	4	1
Overall Totals	**59,540**	**118**	**428**	**178**	**101**

Hand Beach Cleaning Trial Monitoring Summary

MORNINGTON PENINSULA Shire





Review of litter collected per beach with consideration of beach length can provide an indication of where beach litter is a more prevalent issue.

Hand Beach Cleaning Trial Monitoring Summary

MORNINGTON PENINSULA Shire

2. Beach Audits

Shire Officers

Officers have been routinely auditing the condition of six select beaches throughout the trial. Monitoring of these beaches commenced in May 2024 with data from May and June 2024 represented as 'Background' when the previous mechanical rake was in operation.

Monitoring methods were developed in consultation with the Port Phillip Eco Centre and with reference to the Australian Marine Debris Initiative. A copy of the monitoring methods are available within **Attachment 3, Monitoring - Beach Cleaning Trial Monitoring Methods**.

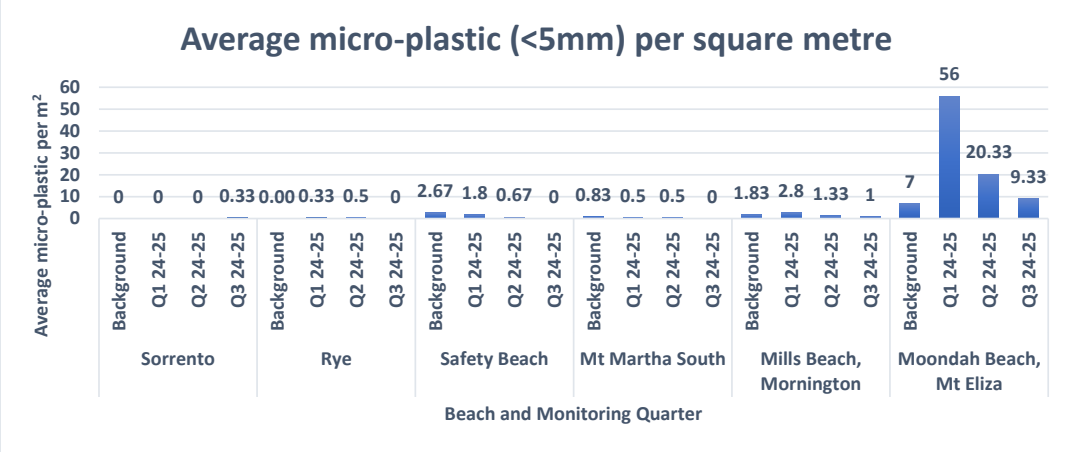
A summary of results are as per the below figures.

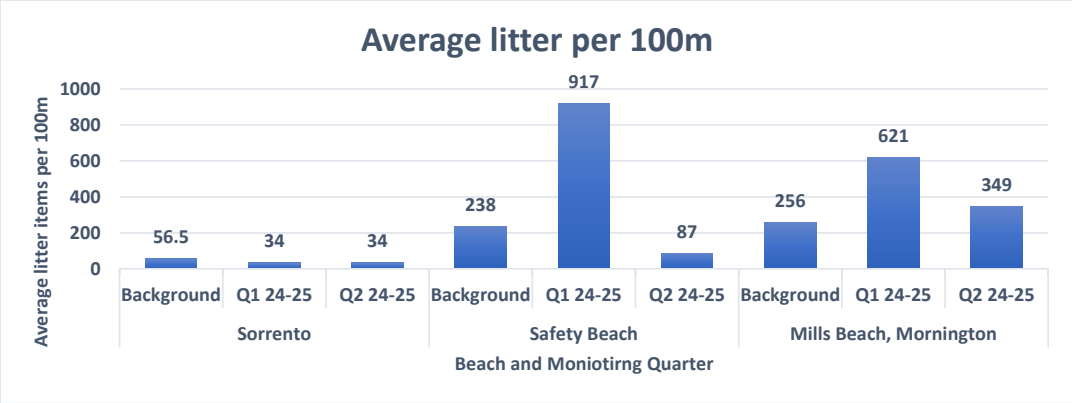
Beach	Trial Quarter	Average Micro-plastic (<5mm) (per m^2)	Average litter (per m^2)	Average wrack (% per m^2)*	Average litter (Items per 100m)
Sorrento	Background	0	0.5	11.0%	56.5
	Q1 24-25	0	0.25	6.7%	34
	Q2 24-25	0	0.75	5.0%	34
	Q3 24-25	0.33	2	7.3%	-
Rye	Background	0.00	1.5	5.0%	-
	Q1 24-25	0.33	2	14.8%	-
	Q2 24-25	0.5	1.17	5.0%	-
	Q3 24-25	0	1	5.0%	-
Safety Beach	Background	2.67	5.22	10.0%	238
	Q1 24-25	1.8	5.5	9.7%	917
	Q2 24-25	0.67	2	5.3%	87
	Q3 24-25	0	3.67	5.0%	-
Mount Martha South	Background	0.83	1.83	8.0%	-
	Q1 24-25	0.5	2.7	5.5%	-
	Q2 24-25	0.5	1.33	5.0%	-
	Q3 24-25	0	2.67	5.0%	-
Mills Beach, Mornington	Background	1.83	5.5	6.7%	256
	Q1 24-25	2.8	5.7	5.0%	621
	Q2 24-25	1.33	3.67	5.0%	349
	Q3 24-25	1	6.67	5.0%	-
Moondah Beach, Mt Eliza	Background	7	11.5	18.0%	-
	Q1 24-25	56	84.2	10.3%	-
	Q2 24-25	20.33	26.67	8.7%	-
	Q3 24-25	9.33	13.67	5.8%	-

*5% is the lowest assessed value. Recordings of <5% are input as 5%

Hand Beach Cleaning Trial Monitoring Summary

MORNINGTON PENINSULA Shire





Frankston Comparison Audit

In December 2024 (Q2), Shire officers collaborated with representatives from Frankston City Council to audit the beach surrounding Frankston Pier beach is routinely mechanically raked. Results were as follows.

Beach	Trial Quarter	Average Micro-plastic (<5mm) (per m²)	Average litter (per m²)	Average wrack (% per m²)*	Average litter (Items per 100m)
Frankston	**Q2 24-25**	4.33	9	5.0%	880
Same Quarter Comparison Results at MPS beaches					
Sorrento	**Q2 24-25**	0	0.75	5.0%	34
Safety Beach	**Q2 24-25**	0.67	2	5.3%	87
Mills Beach	**Q2 24-25**	1.33	3.67	5.0%	349

*5% is the lowest assessed value. Recordings of <5% are input as 5%

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Hand Beach Cleaning Trial Monitoring Summary

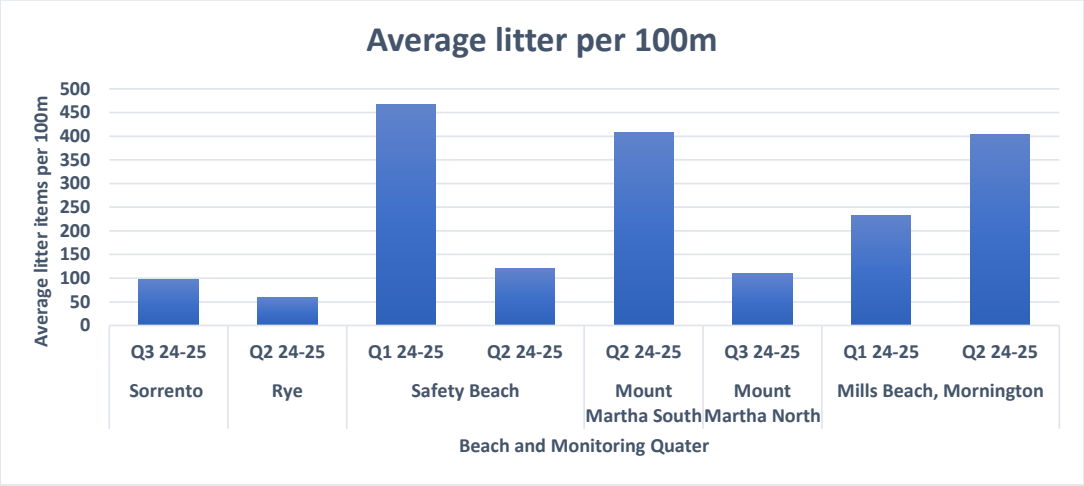
MORNINGTON PENINSULA Shire

Citizen Scientists

Community volunteers have contributed to data collection by following the officer developed 'Coastal Shoreline Litter Monitoring' method and reporting their findings.

A summary of citizen science results are as per the below figures.

Beach	Trial Quarter	Average litter (Items per 100m)
Sorrento	Q3 24-25	98
Rye	Q2 24-25	59.5
Safety Beach	Q1 24-25	468
	Q2 24-25	120.5
Mount Martha South	Q2 24-25	408
Mount Martha North	Q3 24-25	109
Mills Beach, Mornington	Q1 24-25	233
	Q2 24-25	403



Hand Beach Cleaning Trial Monitoring Summary

MORNINGTON PENINSULA Shire

3. Community Feedback

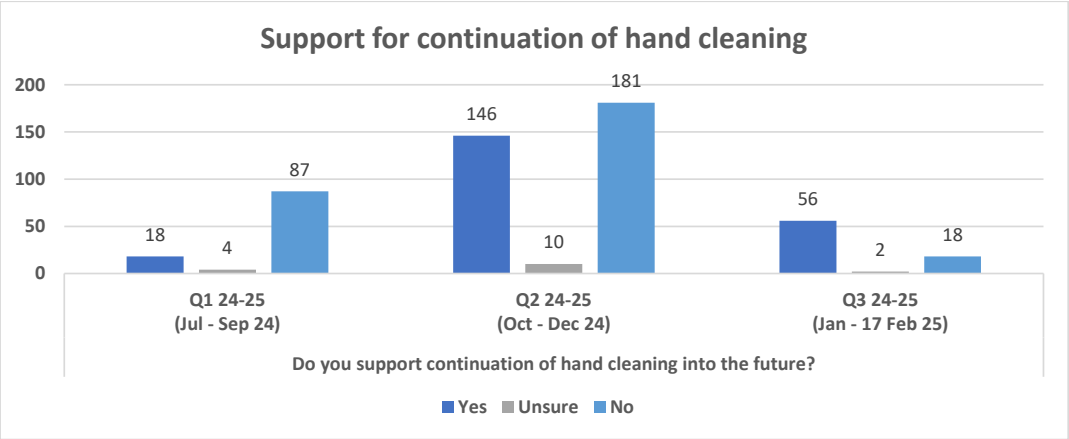
Online Survey Responses

A public survey has been available on the Beach Cleaning webpage since 1 July 2024. This survey seeks feedback on the observed impacts of the hand cleaning trial. The survey is available for community to respond multiple times. The intent of this was to allow continued feedback as community members observed changes along our beaches.

A summary of results is provided below.

Online Survey Responses							
Q1 (Jul - Sep) number of responses:	109						
Q2 (Oct - Dec) number of responses:	337						
Q3 (Jan - 17 Feb) number of responses:	76						
Total number of responses:	522						
Since 1 July 2024, have you noticed a change in the amount of litter with the introduction of hand cleaning at your local beach(es)?		Yes		Not Sure		No	
	Q1 24-25	89	82%	1	1%	19	17%
	Q2 24-25	240	71%	24	7%	73	22%
	Q3 24-25	67	88%	3	4%	6	8%
	Total	**396**	**76%**	**28**	**5%**	**98**	**19%**
Since 1 July 2024, have you noticed an improvement to the natural environment, such as more shorebirds and increased vegetation on the foredunes?		Yes		Not Sure		No	
	Q1 24-25	15	14%	7	6%	87	80%
	Q2 24-25	124	37%	27	8%	186	55%
	Q3 24-25	46	61%	7	9%	23	30%
	Total	**185**	**35%**	**41**	**8%**	**296**	**57%**
Compared to this time last year, do you find the beach more or less enjoyable to visit now?		More Enjoyable		Neutral		Less Enjoyable	
	Q1 24-25	9	8%	11	10%	89	82%
	Q2 24-25	121	36%	30	9%	186	55%
	Q3 24-25	46	61%	7	9%	23	30%
	Total	**176**	**34%**	**50**	**10%**	**296**	**57%**
Do you support continuation of hand cleaning into the future?		Yes		Undecided		No	
	Q1 24-25	18	17%	4	4%	87	80%
	Q2 24-25	146	43%	10	3%	181	54%
	Q3 24-25	56	74%	2	3%	18	24%
	Total	**220**	**42%**	**16**	**3%**	**286**	**55%**

Hand Beach Cleaning Trial Monitoring Summary



From 522 online survey responses received between 1 July 2024 and 17 February 2025: 220 (42%) respondents support continuation of hand cleaning, 16 (3%) were undecided and 286 (55%) did not support continuation of hand cleaning.

'Do you support continuation of hand cleaning into the future?' responses by township				
Beach	**Yes**	**Undecided**	**No**	**Difference***
Mount Eliza	9	0	38	-29
Mornington	47	1	52	-5
Mount Martha	69	1	65	4
Safety Beach	64	6	77	-13
Dromana	52	6	74	-22
McCrae	48	2	37	11
Rosebud	46	5	52	-6
Capel Sound	41	0	35	6
Tootgarook	35	0	27	8
Rye	69	0	37	32
Blairgowrie	32	1	26	6
Sorrento	22	0	14	8
Portsea	14	0	5	9
General Feedback	44	2	20	24

*Positive results indicate more 'yes' responses. Negative results indicate more 'no' responses.

Hand Beach Cleaning Trial Monitoring Summary

MORNINGTON PENINSULA Shire

In-person Engagement

On 17 January 2025 officers completed two community pop-ups, seeking community to complete hard copies of the online survey form. Officers attended Safety Beach from 10am – 12pm and Mills Beach, Mornington from 1-3pm. Results are presented below.

In-person Survey Responses - 17 January 2025							
Safety Beach	19						
Mills Beach	5						
Total number of responses:	24						
Since 1 July 2024, have you noticed a change in the amount of litter with the introduction of hand cleaning at your local beach(es)?		Yes		Not Sure		No	
	Safety Beach	13	68%	3	16%	3	16%
	Mills Beach	3	60%	0	0%	2	40%
	Total	**16**	**67%**	**3**	**13%**	**5**	**21%**
Since 1 July 2024, have you noticed an improvement to the natural environment, such as more shorebirds and increased vegetation on the foredunes?		Yes		Not Sure		No	
	Safety Beach	12	63%	4	21%	3	16%
	Mills Beach	1	20%	2	40%	2	40%
	Total	**13**	**54%**	**6**	**25%**	**5**	**21%**
Compared to this time last year, do you find the beach more or less enjoyable to visit now?		More Enjoyable		Neutral		Less Enjoyable	
	Safety Beach	8	42%	8	42%	3	16%
	Mills Beach	2	40%	2	40%	1	20%
	Total	**10**	**42%**	**10**	**42%**	**4**	**17%**
Do you support continuation of hand cleaning into the future?		Yes		Undecided		No	
	Safety Beach	14	74%	2	11%	3	16%
	Mills Beach	2	40%	2	40%	1	20%
	Total	**16**	**67%**	**4**	**17%**	**4**	**17%**

Direct email feedback

Officers have received direct emails expressing feedback on the hand beach cleaning trial. Feedback presented a variety of opinions with some notable comments provided below.

- "*observed Salsola tragus ssp pontica (Endangered under the Flora and Fauna Guarantee Act). This species located between the high tide mark and the foredune must be protected from machine cleaning."*
- *"Since this organic litter is now not being removed it makes some sections of the beach dangerous to walk on (and an eyesore). Tree branches become covered in sand and stab you in your feet when stepped on. Recently our grandchildren both suffered injuries to their feet due to this issue (this type of injury has not occurred previously)."*
- *"I would like to congratulate the Shire on the trial without the mechanical raker. We have noticed a huge difference in the reduction of rubbish on the foreshore and an increased level of biodiversity."*
- *"We have been camper and rate payer along the beach for the past 10 years and this year has been by far the worst where we have to get out on the beach and rake the weed the sticks and anything else that has been left."*
- *"the fact that the beach is no longer raked and graded means large culverts and mounds are developing in some areas making it more difficult to find a flat area for families to erect umbrellas or cabana's."*

Hand Beach Cleaning Trial Monitoring Summary

MORNINGTON PENINSULA Shire

- *"On the weekend I had family friends visit for the first time in a while. They commented on the terrible state of our once pristine beach. They were reluctant to let their young children play in this mess!"*
- *"Just to let you know it's so good seeing the beach once again as a real beach with real seaweed and real shells. A natural place for children to play in and learn about nature."*

On 1 October 2024, officers received a letter acknowledging "*unanimous agreement between the Foreshore Managers that the hand cleaning trial is a positive step in the right direction for reducing litter on the beaches and commend the Shire for initiating the trial*". The letter was undersigned by Balnarring Foreshore Manager, Capel Sound Foreshore Manager, Dromana Foreshore Ranger, Point Leo Foreshore Park and Reserve Manager, Shoreham Foreshore Manager and Whitecliffs to Camerons Bight Foreshore Reserve Foreshore Manager.

Hand Beach Cleaning Trial 2024-25 Monitoring Methodology

MORNINGTON PENINSULA Shire

Microplastic Beach Litter Audits with Wrack Coverage Assessment

This monitoring method has been developed by blending two techniques previously used by the Port Phillip Bay EcoCentre (Litter Surveys) and C. Hull of University of Melbourne (*Combining Marine Ecology and Coastal Geomorphology: A Spatial Study of Temperate Intertidal Macrofauna within Western Port Bay, Victoria, C. Hull, June 2019*).

Responsibility:

- Volunteers when possible (i.e. alongside monthly BeachPatrol events) at various locations.
- The Shire at a minimum of once every 6 weeks at various monitoring locations.

Desired outcomes:

- To understand the presence of micro and macro plastics within the three beach zones across multiple sites.
- To quantify the presence of seaweed with the three beach zones across multiple sites

Method:

1. A recognisable permanent structure at the top of the beach serves as the starting point for the transect and the same location is repeated each survey. The transect will run from the permanent landmark at the top of the beach the last high-tide line (usually a trail of seaweed along the beach).

2. Describe the permanent landmark at the top of the beach in the “Start landmark” field at top left side of the datasheet.

3. **Measure and record** the distance from the top of the beach to the most recent high tide line.

4. Divide the distance from transect start to finish by 2 to calculate the location of the middle quadrat.

5. At the top of the beach (at the transition between sand and vegetation or hard against a physical structure), mark a 1m x 1m square quadrat (quadrat 1).

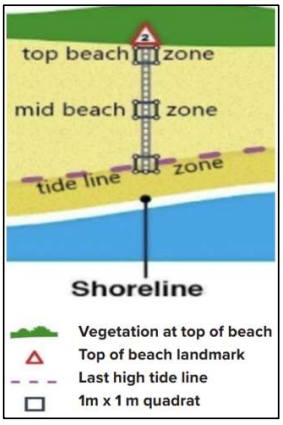
6. **Photograph** the quadrat.

7. **Record** the wrack coverage percentage by measuring how much of the quadrat surface is wrack (i.e. 0.5m x 0.3m wrack = 0.15m2. (0.15/1) x 100 = 15%).
   Do not dig into the sand, only record surface area.
   Note, wrack is organic material cast on the shore i.e., seaweed.

8. Complete litter data collection in the quadrat. Spend a minimum of 5 minutes collecting litter from within the quadrat, placing within a labelled container to analyse later, when not exposed to the elements.
   Do not dig into the sand, only collect litter on top of the sand.
   Note, if more than one person is collecting litter from a quadrat, divide the time (5 minutes) by the number of people to determine how long to assess the quadrat e.g., 5/2= 2.5 minute minimum for two people.

9. Repeat steps 5-8 for the middle beach (quadrat 2) and high-tide line (quadrat 3).

10. **Sort and record** the litter from each quadrat using the following monitoring form.



Pg 1 of 3

Developed with reference to:

Hand Beach Cleaning Trial 2024-25 Monitoring Methodology

MORNINGTON PENINSULA Shire

Microplastic Beach Litter Audits with Wrack Coverage Assessment Monitoring Form

Location:
Transect Start Landmark:
Distance top of beach to last high tide line:
Recent notable weather (Y/N):
Start time:

Date:
Survey By:

No. Volunteers
Finish time:

Wrack Coverage (%) **Q1 (Top):** **Q2 (Mid):** **Q3(Tide):**

General observations:
Is there litter present in the general area (surrounding quadrats)?

Do the quadrats appear to represent the surrounding area? If no, why not?

If the quadrats do not appear to represent the surrounding area, consider an additional quadrat (Q4) in a representative location for comparison.

General Notes			
Q1. Top of Beach	Q2. Mid Beach	Q3. High Tide	Other Notes

Developed with reference to:

port phillip ecocentre
port phillip BAYKEEPER®

Hand Beach Cleaning Trial 2024-25 Monitoring Methodology

MORNINGTON PENINSULA Shire

Litter Type	Q1	Q2	Q3
Bait			
Ice			
Retail store			
Shopping (grey)			
Shopping (white)			
Zip-lock			
Plastic Bags Total			
Bleach/cleaner			
Caps			
Fruit juice / milk bottle			
Water bottle			
Plastic Bottles Total			
Fruit juice/milk			
Straws			
Drink Cartons Total			
Bubble wrap			
Cable ties			
Strapping (scrap)			
Strapping (whole)			
Tile spacers			
Ear plugs			
Sealant Caps			
Industry Total			
Fishing line			
Fishing lures			
Fishing Total			
Cellophane wrap			
Cigarette lighters			
Clingwrap/film			
Cups			
Confectionary wraps			
Food (soft)			
Forks/knives/spoons			
Jars/lids			
Lollypop sticks			
6 pack can holders			
Sauce sachets			
Smoothie cups/lids			
Soy sauce fish/caps			
Takeaway tubs/lids			
Food Packaging Total			

Litter Type	Q1	Q2	Q3
Dental floss			
Pens/markers			
Syringes			
Band aids			
Medical/Cosmetic Total			
Toys (Eg spade, glow bands)			
Hard fragments <5mm			
Hard fragments 5mm +			
Soft fragments <5mm			
Soft fragments 5mm +			
Plastic Fragments Total			
Beads			
Food boxes/trays			
Pieces <5mm			
Pieces 5mm +			
Packaging			
Polystyrene Total			
Nurdles			
Cigarette Butts			
Clothing (including labels)			
Other Plastic			
Total Plastics			
Intact glass			
Broken Glass			
Total Glass			
Bottle Caps			
Other Metal			
Total Metal			
Other Non-plastic materials			
Total Non-Plastic			
Total Litter			
Notes:			

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Developed with reference to:

port phillip ecocentre

port phillip BAYKEEPER®

Hand Beach Cleaning Trial 2024-25 Monitoring Methodology

MORNINGTON PENINSULA Shire

Coastal Shoreline Litter Monitoring

This monitoring method has been developed to reflect the ADMI Coastal Shoreline Monitoring method outlined in the AMDI Monitoring Protocols for Litter and Marine Debris – Coastal Shoreline. This technique is to focus on macroplastics.

Responsibility:

- The Shire to complete quarterly (every 3 months) at a minimum.
- Volunteers when possible.

Desired outcome:

- To understand macroplastic litter presence at various beaches and establish a comparable means of reporting.

Method:

1. Monitoring locations have been pre-determined as outlined below.

2. Set Transects. Use a random number generator (website or app) and set your range from 0 to the length of the monitoring location minus 25. Randomly generate four numbers. These will be your transect locations. For example, Sorrento is 445m long, so the range is 0 - 420. The random numbers generated may be 29, 122, 270, 356, these numbers represent how many meters from the start point of the monitoring location your transects will begin. Make sure your transects do not overlap, you may need to generate additional random numbers to get a viable set.

3. Each transect will be 25m wide (parallel with the water) and start from the most recent high tide line to the first vegetation or structure at the top of the beach (e.g. seawall). Mark the four corners of the transect.
   Record the length of the transect from the most recent high tide mark to the first vegetation.
   Photograph each transect before litter collection.
   Record the start and end time of each transect.

4. Walk the transect, collecting any litter within a labelled collection bag (e.g. Transect 1).
   Do not collect litter from outside the transect within this collection bag as this will skew the results.

5. Repeat steps 3 and 4 for each of the remaining 3 transects.

Image 5.11 - Transects are set at four random distances along the length of the site[4].

6. **Record** the total weight of litter items collected per transect.
   Sort and record the litter types using following monitoring form.
   Photograph sorted litter from each transect.
   Note, sort in a protected location to avoid light items being blown away.

Note, the use of this technique, monitoring a total of 100 lineal meters of a beach also allows for direct comparison with common techniques used in Europe as described here: Beach litter | OSPAR Commission. In 2020 the European Union agreed that 20 litter items per 100 meters of coastline was an acceptable threshold (*A European Threshold Value and Assessment Method for Macro Litter on Coastlines (2020)*).

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Developed with reference to:

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Hand Beach Cleaning Trial 2024-25 Monitoring Methodology

MORNINGTON PENINSULA Shire

Coastal Shoreline Litter Monitoring From

Location:
Start Landmark:
Total monitoring location length:
Recent notable weather (Y/N):
Start time:

Date:
Survey By:

No. Volunteers
Finish time:

	T1	T2	T3	T4		Litter Type	T1	T2	T3	T4
Distance from 0m						6 pack can holders				
Transect Width (tide line to vegetation)						Sauce sachets				
Litter Type						Smoothie cups/lids				
Bait						Soy sauce fish/caps				
Ice						Takeaway tubs/lids				
Retail store						**Food Packaging Total**				
Shopping (grey)						Dental floss				
Shopping (white)						Pens/markers				
Zip-lock						Syringes				
Plastic Bags Total						Band aids				
Bleach/cleaner						**Medical/Cosmetic Total**				
Caps						**Toys (Eg spade, glow bands)**				
Fruit juice / milk bottle						Hard fragments <5mm				
Water bottle						Hard fragments 5mm +				
Plastic Bottles Total						Soft fragments <5mm				
Fruit juice/milk						Soft fragments 5mm +				
Straws						**Plastic Fragments Total**				
Drink Cartons Total						Beads				
Bubble wrap						Food boxes/trays				
Cable ties						Pieces <5mm				
Strapping (scrap)						Pieces 5mm +				
Strapping (whole)						Packaging				
Tile spacers						**Polystyrene Total**				
Ear plugs						**Nurdles**				
Sealant Caps						**Cigarette Butts**				
Industry Total						**Clothing (including labels)**				
Fishing line						**Other Plastic**				
Fishing lures						**Total Plastics**				
Fishing Total						Intact glass				
Cellophane wrap						Broken Glass				
Cigarette lighters						**Total Glass**				
Clingwrap/film						Bottle Caps				
Cups						Other Metal				
Confectionary wraps						**Total Metal**				
Food (soft)						Other Non-plastic materials				
Forks/knives/spoons						**Total Non-Plastic**				
Jars/lids						**Total Litter**				
Lollypop sticks						**Total Weight (g)**				

Notes:

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Hand Beach Cleaning Trial 2024-25 Monitoring Methodology

MORNINGTON PENINSULA Shire

Coastal Foredune Litter Audit

This test is designed to extend upon the method of the above 'Coastal Shoreline Litter Monitoring' and asses the presence of litter within the foredune vegetation. Hand cleaning is expected to provide greater flexibility to clean within the foredune vegetation.

Responsibility:

- The Shire to complete quarterly (every 3 months) at a minimum, alongside Coastal Shoreline Litter monitoring.
- Volunteers, when possible, various locations preferable.

Desired outcome: To quantify the benefits hand cleaning throughout foredune vegetation.

Method:

1. Set a 25m long (parallel with the water) transect within the foredune area which is lightly vegetated (easily navigated with clear sightlines, predominately coastal grasses). Mark the four corners of the transect.
   Record width of the transect (dense vegetation to upper beach)
   Photograph the transect before litter collection (overview photo that is representative of transect)
   Record the start and end time of each transect.

2. Walk the transect, collecting any litter within a labelled collection bag (e.g. Transect 1).
   Do not collect litter from outside the transect within this collection bag as this will skew the results.

Example Coastal Foredune Litter Audit transect.

3. **Record** the total weight of litter items collected in the transect.
   Sort and record the litter types using below monitoring form.
   Photograph sorted litter from the transect.
   Note, sort in a protected location to avoid light items being blown away.

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Hand Beach Cleaning Trial 2024-25 Monitoring Methodology

MORNINGTON PENINSULA Shire

Coastal Foredune Litter Audit Monitoring Form

Location: Date:
Start Landmark: Survey By:
Monitoring location width (start of foredune vegetation to dense vegetation) (m):
Recent notable weather (Y/N): No. Volunteers
Start time: Finish time:

Litter Type	Foredune Transect
Bait	
Ice	
Retail store	
Shopping (grey)	
Shopping (white)	
Zip-lock	
Plastic Bags Total	
Bleach/cleaner	
Caps	
Fruit juice / milk bottle	
Water bottle	
Plastic Bottles Total	
Fruit juice/milk	
Straws	
Drink Cartons Total	
Bubble wrap	
Cable ties	
Strapping (scrap)	
Strapping (whole)	
Tile spacers	
Ear plugs	
Sealant Caps	
Industry Total	
Fishing line	
Fishing lures	
Fishing Total	
Cellophane wrap	
Cigarette lighters	
Clingwrap/film	
Cups	
Confectionary wraps	
Food (soft)	
Forks/knives/spoons	
Jars/lids	
Lollypop sticks	
6 pack can holders	
Sauce sachets	
Smoothie cups/lids	
Soy sauce fish/caps	
Takeaway tubs/lids	
Food Packaging Total	

Litter Type	Foredune Transect
Dental floss	
Pens/markers	
Syringes	
Band aids	
Medical/Cosmetic Total	
Toys (E.g. spade, glow bands)	
Hard fragments <5mm	
Hard fragments 5mm +	
Soft fragments <5mm	
Soft fragments 5mm +	
Plastic Fragments Total	
Beads	
Food boxes/trays	
Pieces <5mm	
Pieces 5mm +	
Packaging	
Polystyrene Total	
Nurdles	
Cigarette Butts	
Clothing (including labels)	
Other Plastic	
Total Plastics	
Intact glass	
Broken Glass	
Total Glass	
Bottle Caps	
Other Metal	
Total Metal	
Other Non-plastic materials	
Total Non-Plastic	
Total Litter	
Total Weight (g)	
Notes:	

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Beach Cleaning Options Assessment

MORNINGTON PENINSULA Shire

12 March 2025

Introduction

This document provides an overview of five beach cleaning options for Council consideration.

The five beach cleaning options are:

1. 100% hand cleaning (same as current trial)
2. 100% mechanical raking (services 80% of beaches)
3. Hybrid – 80% hand cleaning and 20% mechanical raking
4. Hybrid – 70% hand cleaning and 30% mechanical raking (**recommended**)
5. Hybrid – 20% hand cleaning and 80% mechanical raking (same a pre-trial)

Percentages are based on the 32.5km length of serviced Port Phillip Bay beaches and have been rounded for naming purposes.

Options are in order of price indications (lowest to highest) for annual in-house service delivery.

All options are mapped, available in **Attachment 5, Options - Beach Cleaning Options Maps**.

Option 1 – 100% Hand Cleaning

This option would continue the service currently being delivered under the hand beach cleaning trial. All 32.5km of Port Phillip Bay beaches are cleaned by hand with no mechanical intervention for cleaning purposes.

Considerations

- Option does not consider the data collected throughout the Hand Cleaning Trial including community sentiment and litter volumes.
- Organic material is retained on beaches.
- Organic material can impact perceived amenity and recreational use of beaches.
- Sand management with mechanical means will still occur when necessary.
- Encourages natural coastal processes including deposition of wrack (organic material cast upon the shore i.e. seaweed) and vegetation growth.

Cost Estimate

Each of the five beach cleaning options have been indicatively priced for internal and external service delivery models. Prices are to be treated as indicative and as Commercial in Confidence. Pricing details are outlined within **Confidential Attachment 8, Memo - Beach Cleaning Recommendation Report (Additional Information).**

Cost rankings are an indication of the least expensive (1/10) to most expensive (10/10) delivery option and model.

In-house Delivery Model: 2/10

Outsourced delivery Model: 3/10

Beach Cleaning Options Assessment

MORNINGTON PENINSULA Shire

Option 2 – 100% Mechanical Raking

This option would result in 27km of beaches being mechanically raked. Approximately 5.5km of beaches that are currently serviced under the beach cleaning contract would not be cleaned as they are not accessible by mechanical rake.

Beaches **not** cleaned under this option:

Township	Beach
Mount Eliza	Daveys Bay
Mount Eliza	Half Moon Bay
Mount Eliza	Earimil
Mount Eliza	Moondah
Mount Eliza	Sunnyside North
Mornington	Royal
Mornington	Coral
Mornington	Fosters
Mornington	Fossil
Mount Martha	Dava
Mount Martha	Birdrock
Mount Martha	Pebble Cove
Sorrento	Sullivan Bay
Portsea	Shelly
Portsea	Portsea Foreshore

Considerations

- 5.5km of beaches will not be cleaned under this model.
- Return of groomed amenity to approximately 27km of beaches.
- Potential reputational risk in returning to a rake dominant model after a review and trial where collected data can inform improved practices.

Please note, a seaweed recycling trial is currently underway between some Port Phillip Bay Councils and private business. If successful, this innovation may reduce or prevent collected organic material from entering landfill. Vegetation including a Flora and Fauna Guarantee Act endangered listed species (Salsola Tragus Pontica) has been reported within some Port Phillip Bay beaches. Ground truthing and consultation with DEECA is required to better understand management responsibilities.

Cost Estimate

Each of the five beach cleaning options have been indicatively priced for internal and external service delivery models. Prices are to be treated as indicative and as Commercial in Confidence. Pricing details are outlined within **Confidential Attachment 8**.

Cost rankings are an indication of the least expensive (1/10) to most expensive (10/10) delivery option and model.

In-house Delivery Model: 6/10

Outsourced delivery Model: 1/10

Beach Cleaning Options Assessment

MORNINGTON PENINSULA Shire

Option 3 – Hybrid: 80% Hand Cleaning and 20% Mechanical Raking

This option is informed by localised beach accessibility and values including environmental, recreational and visitation. Assessments for this recommendation were completed in 2024 and presented to Council as the officer recommend option in the 5 March 2024 Council Report.

Under this option accessible areas which have high recreational values and modified coastal environments are recommended for mechanical raking. Areas with higher environmental values are recommended for hand cleaning.

This option results in approximately 26.5km of Port Phillip Bay beaches being hand cleaned and 6km of beaches being mechanically raked.

A copy of the methodology applied to determine beach values and subsequent cleaning methodology is provided in **Attachment 6, Hybrid: 80% Hand Cleaning and 20% Mechanical Raking Values Analysis**.

Beach Cleaning Method

Township	Beach Name	Cleaning Method
Mount Eliza	Daveys Bay	Hand
Mount Eliza	Canadian Bay	Hand
Mount Eliza	Half Moon Bay	Hand
Mount Eliza	Ranelagh	Mechanical
Mount Eliza	Earimil	Hand
Mount Eliza	Moondah North	Hand
Mount Eliza	Moondah	Hand
Mount Eliza	Sunnyside North	Hand
Mount Eliza	Sunnyside South	Hand
Mornington	Mills East	Hand
Mornington	Mills West	Mechanical
Mornington	Shire Hall Beach	Hand
Mornington	Scouts	Hand
Mornington	Mothers	Mechanical
Mornington	Royal	Hand
Mornington	Fishermans	Hand
Mornington	Coral	Hand
Mornington	Fosters	Hand
Mornington	Fossil	Hand
Mornington	Dava	Hand
Mount Eliza	Birdrock	Hand
Mount Martha	Mount Martha North	Hand
Mount Martha	Mount Martha Activity Node	Mechanical
Mount Martha	Mount Martha South	Hand
Mount Martha	Pebble Cove	Hand
Safety Beach	Tassles Cove	Mechanical

Beach Cleaning Options Assessment

MORNINGTON PENINSULA Shire

Safety Beach	Safety Beach North	Mechanical
Safety Beach	Safety Beach	Mechanical
Safety Beach	Safety Beach South	Hand
Dromana	Dromana East	Hand
Dromana	Dromana Activity Node	Mechanical
Dromana	Dromana West	Hand
McCrae	McCrae East	Hand
McCrae	McCrae Activity Node	Mechanical
McCrae	McCrae West	Hand
Rosebud	Rosebud East	Hand
Rosebud	Rosebud Activity Node	Mechanical
Rosebud	Rosebud West	Hand
Capel Sound	Capel Sound	Hand
Tootgarook	Tootgarook	Hand
Rye	Rye	Hand
Blairgowrie	Blairgowrie East	Hand
Sorrento	Sullivan Bay	Hand
Sorrento	Sorrento Front	Hand
Portsea	Shelly	Hand
Portsea	Portsea Foreshore	Hand

Considerations

- Option does not consider the data collected throughout the Hand Cleaning Trial including community sentiment and litter volumes.
- Varied cleaning approach across individual beaches may present implementation challenges and community confusion.
- Provides ongoing monitoring opportunity to directly observe cleaning method impacts.
- Encourages natural coastal processes including deposition of wrack and vegetation growth in areas of greater environmental value.

Please note, a seaweed recycling trial is currently underway between some Port Phillip Bay Councils and private business. If successful, this innovation may reduce or prevent collected organic material from entering landfill. Vegetation including a Flora and Fauna Guarantee Act endangered listed species (Salsola Tragus Pontica) has been reported within some Port Phillip Bay beaches. Ground truthing and consultation with DEECA is required to better understand management responsibilities.

Cost Estimate

Each of the five beach cleaning options have been indicatively priced for internal and external service delivery models. Prices are to be treated as indicative and as Commercial in Confidence. Pricing details are outlined within **Confidential Attachment 8**.

Cost rankings are an indication of the least expensive (1/10) to most expensive (10/10) delivery option and model.

In-house Delivery Model: 8/10

Outsourced delivery Model: 4/10

Beach Cleaning Options Assessment

MORNINGTON PENINSULA Shire

Option 4 – Hybrid: 70% Hand Cleaning and 30% Mechanical Raking

This option is considered the most evidence-based which considers localised beach accessibility, recreational values, visitation rates, coastal setting, community sentiment and litter volumes from 1 July 2024 to 6 February 2025.

Under this option accessible areas which have high recreational values and modified coastal environments are recommended for mechanical raking. Areas with higher environmental values are recommended for hand cleaning. Borderline areas consider the reported litter load between 1 July 2024 and 6 February 2025.

This option results in approximately 22.5km of Port Phillip Bay beaches being hand cleaned and 10km of beaches being mechanically raked.

A copy of the methodology applied to determine beach values, community sentiment, litter loads and subsequent cleaning method is provided in **Attachment 7, Hybrid: 70% Hand Cleaning and 30% Mechanical Raking Values Analysis**.

Beach Cleaning Method

Township	Beach	Cleaning Method
Mount Eliza	Daveys Bay	Hand
Mount Eliza	Canadian Bay	Hand
Mount Eliza	Half Moon Bay	Hand
Mount Eliza	Ranelagh	Mechanical
Mount Eliza	Earimil	Hand
Mount Eliza	Moondah North	Hand
Mount Eliza	Moondah	Hand
Mount Eliza	Sunnyside North	Hand
Mount Eliza	Sunnyside South	Mechanical
Mornington	Mills East	Hand
Mornington	Mills West	Mechanical
Mornington	Shire Hall Beach	Mechanical
Mornington	Scouts	Mechanical
Mornington	Mothers	Mechanical
Mornington	Royal	Hand
Mornington	Fishermans	Mechanical
Mornington	Coral	Hand
Mornington	Fosters	Hand
Mornington	Fossil	Hand
Mount Martha	Dava	Hand
Mount Martha	Birdrock	Hand
Mount Martha	Mount Martha North	Hand
Mount Martha	Mount Martha Activity Node	Mechanical
Mount Martha	Mount Martha South	Hand
Mount Martha	Pebble Cove	Hand

Beach Cleaning Options Assessment

MORNINGTON PENINSULA Shire

Safety Beach	Tassels Cove	Mechanical
Safety Beach	Safety Beach North	Mechanical
Safety Beach	Safety Beach	Mechanical
Safety Beach	Safety Beach South	Mechanical
Dromana	Dromana East	Mechanical
Dromana	Dromana Activity Node	Mechanical
Dromana	Dromana West	Mechanical
McCrae	McCrae East	Hand
McCrae	McCrae Activity Node	Hand
McCrae	McCrae West	Hand
McCrae	Rosebud East	Hand
Rosebud	Rosebud Activity Node	Mechanical
Rosebud	Rosebud West	Hand
Capel Sound	Capel Sound	Hand
Tootgarook	Tootgarook	Hand
Rye	Rye	Hand
Blairgowrie	Blairgowrie East	Hand
Sorrento	Sullivan Bay	Hand
Sorrento	Sorrento Front	Hand
Portsea	Shelly	Hand
Portsea	Portsea Foreshore	Hand

Considerations

- This is informed by data collected throughout the Hand Cleaning Trial including community sentiment and litter volumes.
- Varied cleaning approach across individual beaches may present implementation challenges and community confusion.
- Provides ongoing monitoring opportunity to directly observe cleaning method impacts.
- Encourages natural coastal processes including deposition of wrack and vegetation growth in areas of greater environmental value.

Please note, a seaweed recycling trial is currently underway between some Port Phillip Bay Councils and private business. If successful, this innovation may reduce or prevent collected organic material from entering landfill. Vegetation including a Flora and Fauna Guarantee Act endangered listed species (Salsola Tragus Pontica) has been reported within some Port Phillip Bay beaches. Ground truthing and consultation with DEECA is required to better understand management responsibilities.

Cost Estimate

Each of the five beach cleaning options have been indicatively priced for internal and external service delivery models. Prices are to be treated as indicative and as Commercial in Confidence. Pricing details are outlined within **Confidential Attachment 8**.

Cost rankings are an indication of the least expensive (1/10) to most expensive (10/10) delivery option and model.

In-house Delivery Model: 8/10

Outsourced delivery Model: 4/10

Beach Cleaning Options Assessment

MORNINGTON PENINSULA Shire

Option 5 – Hybrid: 20% Hand Cleaning and 80% Mechanical Raking

This option aligns with the previous hybrid beach cleaning program delivered before the hand cleaning trial (pre-July 2024). Under this program approximately 80% of Port Phillip Bay beaches are mechanically raked and 20% hand cleaned. The method is determined based on if the beach is accessible by a mechanical rake. Where there is access for the mechanical rake, the beach is raked, where there is not adequate access, the beach is hand cleaned.

This option results in approximately 27km of Port Phillip Bay beaches being mechanically raked and 5.5km of beaches being hand cleaned.

Beach Cleaning Method

Township	Beach	Cleaning method
Mount Eliza	Daveys Bay	Hand
Mount Eliza	Canadian Bay	Mechanical
Mount Eliza	Half Moon Bay	Hand
Mount Eliza	Ranelagh	Mechanical
Mount Eliza	Earimil	Hand
Mount Eliza	Moondah	Hand
Mount Eliza	Sunnyside North	Hand
Mount Eliza	Sunnyside South	Mechanical
Mornington	Mills East	Mechanical
Mornington	Mills West	Mechanical
Mornington	Mothers	Mechanical
Mornington	Royal	Hand
Mornington	Fishermans	Mechanical
Mornington	Coral	Hand
Mornington	Fosters	Hand
Mornington	Fossil	Hand
Mount Martha	Dava	Hand
Mount Martha	Birdrock	Hand
Mount Martha	Mount Martha North	Mechanical
Mount Martha	Mount Martha South	Mechanical
Mount Martha	Pebble Cove	Hand
Safety Beach	Tassels Cove	Mechanical
Safety Beach	Safety Beach	Mechanical
Dromana	Dromana	Mechanical
McCrae	McCrae	Mechanical
Rosebud	Rosebud	Mechanical
Capel Sound	Capel Sound	Mechanical
Tootgarook	Tootgarook	Mechanical
Rye	Rye	Mechanical
Blairgowrie	Blairgowrie East	Mechanical

Beach Cleaning Options Assessment

Sorrento	Sullivan Bay	Hand
Sorrento	Sorrento Front	Mechanical
Portsea	Shelly	Hand
Portsea	Portsea Foreshore	Hand

Considerations

- Return of groomed amenity to approximately 27km of beaches.
- Potential reputational risk in returning to this model after a review and trial process where collected data could inform improved practices.
- Seaweed and organic material may be required to be disposed of to landfill at cost and environmental impact.

Please note: a seaweed recycling trial is currently underway between some Port Phillip Bay Councils and private business. If successful, this innovation may reduce or prevent collected organic material from entering landfill. Vegetation including a Flora and Fauna Guarantee Act endangered listed species (Salsola Tragus Pontica) has been reported within some Port Phillip Bay beaches. Ground truthing and consultation with DEECA is required to better understand management responsibilities.

Cost Ranking

Each of the five beach cleaning options have been indicatively priced for internal and external service delivery models. Prices are to be treated as indicative and as Commercial in Confidence. Pricing details are outlined within **Confidential Attachment 8.**

Cost rankings are an indication of the least expensive (1/10) to most expensive (10/10) delivery option and model.

In-house Delivery Model: 8/10

Outsourced delivery Model: 7/10

Mornington Peninsula Shire
Beach Cleaning Option 1 – 100% Hand Cleaning
N
W
E
S
Legend
Hand Cleaning
0
2
4 km
Daveys Bay Beach
Canadian Bay Beach
Half Moon Bay Beach
Ranelagh Beach
Earimil Beach
Moondah Beach
Sunnyside North Beach
Sunnyside South Beach
Mills East Beach
Mills West Beach
Mothers Beach
Royal Beach
Fishermans Beach
Coral Beach
Fosters Beach
Fossil Beach
Dove Beach
Birdrock Beach
Mount Martha North Beach
Mount Martha South Beach
Pebble Cove Beach
Tassels Cove Beach
Safety Beach
Dromana Beach
McCrae Beach (East)
McCrae Beach (West)
Rosebud Beach
Capel Sound Beach
Tootgarook Beach
Rye Beach
Blairgowrie East Beach
Sullivan Bay Beach
Sorrento Front Beach
Shelly Beach
Portsea Foreshore Beach
Port Phillip
Bass Strait
Mount Eliza
Mornington
Mooroduc
Mount Martha
Safety Beach
Dromana
Tuerong
McCrae
Rosebud
Rye
Tootgarook
Capel Sound
Boneo
Blairgowrie
Sorrento
Portsea
Arthurs Seat
Red Hill
Red Hill South
Main Ridge
Merricks North
Merricks
Balnarring
Tyabb
Tyrrell Reservoir
Arthurs Seat State Park
Mornington Peninsula National Park
Mornington Racecourse
Mornington Peninsula Freeway
Nepean Hwy
Point Nepean Rd
Melbourne Rd
Bayles Rd
Boneo Rd
Main Ridge Rd
Arthurs Seat Rd
Red Hill Rd
Stanleys Rd
Bittern-Dromana Rd
Myers Rd
Tuerong Rd
Bentons Rd
Craigie Rd
Bay Rd
Bruce Rd
Eastbourne Rd
Elizabeth Dr
Boundary Rd
Old Moorooduc Rd
Mornington-Tyabb Rd
Bunsower Rd
Dixons Rd
Wallaces Rd
Frankston-Flinders Rd
Mt Martha Rd
Forest Dr
Tanti Av
Dunns Rd
Moorooduc Hwy
Mornington Tourist Rd
Mt Eliza Way
Kunyung Rd
Canadian Bay Rd
Mt Eliza Dr
Wooralla Dr
Mornington-Flinders Rd
Main Creek Rd
McIlroys Rd
Mt Martha Rd
Tyrrell Rd
Dromana Rd
Balnarring Rd
Merricks Rd
Frankston-Flinders Rd

Mornington Peninsula Shire
Beach Cleaning Option 2 – 100% Mechanical Raking
N
W
E
S
Legend
Machanical Cleaning
Not Mechanical Accessible
0
2
4 km
Daveys Bay Beach
Canadian Bay Beach
Half Moon Bay Beach
Ranelagh Beach
Earimil Beach
Moondah Beach
Sunnyside North Beach
Sunnyside South Beach
Mills East Beach
Mills West Beach
Mothers Beach
Royal Beach
Fishermans Beach
Coral Beach
Fosters Beach
Fossil Beach
Dove Beach
Birdrock Beach
Mount Martha North Beach
Mount Martha South Beach
Pebble Cove Beach
Tassels Cove Beach
Safety Beach
Dromana Beach
McCrae Beach (East)
McCrae Beach (West)
Rosebud Beach
Capel Sound Beach
Tootgarook Beach
Rye Beach
Blairgowrie East Beach
Sorrento Front Beach
Sullivan Bay Beach
Portsea Foreshore Beach
Shelly Beach
Port Phillip
Bass Strait
Mount Eliza
Mornington
Mooroodue
Mount Martha
Safety Beach
Dromana
Tuerong
Balnarring
Merricks North
Red Hill
Red Hill South
Merricks
Arthurs Seat
Main Ridge
McCrae
Rosebud
Capel Sound
Tootgarook
Rye
Blairgowrie
Sorrento
Portsea
Boneo
Arthurs Seat State Park
Mornington Peninsula National Park
PORT NEPEAN NATIONAL PARK
NEPEAN HWY
MORNINGTON PENINSULA FWY
MORNINGTON-FLINDERS RD
MORNINGTON-TYABB RD
MORNINGTON-DROMANA RD
OLD MOORODUC RD
PENINSULA LK
TUERONG RD
BENTONS RD
CRAIGIE RD
BUNSCOWER RD
MOORODUC HWY
MOORODUC DR
MOORODUC RD
DERIAL RD
DOWNS RD
ELIZABETH RD
MYERS RD
BITTERN-DROMANA RD
MCILBOYS RD
STANLEYS RD
ARTHURS SEAT RD
RED HILL RD
MERRICKS RD
FRANKSTON-FLINDERS RD
BOUNDARY RD
BAYNES AV
EASTBOURNE RD
SOUTH RD
ETTY RD
ELIZABETH DR
MAIN DRIVE
MAIN RIDGE
MELBOURNE RD
CANTERBURY-ETTY RD
FRANKLIN RD
HOTHAM RD
MOUNT MORGAN RD
DAVIS RD
DAMIAN ST
TRUGANINI RD
BAY RD
POWNON RD
HEALAND RD
FOREST DR
BRUCE RD
WEBB LANE
WEBB RD
WALKERS RD
JACKSONS RD
JEFFERIES RD
WOODSLAKE DR
ROBERTSON DR
PARKER DR
STRACHANS RD
PILKERS RD
BEACH RD
ELIZABETH ST
DAMIAN ST
DANIEL ST
MAIN DRIVE
MAIN RIDGE
MORNINGTON-SOUTHERN RD
MERRICKS RD
FRANKSTON-FLINDERS RD
Dromana Reservoir
Balnarring Reservoir
Mornington Racecourse
Mornington Peninsula National Park

Mornington Peninsula Shire
Beach Cleaning Option 3 – Hybrid: 80% Hand Cleaning and 20% Mechanical Raking
Legend
Hand Cleaning
Mechanical Cleaning
0
2
4 km
N
S
E
W
Port Phillip
Bass Strait
Daveys Bay Beach
Canadian Bay Beach
Half Moon Bay Beach
Ranelagh Beach
Earimil Beach
Moondah Beach
Sunnyside North Beach
Sunnyside South Beach
Mills East Beach
Mills West Beach
Mothers Beach
Royal Beach
Fishermans Beach
Coral Beach
Fosters Beach
Fossil Beach
Dava Beach
Birdrock Beach
Mount Martha North Beach
Mount Martha South Beach
Pebble Cove Beach
Tassels Cove Beach
Safety Beach
Dromana Beach
McCrae Beach (East)
McCrae Beach (West)
Rosebud Beach
Capel Sound Beach
Tootgarook Beach
Rye Beach
Blairgowrie East Beach
Sullivan Bay Beach
Sorrento Front Beach
Shelly Beach
Portsea Foreshore Beach

Mornington Peninsula Shire
Beach Cleaning Option 4 – Hybrid: 70% Hand Cleaning and 30% Mechanical Raking
N
W
E
S
Legend
Hand Cleaning
Mechanical Cleaning
0
2
4 km
Daveys Bay Beach
Canadian Bay Beach
Half Moon Bay Beach
Ranelagh Beach
Earimil Beach
Moondah Beach
Sunnyside North Beach
Sunnyside South Beach
Mills East Beach
Mills West Beach
Mothers Beach
Royal Beach
Fishermans Beach
Coral Beach
Fosters Beach
Fossil Beach
Dove Beach
Birdrock Beach
Mount Martha North Beach
Mount Martha South Beach
Pebble Cove Beach
Tassels Cove Beach
Safety Beach
Dromana Beach
McCrae Beach (East)
McCrae Beach (West)
Rosebud Beach
Capel Sound Beach
Tootgarook Beach
Rye Beach
Blairgowrie East Beach
Sullivan Bay Beach
Sorrento Front Beach
Shelly Beach
Portsea Foreshore Beach
Port Phillip
Bass Strait
Mount Eliza
Mornington
Mooroduc
Mount Martha
Safety Beach
Dromana
Tuerong
Tootgarook
Rosebud
Capel Sound
Rye
Blairgowrie
Sorrento
Portsea
Boneo
McCrae
Arthurs Seat
Main Ridge
Red Hill
Red Hill South
Merricks
Merricks North
Balnarring
Tyabb
Dromana Reservoir
Mornington Racecourse
Arthurs Seat State Park
PORT NEPEAN NATIONAL PARK
Mornington Peninsula National Park
MORNINGTON PENINSULA FWY
NEPEAN HWY
PORT NEPEAN RD
MELBOURNE RD
EASTBOURNE RD
ARTHURS SEAT RD
STANLEYS RD
RED HILL RD
BITTERN-DROMANA RD
MORNINGTON-TYABB RD
BENTONS RD
CRAIGIE RD
BUNGOWER RD
TUERONG RD
PENINSULA FY
OLD MOORODUC RD
BRUCE RD
BAY RD
MYERS RD
BOUNDARY RD
MCILBOYS RD
ELIZABETH DR
SOUTH RD
FRANKLIN RD
HOTHAM RD
POINT NEPEAN RD
CANTERBURY BETTY RD
MELBOURNE RD
BETTY RD
DUNDAS ST
TUCKANDS RD
MAIN CREEK RD
MORNINGTON-FLINDERS RD
MERRICKS RD
FRANKSTON-FLINDERS RD
MERRICKS RD
MERRIC RD
MERRIC DR
MERRIC WAY
MERRIC HWY
MORNINGTON-TYABB RD
MOORODUC HWY
MOORODUC DR
MOORODUC RD
DERIAL RD
DORIN RD
ALLAMBEE RD
TYABB-DRMANA RD
MYERS RD
BALNARRING RD
FOREST DR
HEALIN RD
ROBINSON RD
URALLA RD
ROBERTSON DR
WALKERS RD
JACKSONS RD
WOODSIDE DR
WOODSIDE RD
CANADIAN BAY ROAD
HOWARD RD
FOXTON RD
RIVERSIDE DR
WORRELL DR
JACKSONS RD
JETTY RD
ELSIE ST
STRACHANS RD
PIERSONS RD
BRUNTON AV
RAYNER AV
ULVERSTONE RD
MAIN CREEK RD
ARTHURS SEAT RD
MCILBOYS RD
MERRICKS RD
FRANKSTON-FLINDERS RD

Mornington Peninsula Shire
Beach Cleaning Option 5 – Hybrid: 20% Hand Cleaning and 80% Mechanical Raking
Legend
Hand Cleaning
Mechanical Cleaning
0
2
4 km
Port Phillip
Bass Strait
Daveys Bay Beach
Canadian Bay Beach
Half Moon Bay Beach
Ranelagh Beach
Earimil Beach
Moondah Beach
Sunnyside North Beach
Sunnyside South Beach
Mills East Beach
Mills West Beach
Mothers Beach
Royal Beach
Fishermans Beach
Coral Beach
Fosters Beach
Fossil Beach
Dava Beach
Birdrock Beach
Mount Martha North Beach
Mount Martha South Beach
Pebble Cove Beach
Tassels Cove Beach
Safety Beach
Dromana Beach
McCrae Beach (East)
McCrae Beach (West)
Rosebud Beach
Capel Sound Beach
Tootgarook Beach
Rye Beach
Blairgowrie East Beach
Sullivan Bay Beach
Sorrento Front Beach
Shelly Beach
Portsea Foreshore Beach

Beach Cleaning Option - Hybrid - 80% Hand and 20% Mechanical Cleaning

Township	Beach Name	Metres cleaned	Committee of Management	Dune Environmental Values (Reverse weighting)	Recreational Values	Visitation Rates	Accessibility	Total Values Score	Recommended Cleaning Method
Mount Eliza	Daveys Bay	188	Mornington Peninsula Shire Council	N/A - No possible access for Mechanical Cleaner					Hand
Mount Eliza	Canadian Bay	432	Mornington Peninsula Shire Council	N/A - No possible access for Mechanical Cleaner					Hand
Mount Eliza	Half Moon Bay	130	Mornington Peninsula Shire Council	N/A - No possible access for Mechanical Cleaner					Hand
Mount Eliza	Ranelagh	484	Mornington Peninsula Shire Council	3	3	3	2	11	Mechanical
Mount Eliza	Earimil	266	Mornington Peninsula Shire Council	N/A - No possible access for Mechanical Cleaner					Hand
Mount Eliza	Moondah North	1252	Mornington Peninsula Shire Council	N/A - No possible access for Mechanical Cleaner					Hand
Mount Eliza	Moondah	270	Mornington Peninsula Shire Council	N/A - No possible access for Mechanical Cleaner					Hand
Mount Eliza	Sunnyside North	269	Mornington Peninsula Shire Council	N/A - No possible access for Mechanical Cleaner					Hand
Mount Eliza	Sunnyside South	287	Mornington Peninsula Shire Council	2	2	2	3	9	Hand
Mornington	Mills East	358	Mornington Peninsula Shire Council	2	2	2	1	7	Hand
Mornington	Mills West	362	Mornington Peninsula Shire Council	3	3	3	3	12	Mechanical
Mornington	Shire Hall Beach	211	Mornington Peninsula Shire Council	2	2	2	2	8	Hand
Mornington	Scouts	187	Mornington Peninsula Shire Council	3	2	2	2	9	Hand
Mornington	Mothers	160	Mornington Peninsula Shire Council	3	3	3	2	11	Mechanical
Mornington	Royal	204	Mornington Peninsula Shire Council	N/A - No possible access for Mechanical Cleaner					Hand
Mornington	Fishermans	513	Mornington Peninsula Shire Council	1	3	3	2	9	Hand
Mornington	Coral	125	Mornington Peninsula Shire Council	N/A - No possible access for Mechanical Cleaner					Hand
Mornington	Fosters	91	Mornington Peninsula Shire Council	N/A - No possible access for Mechanical Cleaner					Hand
Mornington	Fossil	55	Mornington Peninsula Shire Council	N/A - No possible access for Mechanical Cleaner					Hand
Mornington	Dava	311	Mornington Peninsula Shire Council	N/A - No possible access for Mechanical Cleaner					Hand
Mount Eliza	Birdrock	294	Mornington Peninsula Shire Council	N/A - No possible access for Mechanical Cleaner					Hand
Mount Martha	Mount Martha North	1122	Mornington Peninsula Shire Council	2	3	3	2	10	Hand
Mount Martha	Mount Martha Activity Node	226	Mornington Peninsula Shire Council	2	3	3	3	11	Mechanical
Mount Martha	Mount Martha South	844	Mornington Peninsula Shire Council	1	2	3	2	8	Hand
Mount Martha	Pebble Cove	120	Mornington Peninsula Shire Council	N/A - No possible access for Mechanical Cleaner					Hand
Safety Beach	Tassles Cove	167	Mornington Peninsula Shire Council	2	3	3	2	10	Mechanical
Safety Beach	Safety Beach North	762	Mornington Peninsula Shire Council	3	3	3	2	11	Mechanical
Safety Beach	Safety Beach	751	Mornington Peninsula Shire Council	3	3	3	2	11	Mechanical
Safety Beach	Safety Beach South	1591	Mornington Peninsula Shire Council	2	2	3	2	9	Hand
Dromana	Dromana East	486	Dromana Foreshore COM Inc	2	2	3	2	9	Hand
Dromana	Dromana Activity Node	700	Dromana Foreshore COM Inc	3	3	3	3	12	Mechanical
Dromana	Dromana West	1693	Dromana Foreshore COM Inc	2	2	3	2	9	Hand
McCrae	McCrae East	545	Mornington Peninsula Shire Council	2	2	2	2	8	Hand
McCrae	McCrae Activity Node	618	Mornington Peninsula Shire Council	3	3	3	2	11	Mechanical
McCrae	McCrae West	537	Mornington Peninsula Shire Council	2	2	2	2	8	Hand
Rosebud	Rosebud East	1141	Mornington Peninsula Shire Council	1	2	2	3	8	Hand
Rosebud	Rosebud Activity Node	1770	Mornington Peninsula Shire Council	3	3	3	3	12	Mechanical
Rosebud	Rosebud West	753	Mornington Peninsula Shire Council	2	2	2	2	8	Hand
Capel Sound	Chinamens Creek	310	Mornington Peninsula Shire Council	2	2	2	3	9	Hand
Capel Sound	Capel Sound	608	Capel Sound CoM	1	2	3	2	8	Hand
Tootgarook	Tootgarook	2379	Capel Sound CoM	1	3	3	2	9	Hand
Rye	Rye	2413	Mornington Peninsula Shire Council	2	2	2	2	8	Hand
Blairgowrie	Blairgowrie East	3458	Whitecliffs to Camerons Bight COM Inc	2	2	3	2	9	Hand
Sorrento	Sullivan Bay	431	Mornington Peninsula Shire Council	N/A - No possible access for Mechanical Cleaner					Hand
Sorrento	Sorrento Front	1470	Mornington Peninsula Shire Council	2	2	3	3	10	Hand
Portsea	Shelly	868	Mornington Peninsula Shire Council	N/A - No possible access for Mechanical Cleaner					Hand
Portsea	Portsea Foreshore	490	Mornington Peninsula Shire Council	N/A - No possible access for Mechanical Cleaner					Hand

Proposed Beach Cleaning Program Totals	Meters	
Total	**32,702**	
Hand	**26,702**	**82%**
Mechanical	**6,000**	**18%**

Scoring Criteria

Dune Environmental Values (Reverse weighting)

3 Minimal Foredune Environmental Values with engineered structures and highly modified setting
2 Moderate Foredune Environmental Values with limited modification to natural environment and coastal setting
1 High Foredune Environmental Values with natural coastal setting and ecosystem values

Recreational Values

1 No or limited infrastructure (i.e. toilet block) within close proximity of beach
2 Some recreational values with known informal activites to occur at beach
3 High use recreational area directly adjacent a club (i.e. SLSC or Yacht) or known formal recreational activities

Visitation Rates

1 Low
2 Moderate
3 High

Accessibility

1 Difficult accessibility due to gradient or carparks greater than 50m away from access track
2 Moderately accessible with carparks within 50m, possibly some stairs or moderate gradient but with formal access points
3 Highly accessible with sealed beach access paths within 50m of carparks with limited gradient or known locations of Accessible Beach Matting

Beach Cleaning Option - Hybrid - 70% Hand Cleaning and 30% Mechanical Cleaning

				Accessibility	Individual beach characteristics			Survey results		Contractor Data			
Township	**Beach**	**Length (m)**	**Committee of Management**	**Rake accessible**	**Recreational Values**	**Visitation Rates**	**Coastal Modification**	**Community support for hand cleaning**	**Values Score**	**Collected Litter as of 6 Feb 2025 (Litres)**	**Average Litter per meter (Litres)**	**Recommended Cleaning Method**	**Notes**
Mount Eliza	Daveys Bay	188	Mornington Peninsula Shire Council	No	-	-	-	-	-	583.00	3.10	**Hand**	
Mount Eliza	Canadian Bay	432	Mornington Peninsula Shire Council	Yes	3	2	1	1	**7**	978.00	2.26	**Hand**	
Mount Eliza	Half Moon Bay	130	Mornington Peninsula Shire Council	No	-	-	-	-	-	450.00	3.46	**Hand**	
Mount Eliza	Ranelagh	484	Mornington Peninsula Shire Council	Yes	3	2	2	1	**8**	1410.00	2.91	**Machine**	
Mount Eliza	Earimil	266	Mornington Peninsula Shire Council	No	-	-	-	-	-	1182.00	4.44	**Hand**	
Mount Eliza	Moondah North	1,252	Mornington Peninsula Shire Council	No	-	-	-	-	-	3000.00	1.97	**Hand**	
Mount Eliza	Moondah	270	Mornington Peninsula Shire Council	No	-	-	-	-	-			**Hand**	
Mount Eliza	Sunnyside North	269	Mornington Peninsula Shire Council	No	-	-	-	-	-	1665.00	6.19	**Hand**	
Mount Eliza	Sunnyside South	287	Mornington Peninsula Shire Council	Yes	2	2	2	1	**7**	1315.00	4.58	**Machine**	
Mornington	Mills East	358	Mornington Peninsula Shire Council	Yes	1	3	1	1	**6**	1290.00	1.79	**Hand**	
Mornington	Mills West	362	Mornington Peninsula Shire Council	Yes	3	3	2	1	**9**			**Machine**	
Mornington	Shire Hall Beach	211	Mornington Peninsula Shire Council	Yes	2	3	2	1	**8**	2170	3.89	**Machine**	
Mornington	Scouts	187	Mornington Peninsula Shire Council	Yes	2	3	2	1	**8**			**Machine**	
Mornington	Mothers	160	Mornington Peninsula Shire Council	Yes	3	3	3	1	**10**			**Machine**	
Mornington	Royal	204	Mornington Peninsula Shire Council	No	-	-	-	-	-	1055.00	5.17	**Hand**	
Mornington	Fishermans	513	Mornington Peninsula Shire Council	Yes	2	3	2	1	**8**	1300.00	2.53	**Machine**	
Mornington	Coral	125	Mornington Peninsula Shire Council	No	-	-	-	-	-	540.00	4.32	**Hand**	
Mornington	Fosters	91	Mornington Peninsula Shire Council	No	-	-	-	-	-	0.00	0.00	**Hand**	No longer a beach. Area defined for cleaning is a path atop a seawall. Consider removal from activity
Mornington	Fossil	55	Mornington Peninsula Shire Council	No	-	-	-	-	-	271.00	4.93	**Hand**	
Mount Martha	Dava	311	Mornington Peninsula Shire Council	No	-	-	-	-	-	850.00	2.73	**Hand**	
Mount Martha	Birdrock	294	Mornington Peninsula Shire Council	No	-	-	-	-	-	895.00	3.04	**Hand**	
Mount Martha	Mount Martha North	1,122	Mornington Peninsula Shire Council	Yes	1	1	1	-1	**2**			**Hand**	
Mount Martha	Mount Martha Activity Node	226	Mornington Peninsula Shire Council	Yes	3	1	2	-1	**5**	6320.00	2.88	**Machine**	Recommend mechanical raking of recreational node considering localised visitation likely exceeding defined rates
Mount Martha	Mount Martha South	844	Mornington Peninsula Shire Council	Yes	2	1	1	-1	**3**			**Hand**	
Mount Martha	Pebble Cove	120	Mornington Peninsula Shire Council	No	-	-	-	-	-	895.00	7.46	**Hand**	
Safety Beach	Tassels Cove	167	Mornington Peninsula Shire Council	Yes	2	1	3	1	**7**	585.00	3.50	**Machine**	
Safety Beach	Safety Beach North	762	Mornington Peninsula Shire Council	Yes	3	1	3	1	**8**	6650.00	2.14	**Machine**	
Safety Beach	Safety Beach	751	Mornington Peninsula Shire Council	Yes	3	1	3	1	**8**			**Machine**	
Safety Beach	Safety Beach South	1,591	Mornington Peninsula Shire Council	Yes	1	1	1	1	**4**			**Machine**	Recommend mechanical raking for service continuity between Safety Beach and Dromana?
Dromana	Dromana East	486	Dromana Foreshore COM Inc	Yes	1	3	1	1	**6**	6050.00	2.10	**Machine**	
Dromana	Dromana Activity Node	700	Dromana Foreshore COM Inc	Yes	3	3	3	1	**10**			**Machine**	
Dromana	Dromana West	1,693	Dromana Foreshore COM Inc	Yes	2	3	2	1	**8**			**Machine**	
McCrae	McCrae East	545	Mornington Peninsula Shire Council	Yes	2	3	2	-1	**6**	1890.00	1.11	**Hand**	
McCrae	McCrae Activity Node	618	Mornington Peninsula Shire Council	Yes	3	3	2	-1	**7**			**Hand**	
McCrae	McCrae West	537	Mornington Peninsula Shire Council	Yes	1	3	1	-1	**4**			**Hand**	
McCrae	Rosebud East	1,141	Mornington Peninsula Shire Council	Yes	1	3	1	1	**6**	4285.00	1.08	**Hand**	
Rosebud	Rosebud Activity Node	1,770	Mornington Peninsula Shire Council	Yes	3	3	2	1	**9**			**Machine**	
Rosebud	Rosebud West	1,063	Mornington Peninsula Shire Council	Yes	1	3	1	1	**6**			**Hand**	
Capel Sound	Capel Sound	608	Capel Sound CoM	Yes	1	3	1	-1	**4**	2555.00	4.20	**Hand**	
Tootgarook	Tootgarook	2,379	Capel Sound CoM	Yes	1	3	1	-1	**4**	1405.00	0.59	**Hand**	
Rye	Rye	2,413	Mornington Peninsula Shire Council	Yes	2	3	2	-1	**6**	4265.00	1.77	**Hand**	
Blairgowrie	Blairgowrie East	3,458	Whitecliffs to Camerons Bight COM Inc	Yes	2	2	2	-1	**5**	2575.00	0.74	**Hand**	
Sorrento	Sullivan Bay	431	Mornington Peninsula Shire Council	No	-	-	-	-	-	209.00	0.48	**Hand**	
Sorrento	Sorrento Front	1,470	Mornington Peninsula Shire Council	Yes	2	3	1	-1	**5**	1540.00	1.05	**Hand**	
Portsea	Shelly	868	Mornington Peninsula Shire Council	No	-	-	-	-	-	805.00	0.93	**Hand**	
Portsea	Portsea Foreshore	490	Mornington Peninsula Shire Council	No	-	-	-	-	-	557.00	1.14	**Hand**	
	Total length cleaned (m):	**32,702**								**59540.00**	**1.82**	**Average litter volume per meter across all beaches.**	Beaches with above average litter load per meter highlighted red

Total hand cleaning length (m):	**22352.0**
Total mechanical cleaning length (m):	**10350.0**
Total hand cleaning length (%):	**68%**
Total mechanical cleaning length (%):	**32%**

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Criteria

Recreational Values

1 No or limited infrastructure (i.e. toilet block) within close proximity of beach
2 Some recreational values with known informal activites to occur at beach
3 High use recreational area directly adjacent a club (i.e. SLSC or Yacht) or known formal recreational activities

Visitation Rates

1 Low = <20%
2 Moderate = 20-30%
3 High = >30%

Township	Visitation rate (%)	
Mount Eliza	-	Assumed 20-30% as an average between two neighbouring towns (Frankston 11%, Mornington 36%)
Mornington	36%	
Mount Martha	19%	
Safety Beach	18%	
Dromana	36%	
McCrae	-	Assumed >30% based on average of neighbouring towns
Rosebud	36%	
Capel Sound	-	Assumed >30% based on average of neighbouring towns
Tootgarook	-	Assumed >30% based on average of neighbouring towns
Rye	42%	
Blairgowrie	23%	
Sorrento	39%	
Portsea	39%	

Data source: Tourism Visitor Economy + Visitor Journey 2022, Mornington Peninsula Regional Tourism

Coastal modification

3 Highly modified beach environment with significant coastal infrstrucuture (i.e. sea wall) where coastal processes and dune values are restricted
2 Moderately modified beach environment with dispersed coastal infrastructure (i.e. groynes) where natural processes can occur
1 Little or no beach modification (i.e. beach with vegetated dune system) where natural processes occur

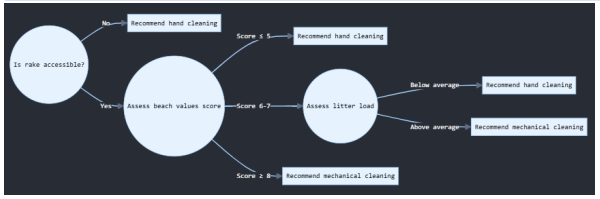
Community support for hand cleaning

1 Opposition to hand cleaning expressed via community survey
0 Mutual support expressed via community survey
-1 Support for hand cleaning expressed via community survey

Beach	Support Hand	Undecided	Oppose Hand	Difference
Mount Eliza	9		38	**-29**
Mornington	47	1	52	**-5**
Mount Martha	69	1	65	**4**
Safety Beach	64	6	77	**-13**
Dromana	52	6	74	**-22**
McCrae	48	2	37	**11**
Rosebud	46	5	52	**-6**
Capel Sound	41		35	**6**
Tootgarook	35		27	**8**
Rye	69		37	**32**
Blairgowrie	32	1	26	**6**
Sorrento	22		14	**8**
Portsea	14		5	**9**
General Feedback	44	2	20	**24**

Data source: Beach Cleaning Trial Online Survey (www.mornpen.vic.gov.au/beachcleaning) as of 17 February 2025

Determining recommended cleaning method



BARBER SURF RAKE®

THE COMPLETE LINE OF BARBER SURF RAKES®

Model 600HD

At 1800 kilograms, the 600HD is H. Barber & Sons' largest Surf Rake®. It has been successfully used in a variety of municipal applications. Cleaning up to 3,2 hectares an hour with its 2,14 meter wide cleaning width, the 600HD has the greatest cleaning capacity of any beachcleaner. The 2,3 cubic meter hopper can lift up to 2000 kilograms of material and dump its contents hydraulically from a clearance height of 2,75 meters.

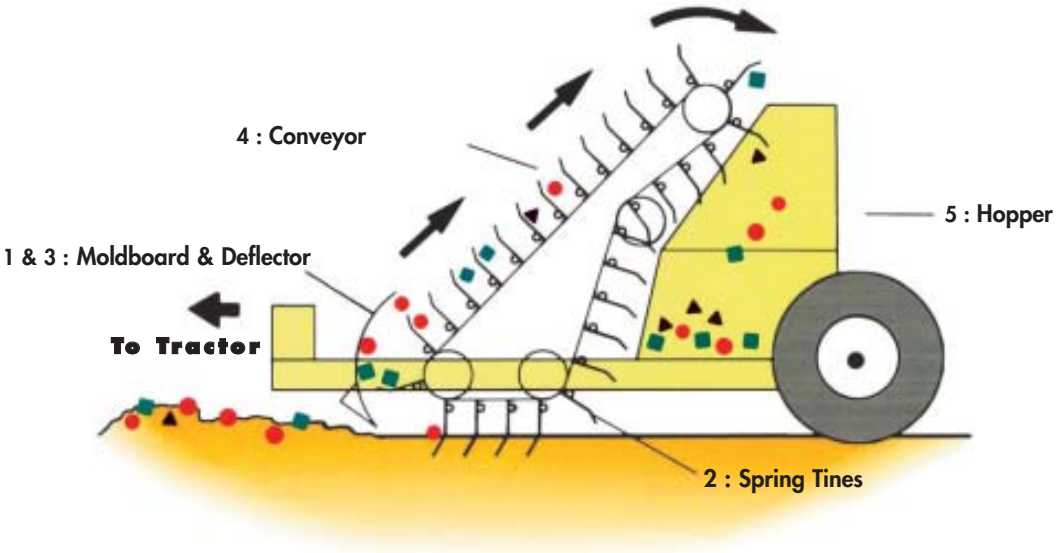
Model 400HD

The model 400HD is an excellent choice for resorts, hotels and lakeshore communities. At 1225 kilograms, it is H. Barber & Sons' moderate-size Surf Rake®. The 400HD is equipped with a 1,52 cubic meter hopper which will lift 1600 kilograms of debris to a dumping height of 2,75 meters. This mid-sized model uses the same heavy-duty conveyor and dump components as the 600HD. The 400HD can clean up to 1,6 hectares per hour.

Model 400

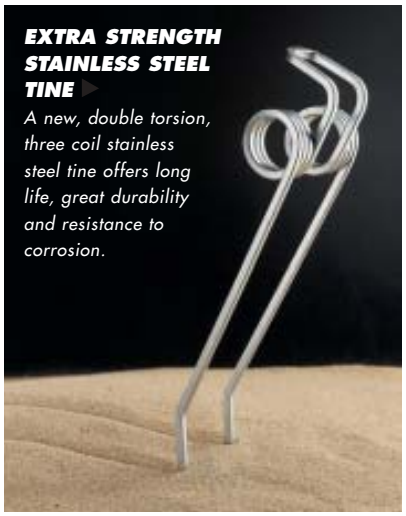
Similar to the model 400HD, the model 400 is the smallest Surf Rake®. It weighs 860 kilograms and can lift up to 1100 kilograms in its 0,75 cubic meter hopper. Its hydraulic dump discards material neatly on the ground. Within one hour, the model 400 can effectively clean up to 1,6 hectares.

HOW IT WORKS



The Barber SURF RAKE® is a unique mechanical rake operated by one person from the seat of a towing tractor. It provides safe, fast and efficient beach cleaning. Here is how it works: **1.** The *moldboard* levels uneven areas in the sand. **2.** A 3/8" grid of *stainless steel spring tines* rake debris from the sand toward **3**. an adjustable *deflector* plate. As a result, refuse is deposited on **4.** the *conveyor* to **5.** the hydraulically raised *hopper*. The result: a clean, safe and well-manicured beach.

◀ THOROUGH CLEANING
Hundreds of stainless steel tines, mounted in offset rows, rake through the sand every second, removing the unwanted debris. Even the smallest objects such as glass, cigarette butts and pop-tops are captured by the SURF RAKE® and deposited in the hopper



EXTRA STRENGTH STAINLESS STEEL TINE ▶
A new, double torsion, three coil stainless steel tine offers long life, great durability and resistance to corrosion.

◀ SANITIZING CONVEYOR BELT
The Barber SURF RAKE features a new Sanitizing Conveyor "S-Belt". This new belt design maximizes sand penetration and removal of extremely fine debris. Belt perforations, mounting tines underneath the conveyor and eliminating retaining bars now reduce the risk of residual sand removal. The new conveyor belt is easier to repair and keep clean and clear of debris.

SPECIFICATIONS

MODELS	600HD	400HD	400
HYDRAULIC DRIVE	Completely sealed and protected by full flow filter. Large capacity spline mounted cast iron pump, hydraulic motor, flow control, and built-in overflow protection.	Completely sealed and protected by full flow filter. Large capacity spline mounted cast iron pump, hydraulic motor, flow control, and built-in overflow protection.	Completely sealed and protected by full flow filter. Large capacity spline mounted cast iron pump, hydraulic motor, flow control, and built-in overflow protection.
CONVEYOR	Of bar flight type with chain and sprocket drive, covered with continuous 1,8 m wide NBR belt, which will not stretch or corrode.	Of bar flight type with chain and sprocket drive, covered with continuous 1,2 m wide NBR belt, which will not stretch or corrode.	Of bar flight type with chain and sprocket drive, covered with continuous 1,2 m wide NBR belt, which will not stretch or corrode.
TINES	700 Stainless steel tines in 1,8 m rows	370 Stainless steel tines in 1,2 m rows	340 Stainless steel tines in 1,2 m rows
HOPPER	2,3 cubic meter (2000 kg cap.) Hot dip galvanized	1,52 cubic meter (1600 kg cap.) Hot dip galvanized	0,75 cubic meter (1100 kg cap.) Hot dip galvanized
DUMP HEIGHT	2,75 meters	2,75 meters	Ground
TIRES	91.4 x 34.3 x 38.1 cm high flotatation design	78.7 x 34.3 x 38.1 cm high flotation design	78.7 x 34.3 x 38.1 cm high flotation design
MOLDBOARD	A moldboard deflector plate is positioned at the front of the machine to level the beach before cleaning.	A moldboard deflector plate is positioned at the front of the machine to level the beach before cleaning.	A moldboard deflector plate is positioned at the front of the machine to level the beach before cleaning.
OPERATING SPEEDS	1 to 25 kilometers per hour	1 to 25 kilometeres per hour	1 to 25 kilometers per hour
CLEANING WIDTH	2,14 m (1,8 m of deep cleaning)	1,8 m (1,2 m of deep cleaning)	1,8 m (1,2 m of deep cleaning)
CLEANING DEPTH	Adjustable to 15 cm	Adjustable to 15 cm	Adjustable to 15 cm
DIMENSIONS	Height: 2,3 m Length: 4,0 m Width: 2,3 m	Height: 2,2 m Length: 3,6 m Width: 2,3 m	Height: 1,4 m Length: 3,0 m Width: 2,3 m
WEIGHT	Approximately 1800 kg	Approximately 1225 kg	Approximately 860 kg
PAINT	Dupont IMRON® Polyurethane enamel	Dupont IMRON® Polyurethane enamel	Dupont IMRON® Polyurethane enamel
FINISHING ATTACHMENT	To smooth the sand and eliminate tire marks for a minimum 2,74 m wide path - optional.	To smooth the sand and eliminate tire marks for a minimum 2,74 m wide path - optional.	To smooth the sand and eliminate tire marks for a minimum 2,74 m wide path - optional.
GALVANIZATION	All frame and body parts Hot Dip Galvanized - optional.	All frame and body parts Hot Dip Galvanized - optional.	All frame and body parts Hot Dip Galvanized - optional.
PERFORMANCE	Cleans up to 32,000 m^2/h	Cleans up to 20,000 m^2/h	Cleans up to 16,000 m^2/h
TRACTOR REQUIREMENTS	60 PTO horsepower 4-wheel drive agricultural type tractor with 76 cm rear wheels.	35 PTO horsepower 4-wheel drive agricultural type tractor with 71 cm rear wheels.	30 PTO horsepower 4-wheel drive agricultural type tractor with 71 cm rear wheels.
DEBRIS REMOVED	540 RPM rear PTO, 3 point hitch, and 1 remote hydraulic valve (minimum), up to 3 with options. This is a general guideline. Larger or smaller tractors may be used depending on beach conditions.		
	Broken glass, plastic, syringes, cigarette butts, pop-tops, straws, cans, tar balls, stones 1 cm to 15 cm in diameter, sea grass, sea weed, fish, small pieces of wood.		

The manufacturer reserves the right to change the specifications without notice and without incurring obligation. The information contained herein is from data available at the time of printing.

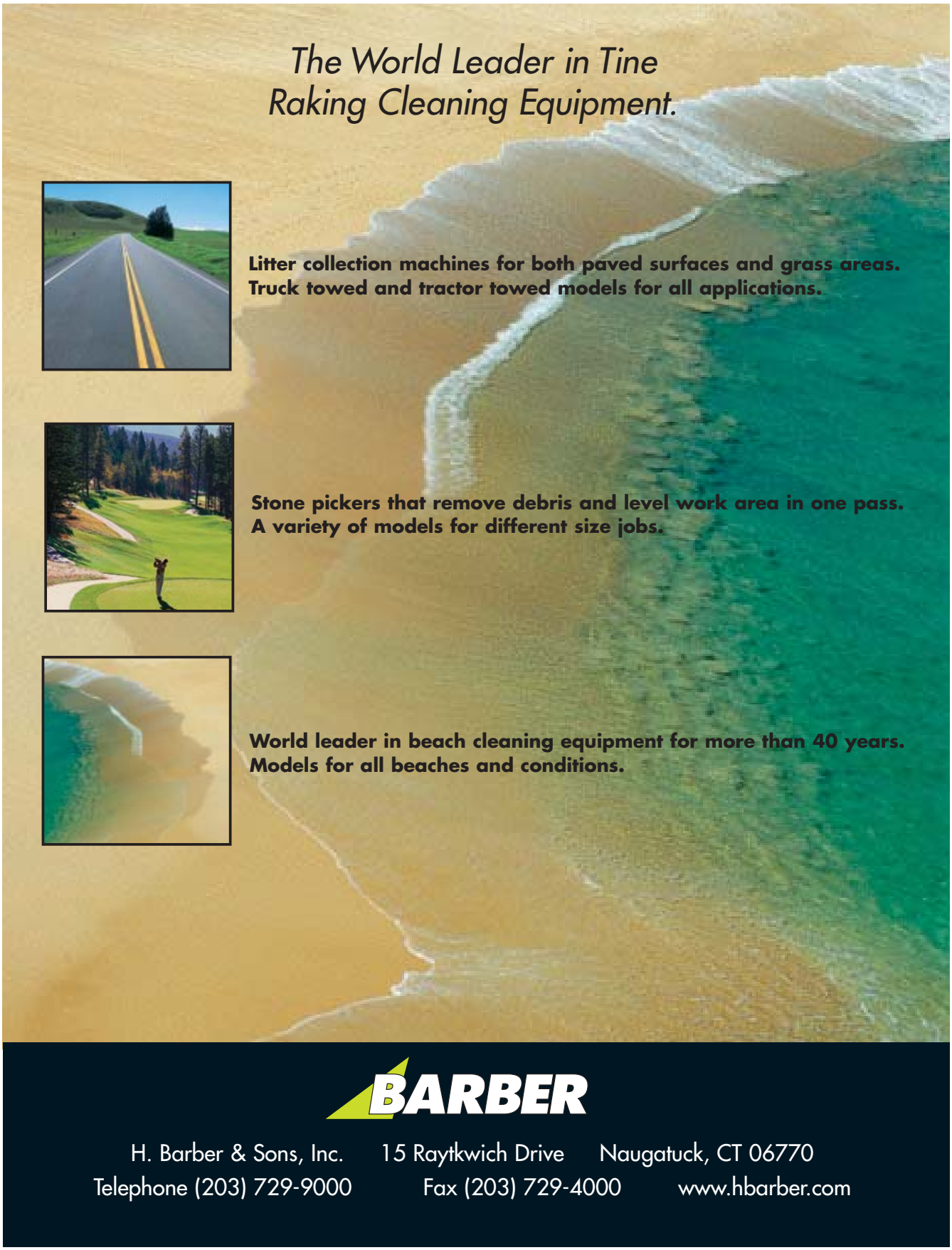
Since its establishment in 1966, H. Barber & Sons has been committed to the preservation of beautiful beaches and the environment. Its product, the Barber Surf Rake®, is the highest quality, most efficient beach cleaning equipment available. With its ability to clean a variety of beach conditions, the Surf Rake® has earned H. Barber & Sons the distinction of being the leader in beach cleaning technology and the largest manufacturer of beach cleaners in the world.

The corporate headquarters and manufacturing plant of H. Barber & Sons is based in Connecticut. Sales and support services are handled through a worldwide dealer network. Throughout the company, quality production, responsive service and customer support are of utmost importance.

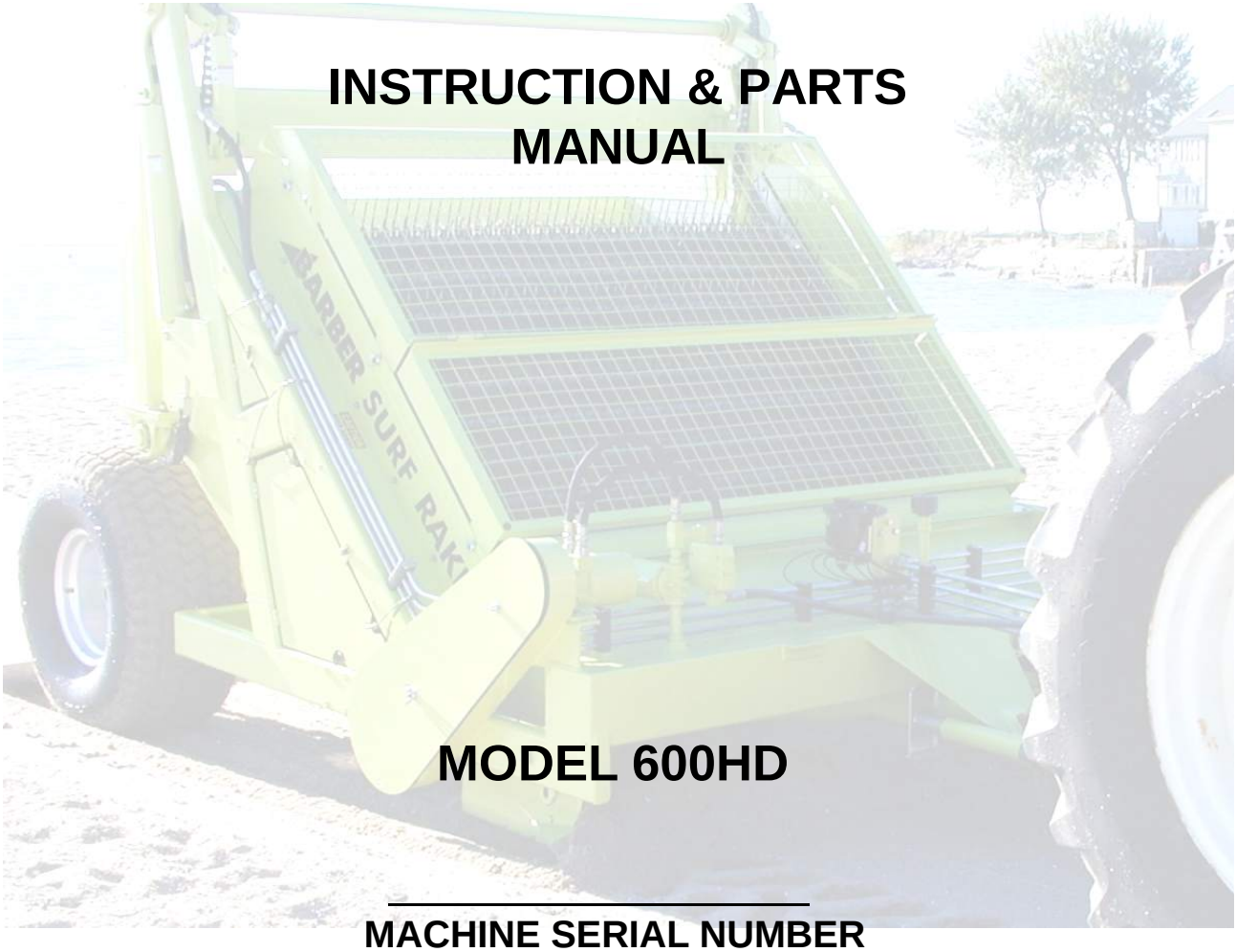
Barber Surf Rakes® are maintaining beautiful beaches both domestically and internationally. Regardless of where a customer may be located, H. Barber & Sons promises expedient delivery of all parts and machinery. It is part of the company-wide commitment to excellent service which customers have come to expect from H. Barber & Sons.

The Barber Surf Rake® is the beach cleaner of choice for restoring the appearance of public and private beaches. The most widely cited reason for choosing the Surf Rake® is its efficiency. It is designed with a unique raking system that quickly and thoroughly cleans an entire beach, including heavy debris areas along the water's edge. It is also the only beach cleaner that is equally effective in wet and dry sand at speeds up to 25 kilometers per hour. The ultimate result: your beaches are returned to a cleaner, more beautiful condition.

Users find the Surf Rake® dependable, easy to operate and maintain. By eliminating the need for hand labor, it actually reduces time and expense, resulting in an extremely cost-efficient method as well. And with increasing concern for the environment, the Barber Surf Rake® is a viable cleaning solution for today.


The World Leader in Tine
Raking Cleaning Equipment.
Litter collection machines for both paved surfaces and grass areas.
Truck towed and tractor towed models for all applications.
Stone pickers that remove debris and level work area in one pass.
A variety of models for different size jobs.
World leader in beach cleaning equipment for more than 40 years.
Models for all beaches and conditions.
BARBER
H. Barber & Sons, Inc. 15 Raytkwich Drive Naugatuck, CT 06770
Telephone (203) 729-9000 Fax (203) 729-4000 www.hbarber.com

SURF RAKE®



INSTRUCTION & PARTS MANUAL

MODEL 600HD

_____

MACHINE SERIAL NUMBER

CATALOG 600HDS617800221

61780 0221

IMPORTANT SAFETY INFORMATION
FOR SURF RAKE® OWNERS, OPERATOR EMPLOYERS
AND OPERATORS

1. Do not allow individuals to operate the Surf Rake® without first receiving personalized training and ensuring that they have read this manual.

2. Before each operation of the Surf Rake®, make a careful visual inspection of the machine. Do not operate if you observe damaged or missing parts, missing guards, excessive wear or unusual noise or vibration during startup.

3. Never allow a bystander to approach the operating Surf Rake®, whether or not it is moving forward. Stop the Surf Rake®, unless that individual is qualified and is present for the specific purpose of assisting in the operation, maintenance or repair of the Surf Rake®.

4. Never allow a bystander to approach the operating Surf Rake® and stand under or near the hopper while it is being raised or lowered.

5. Do not attempt to clear large obstacles from the path of the Surf Rake® by pushing them with the tractor or the Surf Rake®. Stop the Surf Rake®, turn it off and manually remove obstacles. Seek assistance if you cannot do so alone.

6. Never attempt to clear a jam by placing hands or any part of the body into or near the machinery which has not been completely shut down. A jammed conveyor component can immediately jump into motion and cause serious injury to hands or other body parts in immediate contact with the components if the system is under hydraulic pressure.

7. Stand clear of the Surf Rake® when it is being set down on its foot stands or jack stand, to prevent injury.

8. Follow OSHA regulations regarding hydraulic fluid, fire safety, guarding and if applicable, lock-out/tag-out procedures.

9. Before conducting any repair or maintenance on the Surf Rake®, ensure that the hydraulic pump is OFF, not just in neutral, and examine the machine carefully to assure that:
   (a) No hydraulic hoses remain pressurized.
   (b) No parts of the machine are suspended without being mechanically blocked or supported.
   (c) All sources of power have been locked in the OFF position and tagged.

10. Never allow one person to operate the controls of the Surf Rake® while another has any part of their body in or near a pinch point or machinery element from which a guard has been removed.

11. Stand clear of hydraulic hoses and fittings while the Surf Rake® is in operation. A sudden fitting or hose failure can inflict serious injury.

12. Do not operate the Surf Rake® on a steep incline, extremely irregular surface or unstable surface. The tractor and/or the Surf Rake® can capsize and cause serious injury or death to the operator or nearby persons.

13. Never modify any part of the Surf Rake® without prior approval, in writing, from the manufacturer.

14. Never replace any components of the Surf Rake® with one which is not manufactured by H. Barber & Sons, Inc., or listed in this manual as a proper replacement part.

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<u>When Ordering Parts</u>, state the:

1. **Model and serial number of your Surf Rake®.**
2. **Part number, description and page number.**
3. **Shipping and billing address.**
4. **Method by which shipment is to be made.**
5. **Full name of consignee.**
6. **Catalog number of this parts book (found in bottom left hand corner)**

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BARBER SURF RAKE® MODEL 600HD

SECTION 1 - SURF RAKE® COMPONENTS

This instruction manual describes the different systems and components that make up the Surf Rake®. This manual includes a maintenance, lubrication and parts ordering section. It is important that anyone operating the Surf Rake® should read and understand this manual prior to operating the machine. All safety procedures must be observed. Step-by-step instructions are also included to facilitate installation. The following section describes the different systems and features of the Surf Rake®.

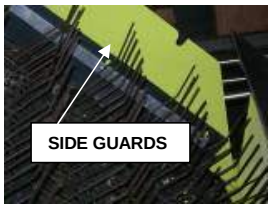
MECHANICAL COMPONENTS

CONVEYOR The conveyor belt rakes the material off of the beach, separates the debris from the sand, elevates the debris up the conveyor and deposits the debris into the hopper. The speed of the conveyor is adjustable. Proper belt tension is essential for long life of the conveyor belt chains and the conveyor belt drive components which include rollers, sprockets and bearings. If the conveyor is loose, it will cause the Surf Rake® to pick up less material and will hasten the wear of the Surf Rake's® drive and conveyor components.

MOLDBOARD The moldboard is located behind the reservoir and in front of the conveyor. It allows debris in the path of the Surf Rake® to pass under it and into the adjacent area between the moldboard and conveyor belt, where the conveyor separates the sand and lifts the debris using the back/hidden side of the moldboard. The proper height adjustment of the moldboard is important for picking up the maximum amount of debris per pass.

DRIVE MECHANISM The conveyor belt is supported by sets of sprockets and rollers on each side of the frame. The bottom front shaft is the driving shaft or main shaft. The pair of sprockets on the main shaft and the pair on the top shaft keep the conveyor belt tracking straight by guiding the chains located on each side of the conveyor belt. For the conveyor belt to track correctly, the tension must be the same on each side of the conveyor belt. The top shaft moves upward to achieve correct tracking tension. Take up bolts located under the top shaft on each side of the frame are tightened to raise the top shaft. It is very important to evenly adjust both sides of the conveyor belt to the same tension by tightening these take up bolts. There are four 3 ½" diameter metal roller assemblies that support the weight of the conveyor and the debris that is being lifted up to the hopper.
There are four 8" diameter idler roller assemblies that create a smooth path of support for the conveyor to rotate on.

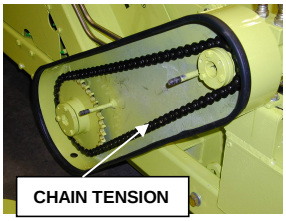
SKID SHOES The skid shoes add support under each side of the conveyor belt as it is being elevated up to the top shaft. The skid shoes are attached to each side of the frame on the underside of the conveyor belt. The chain should not touch the skid shoes. If they are touching, the conveyor belt needs to be adjusted. The skid shoes should be inspected periodically for wear and changed as a pair when they wear down to 1/8" thickness.



SIDE GUARDS/STONE GUARDS The side guards and stone guard flaps are located on each side of the conveyor belt. Together they guide debris up to the top of the conveyor belt and into the bucket. They keep debris away from the conveyor belt chain and drive sprockets. The side guards are fastened to the side frame with three bolts. The stone guard flaps are fastened to the side guards with bolts which are loosened to adjust the flaps down toward the belt as the flaps wear. There should be no gap between the stone flap and the belt. This should be adjusted every season or replaced when worn. This protects the conveyor belt from jams.

TOP SHIELD The top shield acts as a guide that prevents light weight objects from being blown out of the

side of the moving Surf Rake®. The top shield is also a safety device that prevents incidental contact with the moving conveyor belt assembly. It is fastened to the side guard with four bolts and is taken off to adjust the stone guard flaps.



CHAIN CASE The conveyor belt is driven by the hydraulic motor which transfers power to the drive chain and the drive sprockets located inside the chain case.
Drive chain should be adjusted so that there is approximately 1/4"(6.35mm) slack but no more than 1"(25.4mm) slack midpoint between the sprockets. Adjustment is made by loosening the two bolts that fasten the motor mount to the front tank motor bracket and tightening the adjusting bolt, which will move the motor and attached front sprocket assembly forward. Replace chain when adequate adjustment can no longer be achieved. Note: Chain tension should be ¼" minimum (6.35 mm) and 1" maximum (25.4 mm).

BUCKET The bucket catches the debris the conveyor belt picks up. When full, the bucket is raised and then tripped, pivoting on the lift arm and bucket bearings. There is a bucket stop on the left side, which stops the bucket at its dumping position and prevents the bucket from spinning and over turning. There Is a block on either side of the bucket which nests into the angled guides on each side of the bucket on the frame. When the bucket is in its correct position, the blocks should be to the bottom of the guides and slightly off the frame.

BUCKET LIFTING MECHANISM The lift arms attach the bucket to the frame. They are elevated hydraulically by the two larger lifting cylinders. They lift the bucket back/away from the frame for emptying the collected debris. The lift arms are supported by a sleeve bearing located at the top of the side frame on each side of the Surf Rake®. The grease port on top of the side frames should be greased weekly to prevent the sleeve bearings from freezing up.

BUCKET TRIPPING MECHANISM After the bucket is raised, it is tripped to empty the collected debris. It is tripped by the smaller pair of dumping cylinders, dumping sprockets and turnbuckle assemblies. After the bucket is tripped and emptied of debris, it must be un-tripped before it is lowered.

BUCKET GUIDES The guides are located on the frame on either side of the bucket and should be used to position the bucket correctly by tightening or loosening the dump chains. If the bucket chain assemblies are loose when they are down, the turnbuckles should be tightened until the chain assemblies are both taut and lifting the bucket blocks slightly off of the frame. This adjustment should be done when the bucket is empty. If the bucket blocks are not nested near the bottom of the guides, the dump chains are too tight. The turnbuckles must be loosened until the chain assemblies are both taut and lifting the bucket blocks slightly off of the frame.

HUB ASSEMBLY, WHEEL AND TIRE The two hub assemblies are attached to the frame by the spindle. The hub rides on two races and bearings that can be adjusted as they wear with the adjusting castle nut and pin. There is a refillable grease reservoir on each hub that maintains pressure to the bearings.
Torque the lugs on the wheel and tire assemblies to 95 ft/lbs. The tires are inflated to 18 PSI. It is important that both tires be the same pressure.

AUTOMATIC FINISHER (OPTION) The grooming finisher is attached to the rear of the Surf Rake® to smooth the clean sand and eliminate tire marks left by the tractor and beach cleaner.

HYDRAULIC COMPONENTS (CONVEYOR)

The conveyor hydraulic system is separate from the bucket or finisher hydraulic systems. It is a closed system made of the following components:
A reservoir of hydraulic fluid on the front of the Surf Rake®

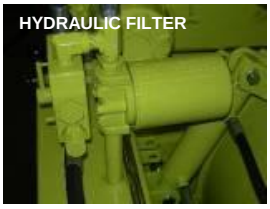
A hydraulic pump, attached to and powered by the tractor PTO, which circulates the hydraulic fluid
The flow control, which regulates the flow of the hydraulic fluid through the motor
The conveyor belt motor that turns the chain case drive chain and sprockets and turns the conveyor
The hydraulic fluid is then filtered and returns back to the Surf Rake® reservoir

HYDRAULIC RESERVOIR The reservoir tank is located across the front of the frame. It supplies hydraulic fluid to the hydraulic pump and conveyor belt drive motor. It has a magnetic drain on the bottom for changing the hydraulic fluid. There is a sight gage for inspecting hydraulic fluid level on the side of the tank.

BREATHER CAP The breather cap on top of the reservoir is pressurized to keep out contaminants and keep fumes from entering the atmosphere. It has a 10 micron rating and has a 5 PSI relief valve setting.

HYDRAULIC PUMP The hydraulic pump should be placed over the PTO spline shaft at the rear of the tractor. Slide the pump as far forward as possible. The pump bracket can be mounted directly to the top link of the three point hitch. Adjust arms to keep the pump upright and as close as possible to the tractor. If this bracket cannot be attached, use the bracket with mounting chain. To secure the pump, secure the chain to a rigid surface of the tractor, preferably to the pin of the upper three-point hitch arm bracket, so that the torque arm of the pump is positioned up. The PTO spline will turn clockwise and the resulting torque will tend to turn the pump clockwise also. Minimize the length of the safety chain. There is a removable link that attaches the hook to the chain. This link may be repositioned along the chain to minimize the chain length and maintain the upright orientation of the pump. It may be necessary to reduce the chain length to achieve proper orientation of the pump. It may also be necessary to reposition the pump arm to fit up with the tractor. Be careful not to crimp or twist the hoses. If the 1"(2.54cm) suction hose is twisted, the hose clamp on the pump end of the hose can be loosened, the hose turned to the desired position, and the clamp re-tightened.

FLOW CONTROL The flow control is located between the pump and conveyor belt motor. It raises or lowers the speed of the conveyor belt motor by regulating the flow of hydraulic fluid circulated by the pump. The control arm is on the side. When the control arm is in the up position, hydraulic fluid is completely restricted, preventing the motor and conveyor belt from turning. As the control arm is turned down, the valve inside is opened up and the motor and conveyor belt increase speed. There is a built-in, preset, pressure relief valve that protects the conveyor belt assembly. If an oversized object stops the rotation of the conveyor belt, the valve will open, relieving pressure from the conveyor motor and bypass the hydraulic fluid back to the reservoir.



HYDRAULIC FILTER The hydraulic fluid is filtered and returned to the reservoir tank through the canister filter.

HYDRAULIC CONVEYOR BELT MOTOR The hydraulic motor drives the conveyor belt and is located next to the chain case. The intake hose comes from the flow control and the outlet hose returns to the reservoir. The motor does not run in reverse. There is a take up bolt and lock down nut at the base of the motor that moves the motor to adjust and tighten the chain case drive chain when the chain wears.

HYDRAULIC COMPONENTS (BUCKET AND FINISHER)

The tractor's remote valve hydraulic system is used to control both the bucket hydraulics and the hydraulic moldboard if equipped.
Each tractor remote valve spool has a pair (2) of quick disconnects that are next to each other, positioned either vertically or horizontally depending on brand of tractor, and independently operated from adjacent spools. One spool (2 quick disconnect outlets) is needed for the hose for the bucket raising and lowering operation and tripping and returning operations. Only one quick connect is utilized. No other hose or implement can be plugged into the unused quick connect. If a hydraulic moldboard option is added, an

additional spool or second remote is required to raise and lower the moldboard. These are the only double acting cylinders on the Surf Rake® and use both the upper and lower quick disconnects of a spool. It is not possible to share two of these operations on the same spool or set of remote valves. When connecting to each spool use the upper remote and leave the lower remote empty.

BUCKET LIFTING CYLINDERS The two large cylinders raise the lift arms and bucket to its dumping position.

BUCKET TRIPPING CYLINDERS After the hopper is raised and positioned, two small cylinders are used to trip the hopper and remove the debris. The dump chains, sprockets and small cylinders trip the bucket after it is raised. The turnbuckles are the mechanism used to adjust the position of the bucket. It is very important that the turnbuckles be adjusted evenly to distribute or share the lifting load of the bucket. When the bucket is being raised or when the bucket is down in the cleaning position, the dump chains should be taut on both sides.

FINISHER CYLINDER (OPTION) The finisher's single acting cylinder is operated hydraulically through a hose connected to one of the tractor's quick disconnecting remote valves. The finisher cylinder lowers the finisher onto the beach to create a smooth pathway behind the Surf Rake®. The finisher cylinder raises the finisher for transporting to and from either a debris dump site or dumpster and for transporting the Surf Rake® to a storage site.

AUTOMATIC FINISHER (OPTION) The automatic finisher is integrated into the conveyor belt hydraulics. When the PTO on the tractor is engaged, the conveyor belt is activated and the finisher is lowered. A spring mechanism is used to raise the finisher when the PTO is disengaged.

HYDRAULIC MOLDBOARD (OPTION) The hydraulic moldboard is moved up and down by two double acting cylinders. This option requires a set of remote valves on the tractor. The two hoses connect to one rear remote valve.

ELECTRONIC COMPONENTS (OPTIONS)

Electrical diagrams for all component options are located at the end of this manual.

POWER CABLE The towing tractor supplies the Surf Rake® and all its electronic components with power through a seven conductor cable. The cable runs from the tractor to the junction box on the Surf Rake®. Wiring diagrams are located at the back of this manual – refer to the table of contents. **See Picture.**

POWER CABLE

LIGHTING (OPTION) The lighting circuit is comprised of a two piece molded electrical harness that connects the brake lights, tail lights, directional lights, marker lights, safety lights and running lights of the Surf Rake®'s light bar to the towing vehicle's lighting system. The Electrical Plug is a 7-pin configuration. Wiring diagrams are at Section 6-18.

HYDRAULIC MULTIPLIER (OPTION) When the tractor needs an additional valve(s) to operate the bucket or the finisher, a hydraulic multiplier can be used. Connect the multiplier's solenoid body to the tractor's quick disconnect remote outlet. Attach the multiplier's push button handle onto the tractor remote's handle and plug into the tractor's electrical power source. This electronic solenoid activated valve spits an existing line from the tractor, allowing you to choose which cylinders you want to activate by pressing the button on the handle. A one to two line multiplier and a one to three line multiplier are available. **See Picture.**

HYDRAULIC MULTIPLIER

BARBER SURF RAKE® MODEL 600HD

SECTION 2 - ATTACHING TO TOWING VEHICLE

ATTACH

DRAWBAR Install the supplied draw bar onto the tractor's lower 3-point hitch arms, securing it on each end with the supplied hitch bar snap pins.

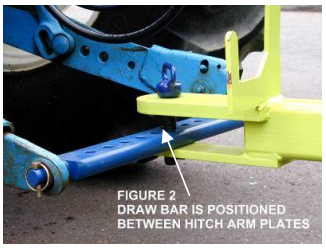


FIGURE 2
DRAW BAR IS POSITIONED BETWEEN HITCH ARM PLATES

FRONT HITCH To attach, back the tractor up to the Surf Rake® and centrally locate the draw bar between the upper and lower plates of the hitch. Drop hitch pin through and insert cotter pin into bottom of hitch pin. **See Figure 2.**

DRAFT CONTROL Set the draft control on the tractor so the bottom edge of the moldboard may be lowered at least 4 inches (10.16 cm) below ground level. The three-point hitch lift arms on the tractor may need to be adjusted so that you have the necessary range of movement. It is recommended that sway bars be used on the arms of the three-point hitch. **The draw bar must be 4-5 inches from the ground at its lowest point.**

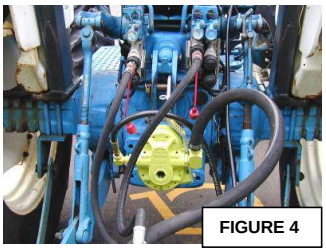


FIGURE 4

HYDRAULIC PUMP The tractor PTO guard must first be removed in order to correctly install the pump. The hydraulic pump should be placed over the PTO spline at the rear of the tractor. Slide the pump as far forward on the PTO spline shaft as possible. The pump bracket is attached to the pump. Attach the bracket to the top pin of the three point assembly. Keep the pump as close to the tractor as possible. If the arm cannot be attached, use the attaching chain. The pump chain is located in the spare parts box. Secure the chain to a rigid surface of the tractor, preferably to the pin of the upper three-point hitch arm bracket, so that the torque arm of the pump is positioned up. The PTO spline will turn clockwise and the resulting torque will tend to turn the pump clockwise also. ***MINIMIZE THE LENGTH OF THE SAFETY CHAIN.*** There is a removable link that attaches the hook to the chain. This link may be repositioned along the chain to minimize the chain length and maintain the upright orientation of the pump. It may be necessary to reduce the chain length to achieve proper orientation of the pump. Be careful not to crimp or twist the hoses. If the 1"(2.54cm) suction hose is twisted, the clamp on the pump end of the hose can be loosened, the hose turned to the desired position, and the clamp re-tightened. The supplied bracket is adjustable for a variety of tractors.

There is one hose at the front of the Surf Rake® that operates the bucket. **See Figure 4.**
If equipped, can add an additional hose for the hydraulic moldboard.

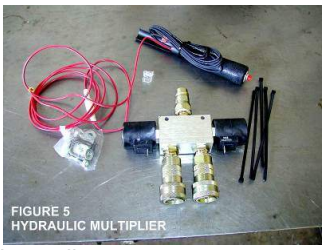


FIGURE 5
HYDRAULIC MULTIPLIER

HYDRAULICS FOR BUCKET RAISE Remove the protective covers (545HD-13) from the bucket hose. Attach the hose, which is equipped with quick disconnect couplers into your tractor's quick disconnect outlets. This hose must be connected to separate spools for independent operation. **DO NOT ACTIVATE TRIP UNTIL THE BUCKET HAS BEEN RAISED.**

HYDRAULIC MULTIPLIER Depending on which options are purchased for the SURF RAKE®, the towing tractor may require more than one hydraulic (spool) valve. If more than one valve is required, a “hydraulic multiplier” can be installed to split one valve into two or three circuits. **See Figure 5.**

JACK POSITIONING Lift the machine up with the three-point hitch, remove the jack stand pin and turn the jack stand back, not forward, into its neutral position (or remove jack stand if desired). Replace jack stand

pin. Fold the jack stand arm up to keep it away from the working area as shown in Figure 6. The Surf Rake® is now ready for operation. **See Figure 6.**

FIGURE 6

TRACTOR ENGINE While in operation, the tractor engine should be kept at an RPM that will result in a **540-RPM PTO** speed. This should be displayed on the tractor's tachometer. The speed of the tractor and the PTO speed will later be adjusted to suit individual beaches.

FLOW CONTROL The flow control valve lever should be adjusted once the PTO on the tractor is engaged. The pump will deliver oil to the flow control valve. The lever on the valve regulates the conveyor belt speed. Adjust the belt speed as described in the operation section in this manual (Belt speed of **14 RPM** is a good initial setting). The valve is also equipped with an overflow relief, factory set to **2000 PSI (13,788 kPa)**, which serves as a safety device should the belt mechanism jam. **See Figure 7.**

FIGURE 7
FLOW CONTROL

BARBER SURF RAKE® MODEL 600HD

SECTION 3 – OPERATING THE SURF RAKE®

OPERATION

WARNING **Do not allow individuals to operate the Surf Rake® without first receiving personalized training and ensuring that they have read this manual.**

CAUTION **Before each operation of the Surf Rake®, make a careful visual inspection of the machine. Do not operate if you observe damaged or missing parts, missing guards, excessive wear or unusual noise or vibration during startup.**

WARNING **Stand clear of hydraulic hoses and fittings while the Surf Rake® is in operation. A sudden fitting or hose failure can inflict serious injury.**

CAUTION **To prevent the tractor and/or Surf Rake® from capsizing and causing serious injury or death, do not operate the Surf Rake® on a steep incline or unstable surface.**

WARNING **Do not allow a bystander to approach the Surf Rake® unless that individual is qualified and is present to assist in the operation or repair of the machine. Never allow one person to operate the controls of the Surf Rake® while another has any part of their body in or near a pinch point.**

CAUTION **Under no circumstances should a bystander stand under or near the hopper while it is being raised or lowered.**

WARNING **To prevent injury, do not attempt to clear large obstacles by pushing them with the tractor or Surf Rake®.**

CAUTION **Never attempt to clear a jam by placing hands or any part of the body into or near the machinery that has not been completely shut down. A jammed conveyor component can immediately jump into motion and cause serious injury to hands or other body parts in immediate contact with the components if the system is under hydraulic pressure.**

START UP Pull the Surf Rake® into position on the beach area to be cleaned. Put the tractor in gear. Engage the PTO and adjust the engine to a **540-RPM PTO** setting. With the tractor moving and the belt turning, lower the Surf Rake® into the sand. The Surf Rake® can be towed along the beach at speeds from one to fifteen miles per hour (1.6km/hr to 24 km/hr). Speed is dependent on the contour of the beach and the volume of debris to be removed. On a very uneven beach or on a beach that is heavily littered, travel-cleaning speeds of three to four miles per hour should be maintained. On a level beach that is lightly littered, higher speeds can be attained. The operator must be alert for large objects or obstructions on the beach. If a significant obstruction is encountered, the Surf Rake® must be raised clear of the obstruction. If it is not possible to safely raise the Surf Rake® clear of the obstruction, stop the machine, turn it off, and manually remove the obstacle.
Seek assistance if you cannot do so alone.

FIGURE 8
MATERIAL CARRIED
IN FRONT OF MOLDBOARD

WARNING

UNDER NO CIRCUMSTANCES SHOULD THE SURF RAKE® REMOVE MORE THAN A NEGLIGIBLE AMOUNT OF SAND.

If it is picking up too much sand, refer to the operating hints section of this manual. The machine should be raised and lowered while cleaning to follow the general contour of the beach. To achieve a consistently clean beach, some material should be carried in front of the moldboard deflector unit. This allows the tines to penetrate evenly for the full width of the machine, thus leveling the beach while utilizing the Surf Rake® to its maximum potential.

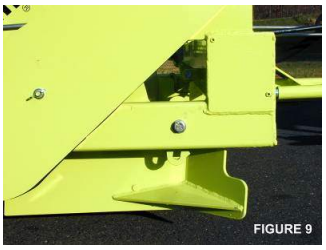


FIGURE 9

MOLDBOARD ADJUSTMENT Proper adjustment of the moldboard is critical to achieving the maximum potential from your Surf Rake®. The distance from the bottom of the Surf Rake® frame to the bottom edge of the moldboard is set at the factory at 7 1/4"(18.42cm). This adjustment can be varied to change the cleaning depth and accommodate particular beach conditions. The moldboard is adjusted by two turnbuckles as shown in **Figure 10** (one side). Caution must be taken so that both sides of the moldboard are adjusted evenly and it should be noted that even a 1/4"(.635cm) adjustment makes a significant difference in the performance of the machine. ***Do Not Raise The Moldboard Too High.*** This will result in the Surf Rake® unnecessarily removing sand and will greatly accelerate tine and conveyor wear. If there are any questions regarding this adjustment, please call the factory for a more in-depth explanation.

FIGURE 10

OPERATING HINTS

The following general rules should be followed to attain maximum efficiency from your Surf Rake®.

If your Surf Rake® is picking up too much sand:	If your Surf Rake® is not removing enough debris:
1. Lower moldboard	1. Raise moldboard
2. Reduce conveyor belt speed	2. Increase conveyor belt speed
3. Increase tractor speed	3. Decrease your tractor speed

As beach conditions vary, the adjustments listed below should also be varied. Some general conditions and the proper settings for the condition are also listed below:

WET SAND	DRY SAND
Moldboard - lower	Moldboard - raise
Belt Speed RPM's - decrease	Belt Speed RPM's - increase
Tractor speed - not critical	Tractor speed - not critical

FIRM BEACH	SOFT BEACH
Moldboard - lower	Moldboard - raise
Belt Speed RPM's - decrease	Belt Speed RPM's - increase
Tractor speed - not critical	Tractor speed - not critical

BIG MATERIAL	SMALL MATERIAL
Moldboard - not critical	Moldboard - raise
Belt Speed RPM's - decrease	Belt Speed RPM's - increase
Tractor speed - slow	Tractor speed - not critical

CLAY OR SOIL IN SAND	PURE SAND
Moldboard - lower	Moldboard - raise
Belt Speed RPM's - decrease	Belt Speed RPM's - increase
Tractor speed - not critical	Tractor speed - not critical

HEAVY SEAWEED	BOTTLES
Moldboard - raise	Moldboard - not critical
Belt Speed RPM's - decrease	Belt Speed RPM's - decrease
Tractor speed - slower	Tractor speed - not critical

Once the proper settings have been found, ***a negligible amount of sand should be removed with the unwanted debris.*** After this setting has been attained, no further adjustment of the moldboard should be required. The daily variations can be satisfactorily dealt with by adjusting the conveyor RPM or tractor speed.

These rules are to be used as a general guideline. Each beach is unique and requires its own group of settings. With experience, the best settings can be found quickly allowing the Surf Rake® to be used to its maximum potential.

BARBER SURF RAKE® MODEL 600HD

SECTION 4 – MAINTENANCE

WARNING

To prevent injury, before conducting any repair or maintenance on the Surf Rake®, ensure that the hydraulic pump is OFF, not just in neutral, and examine the machine carefully to assure that:

No hydraulic hoses remain pressurized

CAUTION

No parts of the machine are suspended without being mechanically blocked or supported.

All sources of power have been locked in the "off" position and tagged.

WARNING

Follow OSHA regulations regarding hydraulic fluid, fire safety, guarding and, if applicable, lock-out/tag-out procedures.

Always ensure that the parking brake on the tractor is set before working on the Surf Rake® to prevent injury.

CAUTION

Never modify any part of the Surf Rake® without prior approval, in writing, from H. Barber & Sons, Inc. Do not replace any component of the Surf Rake® with one that is not manufactured by Barber or listed in this manual as a proper replacement part.

LUBRICATION

GREASE FITTINGS Lubricate all grease fittings every 40 hours of operation. **(See Maintenance and Lubrication Chart - Section 5)**

BUCKET CHAINS Bucket Chains should be sprayed with penetrating oil twice a year. Cover the chains with oil or grease before storing for the off-season.

CHAIN CASE ROLLER CHAIN Roller Chain should be oiled after every 200 hours of use.

TURNBUCKLES Turnbuckles should be cleaned and re-greased at the end of the season. In severe rusting areas this should be done more frequently.

PINS Cylinder and moldboard pins should be spot lubricated with oil every 4 weeks.

CYLINDERS Cylinder tops should be wiped clean and spot lubricated with penetrating oil every 100 hours and at the end of the season.

CONVEYOR CHAIN It is recommended that the Conveyor Chain be run dry. A dry graphite lubricant may also be used. Occasionally, especially after a period of disuse, light penetrating oil may be applied. Prior to winter storage, heavier oil may be applied to avoid rusting.

BARBER SURF RAKE® MAINTENANCE ADJUSTMENTS

DAILY ADJUSTMENT CHECK There are four basic component checks for proper adjustment to ensure that your Surf Rake® is operating to the efficiency for which it was designed. The four adjustments work together and should be checked each time the machine is used.

1. TIRE PRESSURE It is important for the proper operation of the Surf Rake® to have the two rear tires inflated to the same pressure.

TO ADJUST TIRE PRESSURE: Inflate tires to 18 PSI.
When the tires are not inflated the same, the tire with the lower pressure will in turn lower that side of the Surf Rake® and cause the tines on that side to be lower. The result is the conveyor belt will clean unevenly, possibly picking up sand on the lower side or not cleaning deep enough on the higher side.

2. BUCKET / LIFT ARM CHAIN ASSEMBLIES It is important for the proper operation of the Surf Rake® to have the bucket/lift arm chains on each side of the Surf Rake® under the same tension, and not left loose, so they will share the load when lifting and tripping the hopper.

TO ADJUST BUCKET CHAINS: When the bucket is sitting on the frame, the chain/turnbuckle assemblies should be tight. Tighten up loose chain/turnbuckle assemblies so that both sides have the same tension and the bucket support blocks are just off or barely touching the frame.

When one chain assembly is loose while raising the bucket, all the weight and pressure of lifting the bucket is shifted to the tighter chain assembly. This causes the tighter chain assembly to stretch more than it would if both chain assemblies were the same tension. This causes premature wear to the links and the chains and can cause sudden failure to one or both of the chain assemblies. If both chains become loose, the bucket will not fully return to the forward/bottom position and will bottom out farther back on the frame than it should. This will allow a gap between the bucket and the path of the debris being thrown by the conveyor that allows the debris to drop down in front of the bucket.

3. CONVEYOR BELT TENSION It is important for the proper operation of the Surf Rake® to have both sides of the conveyor belt with the same tension.

TO ADJUST THE CONVEYOR BELT: Open the side guard doors on both sides of the Surf Rake®. Pull the conveyor belt back and forth midway between the upper 8” idler roller wheel and lower 8” idler roller wheel to check for amount of play. If there is more than 1 ½” of play, tighten the adjusting bolt. This will raise the upper shaft and tighten the conveyor assembly. Repeat this procedure on the other side of the conveyor assembly. Take some time and go back and forth to each side of the machine, checking that both sides are the same tension. Once both sides are the same tension, retighten the jam nuts on the take up bolts and refasten the doors/guards.

When the conveyor belt assembly is loose on one side, the belt will naturally sag on that side and cause the tines to drag on that side. The result is premature wear to the tines, an uneven cleaning and possibly picking up sand.

4. MOLDBOARD HEIGHT It is important for the proper operation of the Surf Rake® to have both sides of the moldboard adjusted identically to the same height. The moldboard is initially set evenly. For most applications, this factory setting works well. If the factory setting is changed, be advised that a small amount of adjustment has dramatic results. Do not move more than ¼” at a time without testing the new setting in the sand for a period of time. Use the guides at the sides of the moldboard to align both sides identically.

TO ADJUST: Loosen the turnbuckle locking arms on the sides to be moved. Use the guides at each side of the moldboard to level the moldboard to the desired height. Be sure that the guides are set at the same mark or location on each side. Retighten the turnbuckle locking arm/s.

The moldboard levels the beach so the tines can penetrate and clean the sand to a constant depth. If the moldboard is too high on one side, the tines will be forced too deep into the sand. This will result in sand being removed along with the debris. **At no time should the Barber Surf Rake® pick up sand.**

HYDRAULIC MOLDBOARD (Option) The hydraulic moldboard can be powered up or down from the tractor. When the moldboard is lowered, the life of the conveyor system is maximized. By varying the height of the moldboard, the depth of cleaning is varied.

CONVEYOR BELT DRIVE COMPONENTS – INSPECTION AND ADJUSTMENT

MAIN SHAFT

MAIN SHAFT SPROCKETS Make a visual inspection of the sprockets for wear. If the sprocket tooth is worn down half of its original width, it should be replaced. There is no adjustment to be made on the sprockets.

MAIN SHAFT BEARINGS Try and lift the main shaft either with a pry bar or by hand. If there is play or movement, an adjustment can be made to tighten the bearing.

TO ADJUST THE MAIN SHAFT BEARINGS: Unscrew machine screw on side of main shaft bearing and remove retaining ring stop. Turn retaining ring clockwise until there is little or no play. Reinsert the stop and screw. Do not over-tighten. The drive chain and drive sprocket must be removed to adjust the bearing on the chain case side. If adjusting does not remove the play from the bearing, it must be replaced.

TO REMOVE THE MAIN SHAFT BEARINGS:
Remove the top shield, side guards, and conveyor belt assemblies.
Remove the chain case cover.
Loosen the motor jam nut and take up bolt.
Loosen the motor mount bolts and slide back the motor to loosen the drive chain.
Remove drive chain.
Remove large drive sprocket.
Loosen the set screws on the cast iron conveyor belt sprocket that is farthest away from the chain case - the left side.
Clean the paint off of the inner/left side of the main shaft and move the left side cast iron conveyor belt sprocket toward the center of the main shaft.
Remove the left/outer-retaining ring, which holds the cartridge bearing in its sleeve.
Pull the main shaft away from the chain case so that the left bearing slides out of its sleeve and can be taken off of the shaft.
Remove the right inner retaining ring and push the cartridge bearing out of its sleeve.
If the cartridge bearing is locked into place, a bearing puller can be purchased to help remove the bearing.

TOP SHAFT

TOP SHAFT SPROCKETS Make a visual inspection of the sprockets for wear. If the sprocket tooth is worn down half of its original thickness, the top shaft should be replaced. There is no adjustment to be made on the sprockets.

TOP SHAFT BEARINGS The top shaft bearings are take-up bearings. Clean off any debris or excess grease and visually inspect for wear or damage. Use a pry bar to check for wear pushing on the bar to inspect for movement. If there is no movement, clean and grease. If the bearings or sprockets are visibly damaged or have movement, they must be replaced.

TO REMOVE THE TOP SHAFT: Raise the bucket and secure it with the safety support (545JJCA).
Remove the top shield. Loosen up the six 1/2" wing nuts (518AA) that secure the top shield to the side shields. The top shield is hinged. Flip up the lower section of the top shield so it rests on the upper section of the top shield. Remove the top shield assembly by lifting it off the side shields.

REMOVE SIDE SHIELDS The side shields are slotted so that they can be lifted off the frame once the bolts that attach them to the frame are loosened (four bolts) or removed (two bolts).
There are three 3/8” bolts on each side, which secure each guard. The top set of bolts has no hidden nuts and loosens with either a 9/16” socket or box wrench. They can be completely removed from the frame.

The middle set of bolts has nuts, which are accessible and hidden on the inside of the frame. They should be partially loosened with a 9/16” socket and box end wrench. Loosen three or four turns but do not remove from the frame.

One of the bottom bolts/nuts is accessible behind the chain case and must be loosened three or four turns with an open end wrench. The other bottom bolt can be loosened three or four turns with a 9/16” socket and box end wrench.
Raise the bottom end of the side guard first, and then lift the guard off of the bolts.

Remove the two ½” wing nuts that secure the chain case cover to the chain case. Remove the chain case cover. Position the connecting link midway between the large and small drive sprockets. Remove the connecting link and the drive chain.

The tractor can be unoccupied from the SURF RAKE® at this point.

There is an overlap at the ends of the conveyor belt rubber belting. The overlap is under one of the rows of springs. The belt must be disconnected at this overlapped row. To find the overlap, look inside the belt while turning it. The channel on the inside of the belt will partially hide the ends of the rubber belting, but the end of the belting will be visible. When it is found, the overlapped row should be positioned one row up from the rear bottom sprockets.

Loosen the jam nuts on the take up bolts (1 1/8" open ended wrench), which are located behind the small/upper side door shields on both sides of the machine.

The top shaft is a sliding/take up shaft. It is used for tensioning and loosening the conveyor belt. By loosening the take up bolts, the top shaft will lower and the conveyor belt will loosen. Loosen the take up bolts until the conveyor belt stops lowering (1 1/8” socket with one 12” and one 6” extension). Loosen both sides completely.
The conveyor belt must be clamped to prevent it from rolling off/down when all fasteners and chains from the overlapped row are removed. Clamp each side using a c-clamp type vice grip or similar clamps. Position the clamps through the chain and fasten the clamps to the arms that hold the skid shoes. Remove the row of tines that covers the overlap by removing the 5/16” nuts that secure the channels-backing strips-retaining bars (use a 1/2” socket with 6” extension & 9/16” box wrench).

Remove the cotter pin and connecting pin from the chains. If the chains are worn out and being replaced, they can be torched apart.

There are 28 rows on the belt. Count 14 rows or half way from where the belt is split. A lifting chain should be hooked at or near this midpoint location on each side of the conveyor belt. This will allow the lowest height necessary to lift the conveyor belt off of the machine.

When the lifting chain is fastened/hooked to the conveyor belt chain and enough tension is on the lifting chain to prevent the conveyor belt from moving, remove the clamps that prevent the conveyor belt from rolling off/down.

Lift the conveyor belt up/off of the machine being careful of the cylinders at the top of the machine and of the hydraulics at the front of the machine.

The conveyor belt can also be pulled off from the rear of the machine.

Once the belt is off, the top shaft lifts up the guides and off the frame. It is easiest to have two people lift it

off. It must be lifted off straight and even.

It is important to make a note of the bearing location on the top shaft to ensure correct placement of the new bearings. Measure the distance from the edges of the bearings to the ends of the shaft and to the edge of the sprockets. The better centered the sprockets are the smoother the belt will run. The bearings can only go on one way. The collars must face the outside.

It is possible to rotate the top shaft to allow the unused side of the sprocket teeth to be in contact with the conveyor belt chain, prolonging the life of the top shaft.

Loosen the set screws on the bearings and pull the bearings off the top shaft. It usually takes a bearing puller to remove the bearings. Mark a centering hole on the shaft to keep the bearing puller straight. Clean, file or sand any imperfections that will prevent the bearing replacement.

Put the new bearings on the top shaft. Do not tighten the bearings onto the shaft yet. Do not grease the bearings yet. Replace the top shaft assembly into the take-up guides of the frame. This is a short two-man step. Each person should be on the ends of the shaft. The first person should position one bearing into the take-up guides and just start it down the guides. The second person should use a large screwdriver to help position the second bearing into the take-up guides. When both sides are in the guides, let the top shaft assembly drop all the way down the guides. A rubber hammer will help to get the shaft down the guides. Center the shaft/sprockets so they are even on both sides. Tighten down the set screws when the top shaft is centered.

Grease the bearings until grease is visible at the seals. Wipe off any excess grease. Any excess grease will immediately have sand adhering to it creating a situation where abrasion will occur.

Replace the belt using the belt removal sequence in reverse.

3 ½" ROLLERS AND 8" IDLER ROLLERS INSPECTION AND ADJUSTMENT
There are four 3 ½" steel rollers and four 8" poly rollers that support and guide the conveyor belt on the 600HD. The 3 ½" rollers are used to support the conveyor chains. Two of the 8" poly rollers support and guide the conveyor belt over the front of the bucket. The other two 8" poly rollers turn the belt at the bottom of the machine, directing the belt toward the front main shaft and providing a plane of four rows of tines that clean the sand. The internal components are the same for all rollers. Look for any wear on the outside diameter/working surface of the roller. On the metal rollers there will be grooves from the contact with the conveyor chains. If there are flats on the metal roller it must be replaced. To check for wear, loosen the conveyor belt by backing off the adjusting bolts located on each side under the top shaft take-up bearings. Take the weight off of the roller you are inspecting. Check for any wobbling or play. If there is play, the bearings are worn but can be adjusted.

TO ADJUST THE IDLER ROLLERS: Shims are used to compensate for wear. Remove the bearing from the machine. Remove the external retaining ring and cover from the roller. Clean the grease away from the pin and retaining ring. Remove the retaining ring off of the pin. Add shim(s) as necessary, replace retaining ring and recheck for play. Repeat until the roller is tight on the pin. The rollers ride on tapered roller bearings. The bearings will wear out prematurely if not adjusted for wear.

CHAIN CASE SPROCKETS AND CHAIN The drive chain sprockets and chain will wear with use and need to be adjusted periodically. Remove chain case cover and check chain tightness. There should be ½" play in the chain, midway between the sprockets. Check the condition of the teeth of the sprockets. If they are worn down to half their original thickness, they should be replaced. The chain should be replaced if the sprockets are replaced.

TO ADJUST THE CHAIN CASE DRIVE CHAIN: Loosen the take-up bolt and nut away from the motor base plate. Slightly loosen the two motor mount bolts to allow the motor to slide. Tighten the take-up bolt until there is ½" play in the drive chain. Re-tighten the motor mount bolts and the take-up nut. Re-check the chain for correct tension. Only use dry film lubricant on the chain. Do not use grease or oil that will attract sand and shorten the life of the components.

SKID SHOES – SOLID BELT There are two skid shoes located underneath the conveyor belt on each side and on the inside of the side frame. There are wear blocks on each end of the conveyor belt channels that ride on the skid shoes. The skid shoes prevent the belt from sagging while elevating the picked up debris on its way up to the hopper. The skid shoes are made of an abrasion resistant material and must be replaced when they wear down to a thickness of 1/8". Inspections should be made every month to monitor the wear.

TO REMOVE THE SKID SHOES: Open the side door/guard. Tighten the conveyor belt fully to take the weight off of the skid shoes. Do this on each side of the machine. Loosen and remove the two ½" bolts that hold each skid shoe to the side frame arms. Note the way that the angles/brackets of the skid shoes are situated in relation to the side frame arms. Pry the skid shoes out toward the center of the machine. Replace with new skid shoes and fasteners. The skid shoes should sit down flush on the side frame arms that they fasten to. A clamp may be needed to hold the skid shoes down when refastening to ensure that they are flat on the arms. Slightly loosen the conveyor belt until there is one-inch play midway between the large 8" rollers.

SKID SHOES – SIFTING BELT There are two skid shoes located underneath the conveyor belt on each side and on the inside of the side frame. The skid shoes prevent the belt from sagging while elevating the picked up debris on its way up to the hopper. The skid shoes are made of an abrasion resistant material and must be replaced when they wear down to a thickness of 1/8". Inspections should be made every month to monitor the wear. There are two 3/8" nuts that secure the each skid shoe to the sideframe.

HYDRAULIC COMPONENTS

BUCKET MANIFOLD The bucket manifold, a sequence valve, runs the two functions of the bucket. It both raises and trips the bucket.

CYLINDERS The large and small cylinders are of similar design. They are single acting cylinders. Hydraulic pressure from the towing vehicle raises the cylinders and the weight of the bucket and gravity lowers them. Check for hydraulic leaks. There are seal kits to repair leaking cylinders. A WD-40 type penetrate can be used to prevent the seals from drying out when the machine sits for the off-season. It can also lubricate the rods when first operating a machine after it has sat for a period of time. Clean the breathers to improve airflow in and out of the cylinders.

TO REPLACE THE CYLINDER SEALS: Power wash or clean the cylinder before removing it from the machine. Remove hose from the cylinder. Remove breather from the cylinder. Place the base of the cylinder in a vice and position the cylinder horizontally. Use a bar through the piston rod hole to pull out the piston and piston rod assembly.

Small Cylinder – Have someone compress the retaining ring at the top of the cylinder while you pull the gland and rod assembly out of the cylinder. If the retaining ring is rusted, it is advisable to use penetrating oil and clean up the ring and adjoining area. The retaining ring ends must touch in order to disassemble. Pull out as straight as possible.

Large Cylinder - Unscrew the top with a spanner wrench. Remove the rod/piston assembly. Never try to slide the gland over the end of the piston rod. To clean gland, remove nut on bottom of piston rod and disassemble from that side.

Before removing seals, wipers and o-rings, take note of their orientation in the piston and gland. When replacing felt wipers, make sure they have been saturated in oil. Coat all surfaces in oil before reassembly.

WHEELS SPINDLES AND AXLES To check for play in the spindle/hubs, elevate the wheels off of the ground and check for play or looseness on the spindles. It is easier to determine if adjustment is necessary when the tire/wheel is off the hub. If there is excessive play, the bearing and races should be inspected for damage.

TO ADJUST WHEEL HUBS: Remove the buddy hub/grease reservoir from the end of the hub. Clean away the grease. Remove the cotter pin. Tighten the castle nut assembly until the play is gone. Reinsert the cotter pin and grease reservoir. There is a blue collar on the grease reservoir that extends out when grease is added. Add grease to the reservoir until the blue collar extends out. Check for tightness of the wheel cone nuts. They should be tightened to 95 ft/lbs. Tires should be inflated to 18 PSI.

TINE REPLACEMENT Replace tines as they break. Your machine can clean effectively with 20 or 30 tines missing; however, it is advisable to replace them soon after they break. When a tine is broken, the work it would normally do picking up material is transferred to the adjacent tines. This will overwork them and, in turn, shorten their life. Never operate your machine with more than 50 broken tines. Tines will shorten as they are used and should be replaced when they wear to within ½" of the bends.

The most convenient location for removing and replacing tines on the conveyor belts is at the back of the machine with the bucket raised and secured with the safety support. Never work on the machine without the safety support in place.

Position the belt. Rotate the conveyor belt slowly and stop it when the row on which you are going to replace the tines is at the top, back of the machine and parallel to the ground.

REMOVAL AND REPLACEMENT OF 504FH TINES (SIFTING BELT)

TOOLS RECOMMENDED: Safety support is REQUIRED! 3/8" ratchet, 6" socket extension and 1/2" socket (6 point) or a 1/2" combination wrench.

The tines are secured on the retaining bar by a spacer washer and a locknut. Loosen off the retaining washer and nut and remove the old tine. Reapply a small amount of antiseize to the threaded stud before reassembling. Start the washer and nut back onto the threaded stud, leaving enough room to allow the tine to be positioned underneath.

Tines should be parallel to each other and to the conveyor. Be sure the tines are positioned next to the retaining bolt and well secured under the retaining washer and nut. Tighten the retaining nut 18 to 20 PSI.

REMOVAL AND REPLACEMENT OF 504F-1 TINES (SOLID BELT)

TOOLS RECOMMENDED: Safety support is REQUIRED! Impact gun or ratchet, 6" socket extension and 9/16" socket (6 point), large flat blade screwdriver, 9/16" combination wrench, drive torque wrench.

The tines are secured under the retaining bars (516A/516B) and kept in position by a series of divots on the retaining bars. Loosen conveyor bolts (SIX REVOLUTIONS MAXIMUM). Bolts on both sides of any tine must be loosened in order to remove and replace the tine. The center bolts are secured by wing nuts that will fall to the inside of the belt if the bolts are loosened more than 6 turns. Marking the side of the 9/16" socket with a bright colored line will allow you to count the revolutions while loosening a bolt. If a tine is to be replaced next to the belt chain, the end bolts that secure the chain to the retaining bar must be loosened from the side location of the machine.
Once the bolts are loosened, place the screwdriver between the retaining bar and the backing strip and next to the tine that you are removing. Pry the retaining bar away from the belt and remove the tine. Place the new tine under the retaining bar and resting on the backing strip, make sure that it is positioned correctly around the divot. Torque center bolts to 22 ft.-lbs. (30 Meter-Newtons). If a torque wrench is not available, tighten the bolts so that the retaining bars are tight against the spacer washers on which they sit. If the retaining bars bend when tightening, back off until the retaining bar is straight. Torque end bolts to 40ft.-lbs. (54 Meter-Newtons).

REMOVAL AND REPLACEMENT OF CHANNEL STUDS 560B05095S (SIFTING BELT).

TOOLS RECOMMENDED: Channel Stud Replacement Tool 504CM02, 5/8" socket or ratcheting wrench, hammer, punch, oil. The Bucket Safety Support is REQUIRED when working at the rear of the conveyor with the bucket elevated!

When the top of a channel stud has broken off from use, the stud must be replaced. The base of the stud must be removed from the channel using a punch and hammer from the topside of the conveyor belt. The washer can be reused. The replacement stud should be pushed through from the inside of the conveyor belt. The stud's splines can be aligned/turned into the grooves in the channel that were made from the broken stud. Place the washer onto the stud and then thread the lightly oiled Channel Stud Replacement Tool onto the stud by hand, as far as it will go. Tighten the tool until the head of the stud is flush with the channel. The tool is threaded on both ends and each end will tighten between 10 -15 studs. **DO NOT** use power tools to install studs.

Please visit the **SURF RAKE Maintenance Video Section** of our website, by clicking the following link:
http://www.hbarber.com/customer-service/Maintenance/surf-rake-maintenance.html

Barber SURF RAKE® Model 600HD

Maintenance & Lubrication Schedule

Every 8 Hours or Every Day:

- Wash Machine After Use

Every 40 Hours or Every Week: Lubricate the following:

Chart Ref. #	Barber Part #	Description (Quantity)
1	549AS08	8" Roller Assemblies (4)
17	503JJ	Main Shaft Bearings (2)
3	503VV	Upper Shaft Bearings (2)
22	549AS10A	Roller Assembly Bearings (4)
2	527GF-4	Wheel Bearings (2)
18	545JJF	Large Cylinder Fittings (4)
19	545JJH	Small Cylinder Fittings (4)
15	A523HD	Dump Sprocket Fittings (4)
14	508RG	Top Lift Arm Sleeve Bearing Fitting (2)
	508RA	Caster Arm Sleeve Bearings (2) (Optional Equipment)

Every 40 Hours or Every Week Inspect and/or Adjust:

Chart Ref. #	Barber Part #	Description (Quantity)
24	504F-1 or 504FH	Replace Damaged Tines / Clear Obstructions on tines
20	A504	Inspect Conveyor Belt Tension (Both Sides)
21	540G	Adjust Conveyor Belt Tension If Needed (Both Sides)
6	527KC-1	Inspect and Adjust Tire Pressure 18 PSI (2)
23	525ZP	Inspect and Adjust Bucket Chain Assemblies if Necessary

Every 200 Hours or Every 2 Months:

Chart Ref. #	Barber Part #	Description (Quantity)
	504G	Check / Torque End Bolts on Conveyor to 40psi (56)
4	522JT1	Spot Lubricate Moldboard Turnbuckle Pins (4)
13	545MM	Clean Breather / Filter on Hydraulic Tank
11	545C	Change Hydraulic Filter
9	503MMC	Inspect and Adjust, if necessary, Main Shaft Drive Chain
10	645	Check Hydraulic Tank Fluid Level
26	542DA	Push flap down so it touches chain

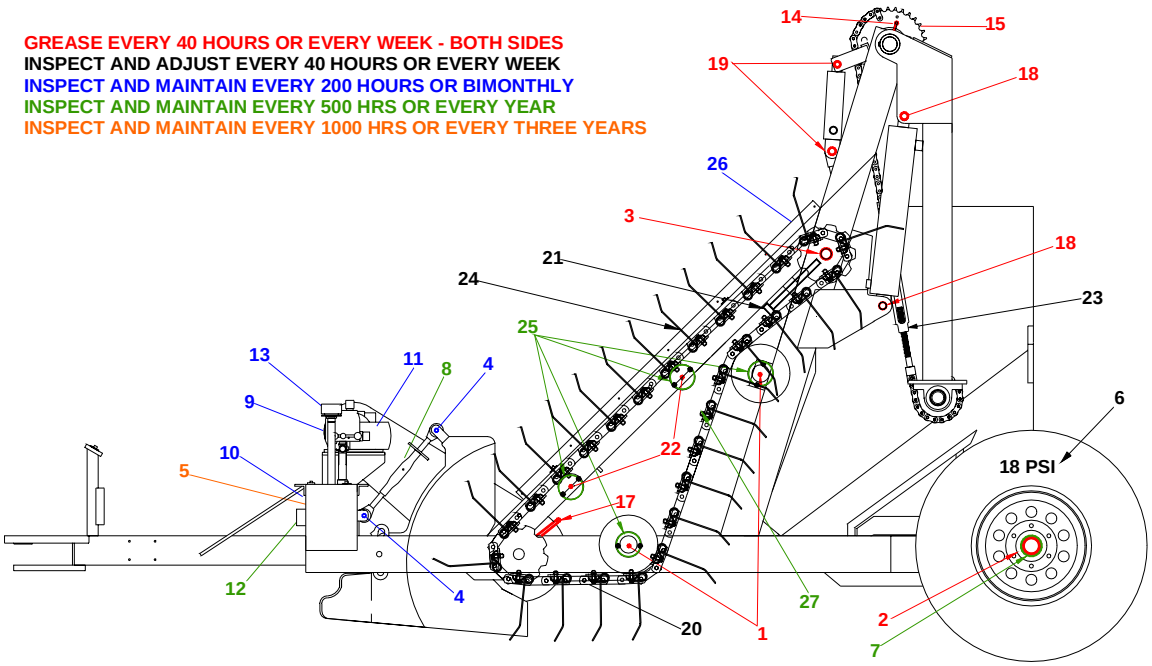
Every 500 Hours or Once a Year:

Chart Ref. #	Barber Part #	Description (Quantity)
7	527GF-4	Adjust / Repack / Replace (if needed) Wheel Bearings
12	645HM	Clean Hydraulic Tank Strainer
8	522JT	Clean and Grease Moldboard Turnbuckle Assembly (2)
25	549AS10A 549AS08	Inspect and Reshim Conveyor Rollers, If Necessary (8)

Every 1000 Hours or Once Every 3 Years:

Chart Ref. #	Barber Part #	Description (Quantity)
5	645HYOIL	Change Hydraulic Fluid 13 Gal (ISO-32 Grade or Equivalent)

MAINTENANCE AND LUBRICATION CHART



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BARBER SURF RAKE®
MODEL 600HD

SECTION 6 – PARTS CATALOG AND ORDERING

When Ordering Parts, please have the following information available:

1. Model and serial number of your SURF RAKE®
2. Part number, description and page number
3. Shipping and billing address
4. Method by which shipment is to be made
5. Full name of consignee
6. Catalog number of this parts book

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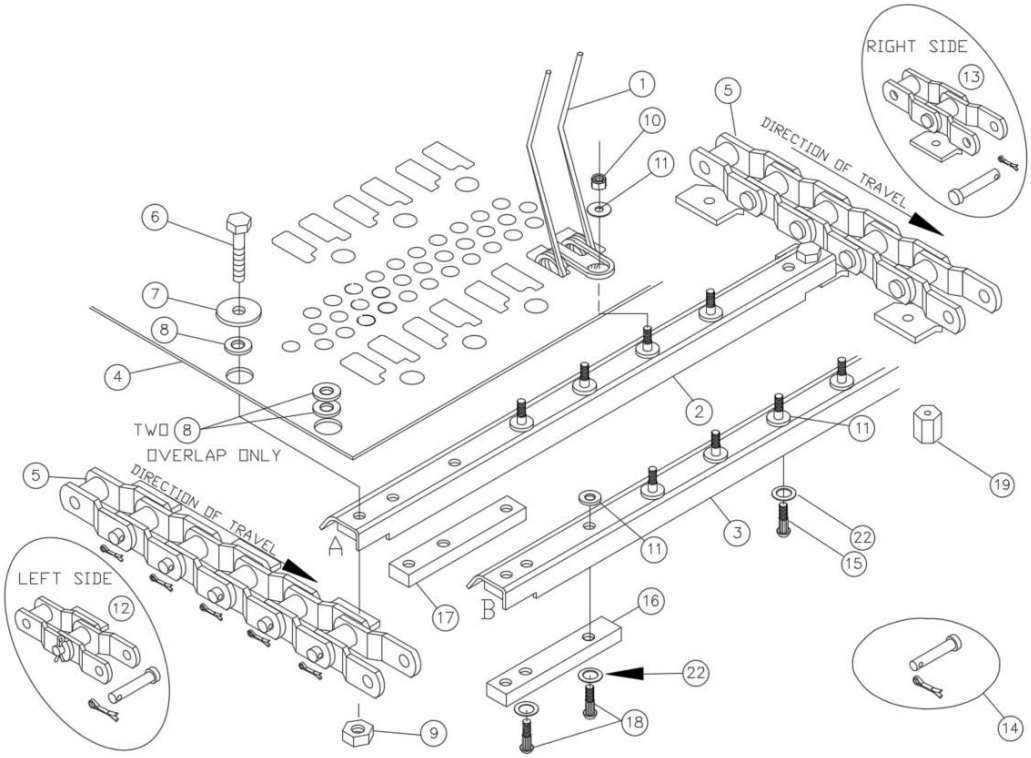
CONVEYOR



ITEM	PART NUMBER	QTY	DESCRIPTION 600HDS 05/21
1	504FH	700	TINE
2	510HA	14	CHANNEL A WITH STUDS AND WASHERS
3	510HB	14	CHANNEL B WITH STUDS AND WASHERS
4	504AH	1	BELT
5	504DK	1	OFFSET CHAIN, COMPLETE (BOTH SIDES)
6	504G	56	CAPSCREW
7	560W06S	56	WASHER
8	560W06H	58	SPACER, SILVER
9	504H	56	LOCKNUT
10	560N05LS	700	LOCKNUT
11	560W05S	1400	WASHER
12	504DKSL		OFFSET CHAIN SEGMENT, LEFT SIDE
13	504DKSR		OFFSET CHAIN SEGMENT, RIGHT SIDE
14	404DB		CHAIN PIN AND COTTER
15	560B05095S	588	STUD, SHORT
16	510FB01	28	END BLOCK
17	510FB02	28	END BLOCK
18	560B05144S	112	STUD, LONG
19	504CM02		CHANNEL STUD REPLACEMENT TOOL
20	A504H		CONVEYOR ASSEMBLY COMPLETE (NOT SHOWN)
21	504AH02		BELT SPLICE (NOT SHOWN)
22	560W05N	700	WASHER, PLASTIC

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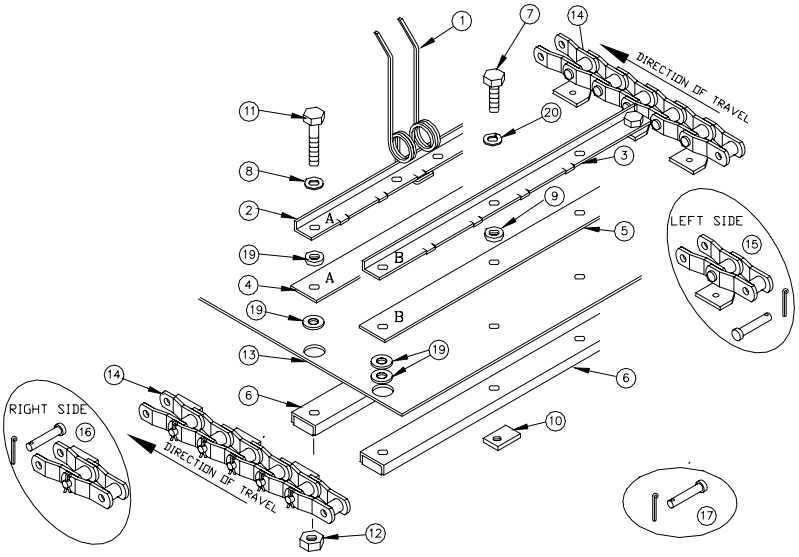
CONVEYOR



ITEM	PART NUMBER	QTY	DESCRIPTION 600HD
1	504F-1	714	TINE
2	516A	14	RETAINING BAR A TO IDENTIFY NOTE HOLE AND DIVOT SPACING
3	516B	14	RETAINING BAR B TO IDENTIFY NOTE HOLE AND DIVOT SPACING
4	512A	14	BACKING STRIP A (IDENTIFIED BY MATCHING HOLE PATTERN TO RETAINING BAR A)
5	512B	14	BACKING STRIP B (IDENTIFIED BY MATCHING HOLE PATTERN TO RETAINING BAR B)
6	510	28	CHANNEL
7	504J	378	CAPSCREW
8	504M	56	WASHER
9	504N	378	WASHER, SPACER, NYLON, BLACK
10	504K	378	ANCHOR NUT
11	504G	56	CAPSCREW
12	504H	56	LOCKNUT
13	504A	1	BELT
14	504DK	1	OFFSET CHAIN, COMPLETE (BOTH SIDES)
15	504DKSL		OFFSET CHAIN SEGMENT, LEFT SIDE
16	504DKSR		OFFSET CHAIN SEGMENT, RIGHT SIDE
17	404DB		CHAIN PIN WITH COTTER PIN
18	A504S		CONVEYOR ASSEMBLY COMPLETE (NOT SHOWN)
19	504P	114	WASHER, SPACER, STEEL, GOLD
20	509H	378	LOCKWASHER

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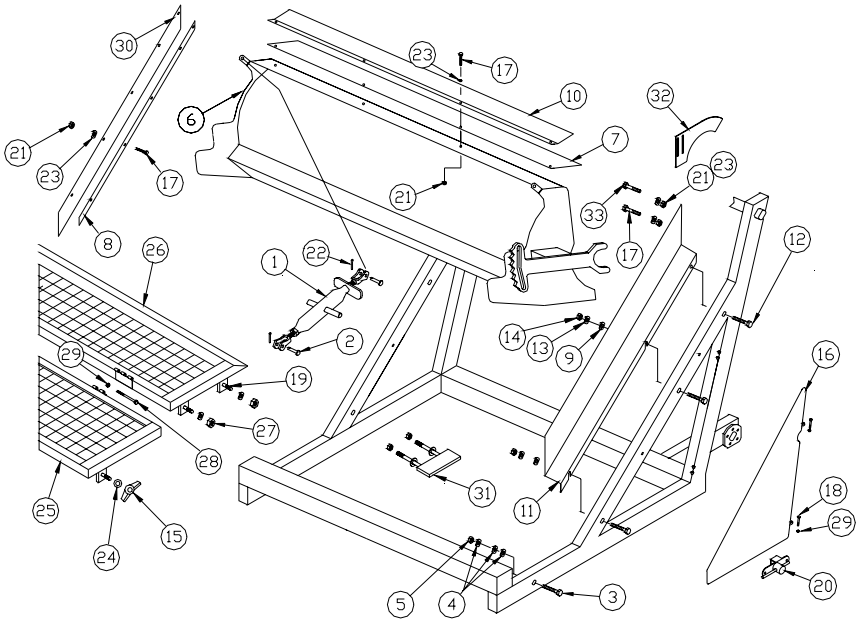
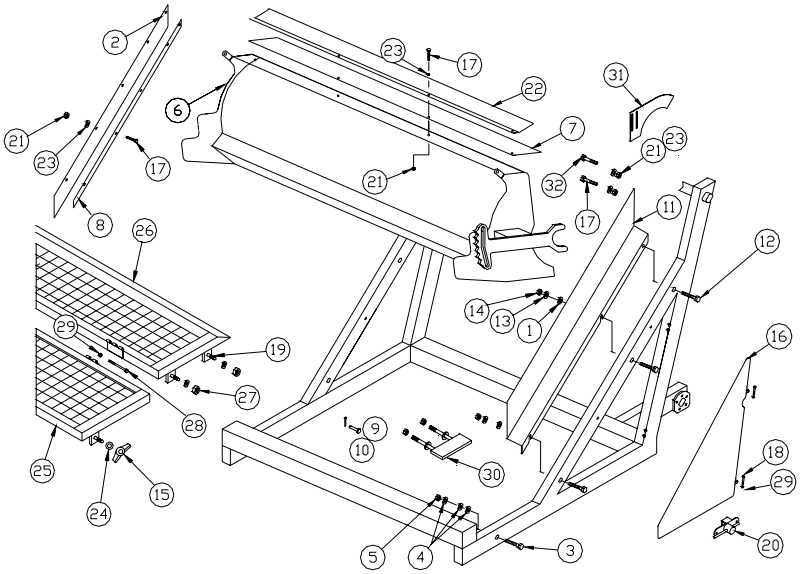
MOLDBOARD & SHIELDS



ITEM	PART NUMBER	QTY	DESCRIPTION 600HDS "S" BELT STANDARD
1	522JT	2	TURNBUCKLE
2	522JT1	4	PIN
3	509D	2	BOLT
4	509C	8	FLAT WASHER
5	509FA	2	LOCK NUT
6	522AS01	1	MOLDBOARD
7	522F	1	MOLDBOARD FLAP
8	542DB	2	STONE GUARD FLAP HOLD DOWN
9	514G	6	FLAT WASHER
10	522G	1	MOLDBOARD FLAP HOLD DOWN
11	542AS01 (R/L)	2	SIDE GUARD (LEFT SHOWN)
12	514D	6	CAPSCREW
13	509H	6	LOCK WASHER
14	509J	6	HEX NUT
15	518AA	2	WINGNUT
16	543AS04 (R/L)	2	SIDE GUARD (LEFT SHOWN)
17	524X	14	CAPSCREW
18	560B04175	4	CAPSCREW
19	560B08100	4	CAPSCREW
20	560LA01	2	SPRING LATCH ASSEMBLY
21	560N05L	14	HEX NUT
22	522JT2	4	COTTER PIN
23	524S	14	FLAT WASHER
24	603GG	6	FLAT WASHER
25	542EB	1	LOWER TOP SHIELD ASSEMBLY
26	542EA	1	UPPER TOP SHIELD ASSEMBLY
27	560N08L	4	LOCKNUT
28	560B04450	2	CAPSCREW
29	560N04L	8	HEX NUT
30	542DA	2	STONE GUARD FLAP
31	541AS01	2	SKID SHOE (SIFTING BELT ONLY)
32	542BU05	2	TAKE UP GUARD
33	560B05125	2	CAPSCREW

MOLDBOARD & SHIELDS



ITEM	PART NUMBER	QTY	DESCRIPTION 600HDS "S" BELT HYDRAULIC (OPTION)
1	514G	6	FLAT WASHER
2	542DA	2	STONE GUARD FLAP
3	509D	2	BOLT
4	509C	8	FLAT WASTER
5	509FA	2	LOCK NUT
6	522AS02	1	MOLDBOARD, HYDRUALIC OPERATED
7	522F	1	MOLDBOARD FLAP
8	542DB	2	STONE GUARD FLAP HOLD DOWN
9	530CM06	4	PIN
10	560C02150	4	COTTER PIN
11	542AS01 (R/L)	2	SIDE GUARD (LEFT SHOWN)
12	514D	6	CAPSCREW
13	509H	6	LOCK WASHER
14	509J	6	HEX NUT
15	518AA	2	WING NUT
16	543AS04 (R/L)	2	SIDE GUARD (LEFT SHOWN)
17	524X	14	CAPSCREW
18	560B04175	4	CAPSCREW
19	560B08100	4	CAPSCREW
20	560LA01	2	SPRING LATCH ASSEMBLY
21	560N05L	14	HEX NUT
22	522G	1	MOLDBOARD FLAP HOLD DOWN
23	524S	14	FLAT WASHER
24	603GG	6	FLAT WASHER
25	542EB	1	LOWER TOP SHIELD ASSEMBLY
26	542EA	1	UPPER TOP SHIELD ASSEMBLY
27	560N08L	4	LOCK NUT
28	560B04450	2	CAPSCREW
29	560N04L	8	HEX NUT
30	541AS01	2	SKID SHOE (SIFTING BELT ONLY)
31	542BU05	2	TAKE UP GUARD
32	560B05125	2	CAPSCREW

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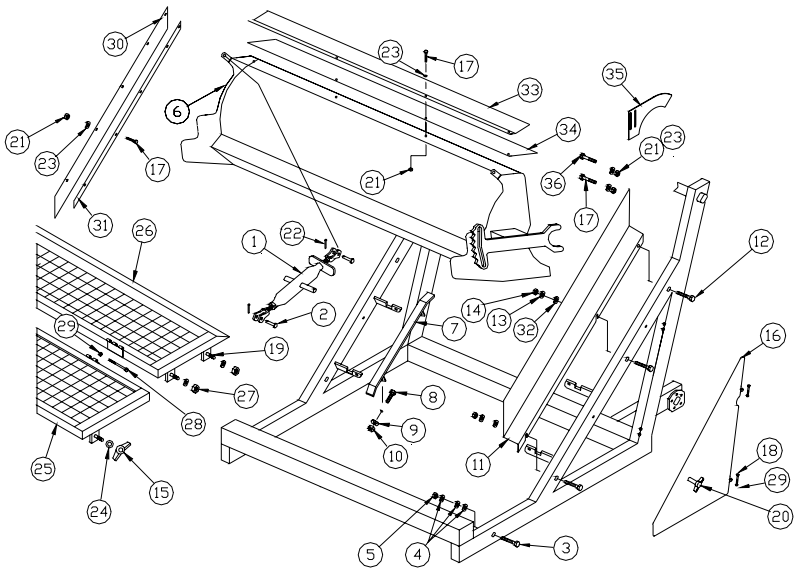
MOLDBOARD & SHIELDS



ITEM	PART NUMBER	QTY	DESCRIPTION 600HD SOLID BELT
1	522JT	2	TURNBUCKLE
2	522JT1	4	PIN
3	509D	2	BOLT
4	509C	6	FLAT WASHER
5	509FA	2	LOCK NUT
6	522AS01	1	MOLDBOARD
7	541	2	SKID SHOE
8	524D	4	CAPSCREW
9	524G	4	LOCK WASHER
10	523R	4	HEX NUT
11	542AS01 (R/L)	2	SIDE GUARD
12	514D	6	CAPSCREW
13	509H	6	LOCK WASHER
14	509J	6	HEX NUT
15	518AA	2	WINGNUT
16	543AS04 (R/L)	2	SIDE GUARD (LEFT SHOWN)
17	524X	16	CAPSCREW
18	560B04175	4	CAPSCREW
19	560B08100	4	CAPSCREW
20	560LA01	4	SPRING LATCH ASSEMBLY
21	560N05L	18	HEX NUT
22	522JT2	4	COTTER PIN
23	524S	18	FLAT WASHER
24	603GG	6	FLAT WASHER
25	542EB	1	LOWER TOP SHIELD ASSEMBLY
26	542EA	1	UPPER TOP SHIELD ASSEMBLY
27	560N08L	4	LOCKNUT
28	560B04450	2	CAPSCREW
29	560N04L	8	HEX NUT
30	542DA	2	STONE GUARD FLAP
31	542DB	2	STONE GUARD FLAP HOLD DOWN
32	514G	6	FLAT WASHER
33	522G	1	MOLDBOARD FLAP HOLD DOWN
34	522F	1	MOLDBOARD FLAP
35	542BU05	2	TAKE UP GUARD
36	560B05125	2	CAPSCREW

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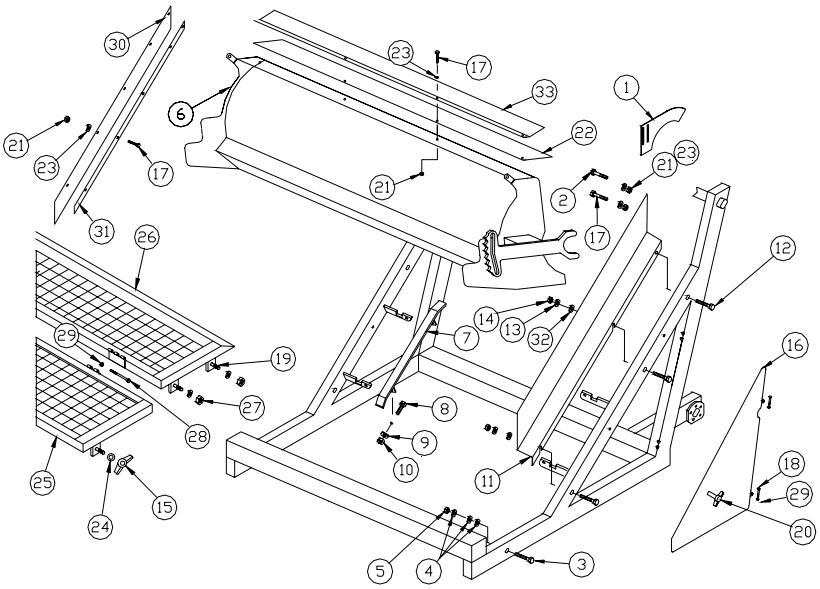
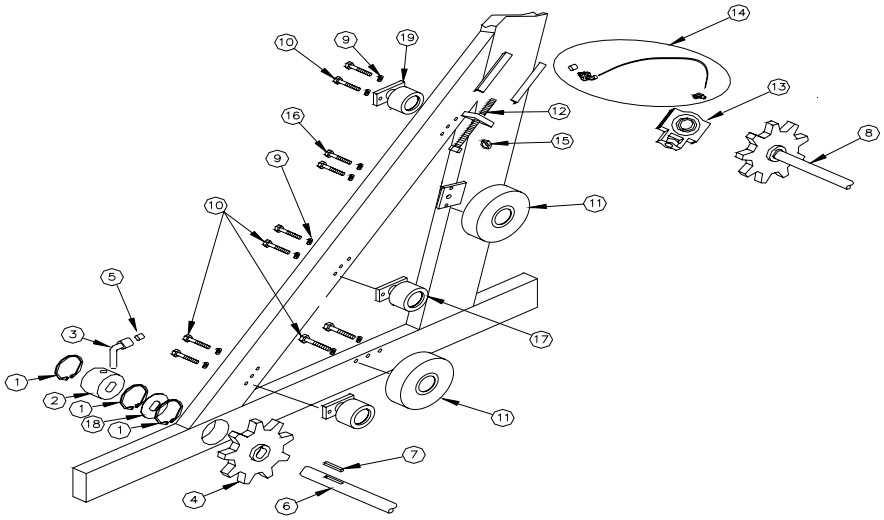
MOLDBOARD & SHIELDS



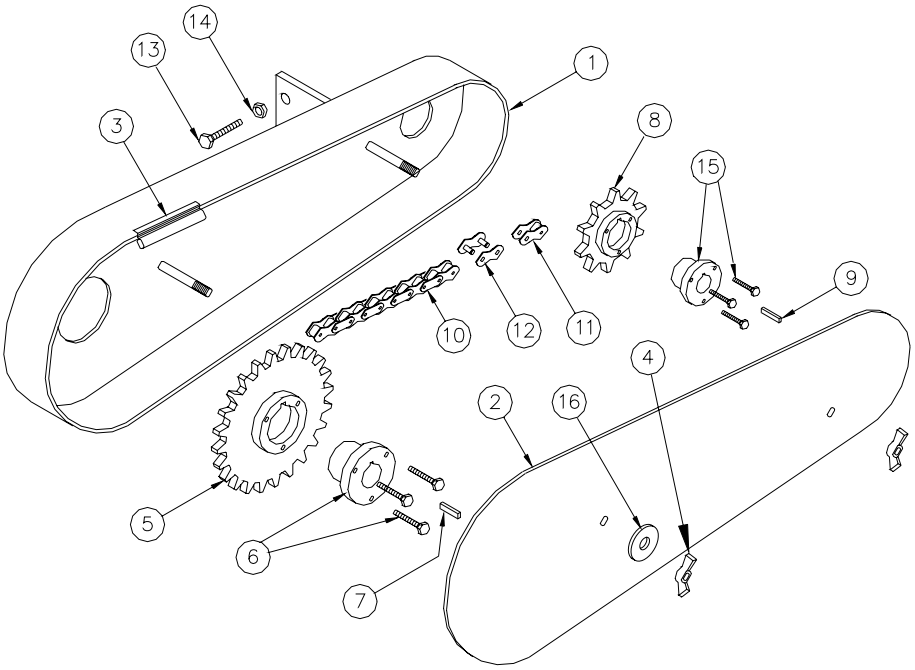
ITEM	PART NUMBER	QTY	DESCRIPTION 600HD SOLID BELT HYDRAULIC (OPTION)
1	542BU05	2	TAKE UP GUARD
2	560B05125	2	CAPSCREW
3	509D	2	BOLT
4	509C	6	FLAT WASHER
5	509FA	2	LOCK NUT
6	522AS02	1	MOLDBOARD
7	541	2	SKID SHOE
8	524D	4	CAPSCREW
9	524G	4	LOCK WASHER
10	523R	4	HEX NUT
11	542AS01 (R/L)	2	SIDE GUARD
12	514D	6	CAPSCREW
13	509H	6	LOCK WASHER
14	509J	6	HEX NUT
15	518AA	2	WINGNUT
16	543AS04 (R/L)	2	SIDE GUARD (LEFT SHOWN)
17	524X	16	CAPSCREW
18	560B04175	4	CAPSCREW
19	560B08100	4	CAPSCREW
20	560LA01	4	SPRING LATCH ASSEMBLY
21	560N05L	18	HEX NUT
22	522F	1	MOLDBOARD FLAP
23	524S	18	FLAT WASHER
24	603GG	6	FLAT WASHER
25	542EB	1	LOWER TOP SHIELD ASSEMBLY
26	542EA	1	UPPER TOP SHIELD ASSEMBLY
27	560N08L	4	LOCKNUT
28	560B04450	2	CAPSCREW
29	560N04L	8	HEX NUT
30	542DA	2	STONE GUARD FLAP
31	542DB	2	STONE GUARD FLAP HOLD DOWN
32	514G	4	FLAT WASHER
33	522G	1	MOLDBOARD FLAP HOLD DOWN

DRIVE MECHANISM



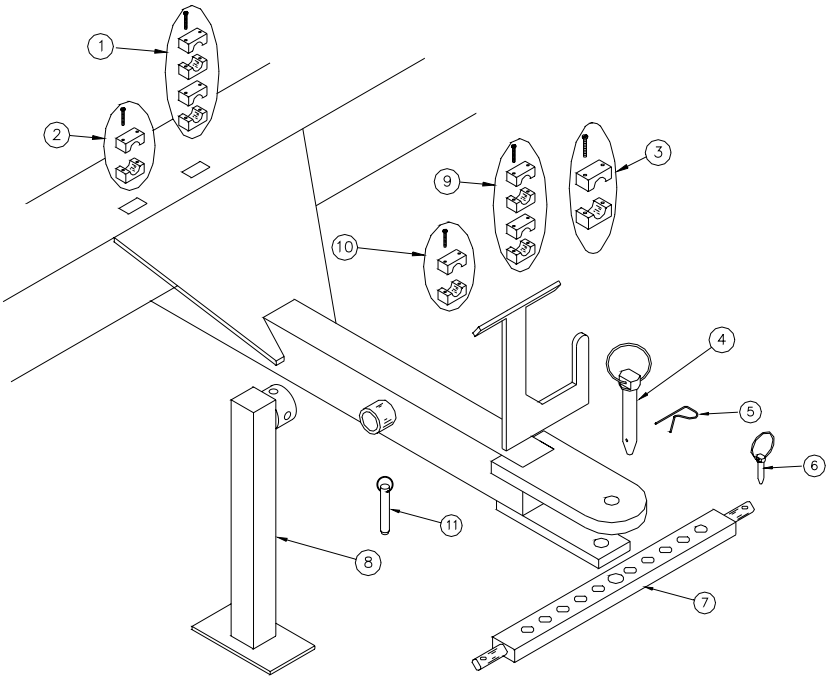
ITEM	PART NUMBER	QTY	DESCRIPTION 600HDS
1	503KK	6	RETAINING RING
2	503JJ	2	BEARING
3	503LL	2	GREASE FITTING
4	503AA	2	SPROCKET
5	503CAP	12	GREASE COVER
6	536	1	SHAFT
7	503J	2	KEY
8	595AS01	1	SPROCKET AND SHAFT ASSEMBLY
9	509H	20	LOCK WASHER
10	560B06250	16	CAPSCREW
11	549AS08	4	SEE IDLER ROLLER ASSEMBLY PAGE
12	540G	2	TAKE UP BOLT
13	503VV	2	BEARING
14	503AS01	2	GREASE LINE ASSEMBLY
15	560N12S	2	JAMB NUT
16	560B06100	4	CAPSCREW
17	549AS10A	4	SEE ROLLER ASSEMBLY PAGE
18	508CM01	2	BEARING COVER
19	549AS20	2	TOP IDLER ROLLERS

CHAIN CASE



ITEM	PART NUMBER	QTY	DESCRIPTION 600HDS
1	A518	1	CHAIN CASE ASSEMBLY
2	518C	1	COVER PLATE
3	518D	1	GASKET
4	518AA	2	WING NUT
5	603E	1	SPROCKET
6	603D	1	BUSHING
7	503X	1	KEY
8	503W12	1	SPROCKET
9	503WHK	1	KEY
10	503MMC	1	CHAIN
11	503NN-1	1	HALF LINK
12	503NN-2	1	CONNECTING LINK
13	518K	1	CAPSCREW
14	523R	1	HEX NUT
15	503WB	1	BUSHING
16	603GG	2	FLAT WASHER

HITCH



ITEM	PART NUMBER	QTY	DESCRIPTION 600HDS
1	540C1001	10	HOSE CLAMP, DOUBLE
2	608HX	1	HOSE CLAMP ½”
3	645HBB	1	HOSE CLAMP 1”
4	A552-1	1	HITCH PIN WITH COTTER
5	552D	1	HITCH PIN COTTER
6	552C	2	DRAW BAR SNAP PIN
7	552CAT2	1	DRAW BAR WITH SNAP PINS IS EITHER CATEGORY 1 OR 2 DEPENDING ON TRACTOR
8	553AS02	1	JACK STAND
9	540C1001	1	HOSE CLAMP DOUBLE W/ LARGER BASE BOLT
10	608HX	1	HOSE CLAMP W/ LARGER BASE BOLT
11	553CM02	1	JACK PIN
12	552AS01	1	PINTLE ATTACHMENT (NOT SHOWN)

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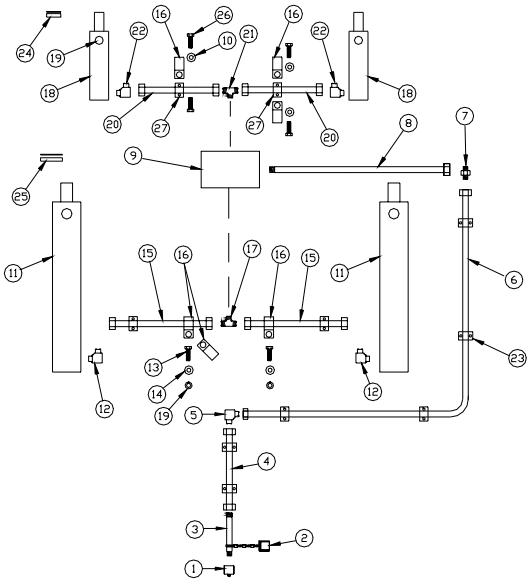
HYDRAULIC MANIFOLD LIFT



ITEM	PART NUMBER	QTY	DESCRIPTION 600HDS 0117
1	540A1001	1	QUICK DISCONNECT, MALE
2	545HD-13	1	QUICK DISCONNECT COVER
3	540H10050	1	HOSE
4	540B1001	1	TUBE
5	540E1003	1	ELBOW
6	540B1002	1	TUBE
7	540A0803	1	ADAPTER
8	540H080645	1	HOSE
9	540V006	1	MANIFOLD ASSEMBLY
10	560W04	3	WASHER
11	545JJF	2	CYLINDER
12	540E0801	2	ELBOW
13	524X	2	CAPSCREW
14	524S	2	WASHER
15	540H08060	2	HOSE
16	540C0801	6	HOSE CLAMP
17	540T0801	1	BRANCH TEE
18	545JJH	2	CYLINDER
19	524Y	2	LOCK WASHER
20	540H06045	2	HOSE
21	540T0601	1	BRANCH TEE
22	540E0601	2	ELBOW
23	540C1001	6	TUBE CLAMP
24	545JJHP	2	REPLACEMENT SEAL KIT PER CYLINDER
25	545JJFP	2	REPLACEMENT SEAL KIT PER CYLINDER
26	560B04225	4	CAPSCREW
27	540C1011	2	HOSE CLAMP

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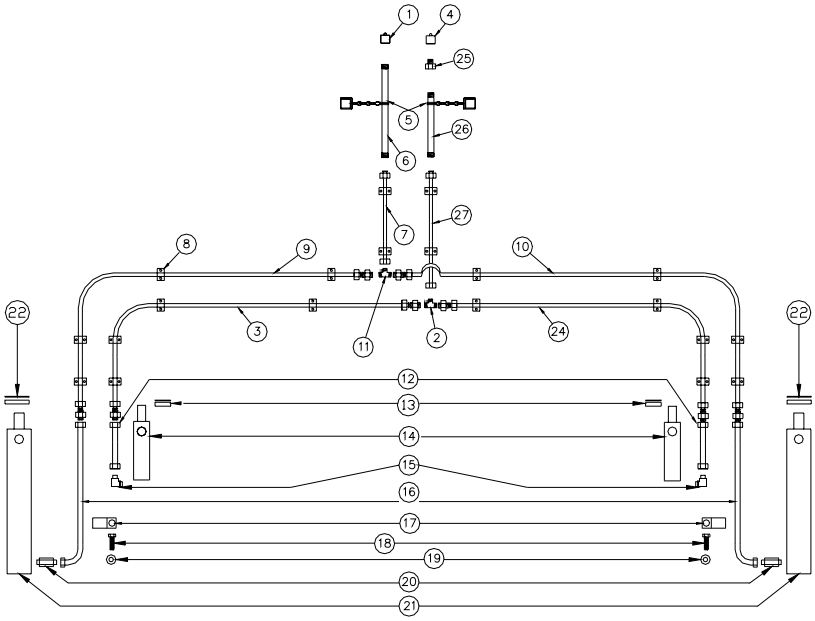
HYDRAULIC LIFT



ITEM	PART NUMBER	QTY	DESCRIPTION 600HDS
1	540A1001	1	QUICK DISCONNECT, MALE
2	540T0602	1	TEE
3	540B0602	1	TUBE, LEFT
4	540A0809	1	QUICK DISCONNECT, MALE
5	545HD-13	2	QUICK DISCONNECT COVER
6	540H10068	1	HOSE
7	540B1001	1	TUBE
8	540C1001	10	HOSE CLAMP, DOUBLE
9	540B1002	1	TUBE, LEFT
10	540B1003	1	TUBE, RIGHT
11	540T1001	1	TEE
12	540H06026	2	HOSE
13	545JJHP	2	REPLACEMENT SEAL KIT PER CYLINDER
14	545JJH	2	CYLINDER
15	540E0601	2	ELBOW
16	540H08036	2	HOSE
17	540C0801	2	HOSE CLAMP
18	524X	2	CAPSCREW
19	524S	2	WASHER
20	540A0801	2	ADAPTER
21	545JJF	2	CYLINDER
22	545JJFP	2	REPLACEMENT SEAL KIT PER CYLINDER
23	540M002	1	O-RING ASSORTMENT PACKAGE (NOT SHOWN)
24	540B0603	1	TUBE, RIGHT
25	540R08073	1	ADAPTER / RESTRICTOR
26	540H06068	1	HOSE
27	540B0601	1	TUBE

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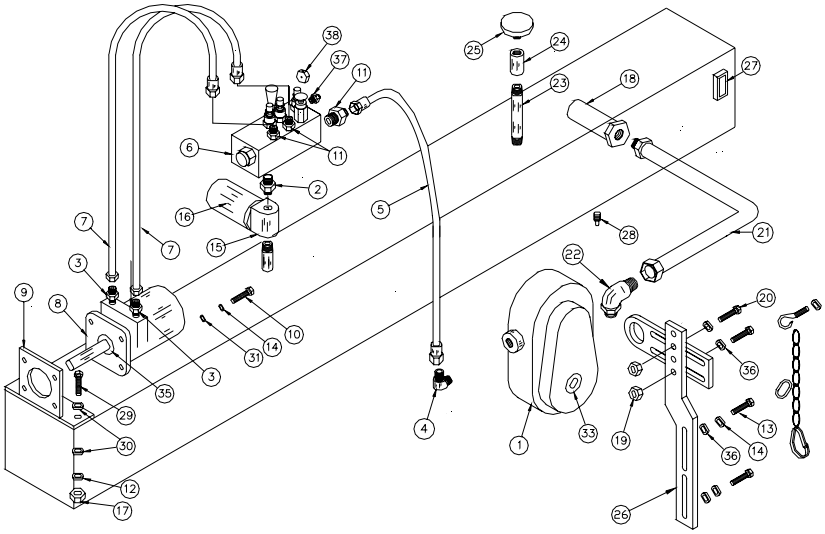
HYDRAULIC DRIVE WITH MANIFOLD



ITEM	PART NUMBER	QTY	DESCRIPTION 600HDS 0118
1	645HA	1	PUMP
2	540A1205	1	ADAPTER
3	540A1003	2	ADAPTER
4	540E1202	1	ELBOW
5	540H08105	1	HOSE
6	540V015	1	CONTROL MANIFOLD, REVERSING & FLOW
7	540H08024	2	HOSE
8	645HF	1	MOTOR
9	645HF-1	1	MOUNTING BRACKET
10	504J	4	CAPSCREW
11	540A0801	3	ADAPTER
12	503Q	2	LOCK WASHER
13	560B06100	2	CAPSCREW
14	509H	4	LOCK WASHER
15	545B	1	FILTER BASE
16	545C	1	FILTER ELEMENT
17	503S	2	HEX NUT
18	645HMA	1	FILTER – SUCTION SAE
19	560N06L	2	LOCKNUT
20	560B06125	2	CAPSCREW
21	540H16093	1	SAE SUCTION HOSE ASSEMBLY
22	540E1604	1	ELBOW
23	645HS	1	NIPPLE
24	545T	1	COUPLER
25	545MM	1	BREATHER
26	645HEG	1	PUMP BRACKET AND CHAIN
27	645HUA	1	GAUGE – OIL LEVEL
28	645HV	1	PIPE PLUG – MAGNETIC
29	560B09175	2	CAPSCREW
30	503R	4	FLAT WASHER
31	514G	4	FLAT WASHER
32	645HAAA	1	PUMP SEAL KIT, COMPLETE (NOT SHOWN)
33	645HAAB	1	PUMP SPLINE SEAL
34	645HFA	1	MOTOR SEAL KIT, COMPLETE (NOT SHOWN)
35	645HFB	1	MOTOR DRIVESHAFT DIRT SEAL
36	560W06S	4	FLAT WASHER
37	540A0602	1	ADAPTER
38	540R4500236	1	ORIFICE PLATE

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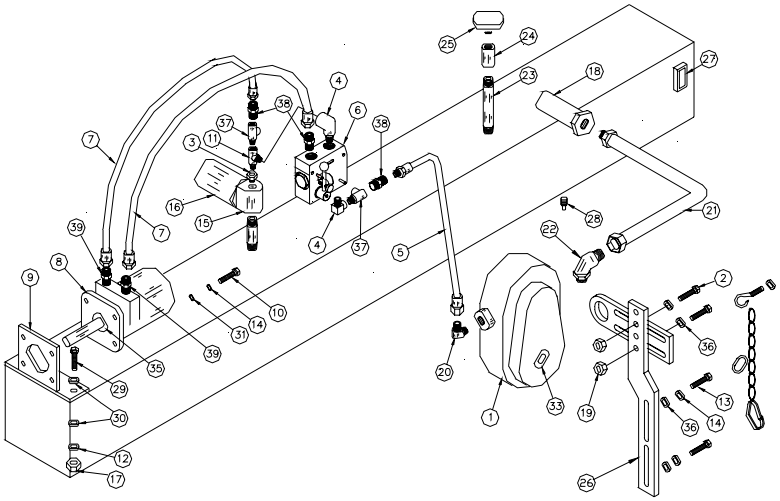
HYDRAULIC DRIVE



ITEM	PART NUMBER	QTY	DESCRIPTION 600HDS
1	645HA	1	PUMP
2	560B06125	2	CAPSCREW
3	645HC	1	REDUCER BUSHING
4	545R	2	STREET ELBOW
5 *	540H081122	1	HOSE
6	645HDD	1	FLOW CPNTROL
7	540H08024	2	HOSE
8	645HF	1	MOTOR
9	645HF-1	1	MOUNTING BRACKET
10	504J	4	CAPSCREW
11	540T0803	1	TEE
12	503Q	2	LOCK WASHER
13	560B06100	2	CAPSCREW
14	509H	4	LOCK WASHER
15	545B	1	FILTER BASE
16	545C	1	FILTER ELEMENT
17	503S	2	HEX NUT
18	645HMA	1	FILTER – SUCTION SAE
19	560N06L	2	LOCKNUT
20	540E1202	1	ELBOW
21 *	540H16093	1	SAE SUCTION HOSE
22	540E1604	1	ELBOW
23	645HS	1	NIPPLE
24	545T	1	COUPLER
25	545MM	1	BREATHER
26	645HEG	1	PUMP BRACKET AND CHAIN
27	645HUA	1	GAUGE – OIL LEVEL
28	645HV	1	PIPE PLUG – MAGNETIC
29	560B09175	2	CAPSCREW
30	503R	4	FLAT WASHER
31	560W06S	4	FLAT WASHER
32	645HAAA	1	PUMP SEAL KIT, COMPLETE (NOT SHOWN)
33	645HAAB	1	PUMP SPLINE SEAL
34	645HFA	1	MOTOR SEAL KIT, COMPLETE (NOT SHOWN)
35	645HFB	1	MOTOR DRIVESHAFT DIRT SEAL
36	560W06S	4	FLAT WASHER
37	540T0804	2	TEE
38	540A0810	3	ADAPTER
39	540A1005	2	ADAPTER

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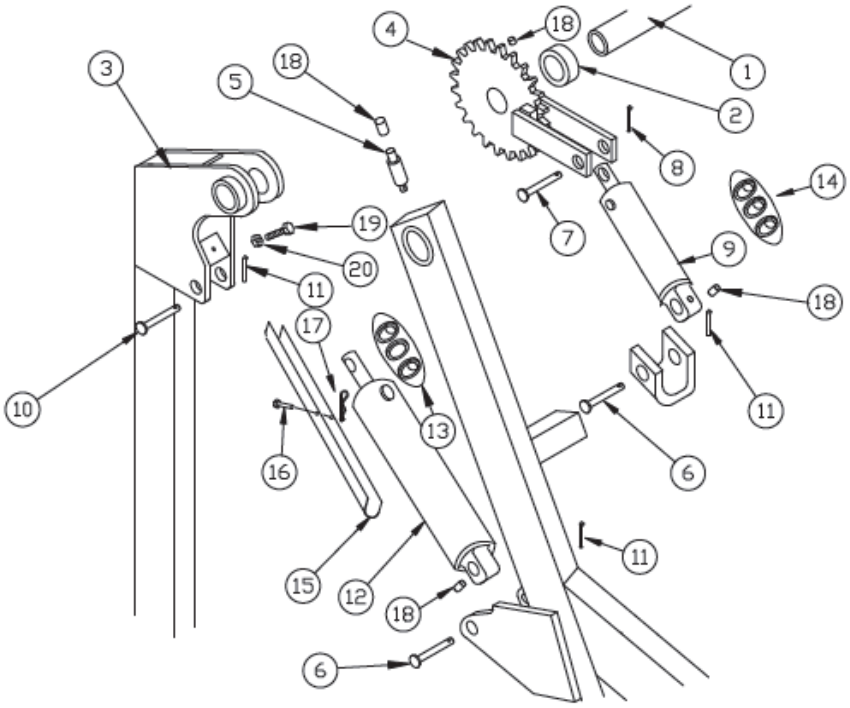
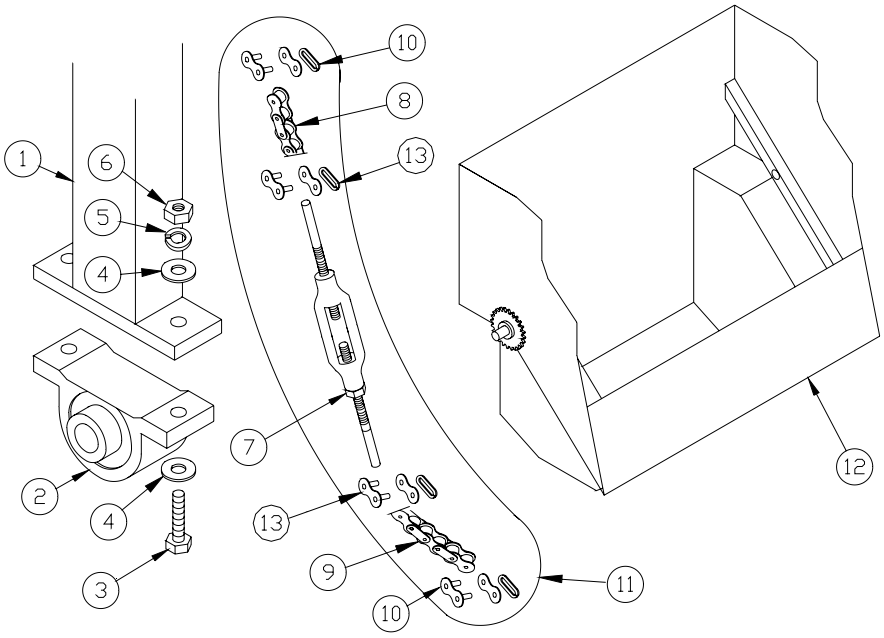
LIFT ARM AND TRIP MECHANISM



ITEM	PART NUMBER	QTY	DESCRIPTION 600HDS
1	526	1	TIE BAR
2	523S	2	SET COLLAR
3	524M	2	LIFT ARM ASSEMBLY
4	523AS01	2	SPROCKET (RIGHT SHOWN)
5	508RG	2	GREASE NIPPLE
6	545NN-1	4	PIN
7	523EHD	2	PIN
8	522JT2	2	COTTER PIN
9	545JJH	2	HYDRAULIC CYLINDER
10	545NN	2	PIN
11	502P	6	COTTER PIN
12	545JJF	2	HYDRAULIC CYLINDER
13	545JJFP	2	PACKING FOR 545JJF
14	545JJHP	2	PACKING FOR 545JJE
15	545JJCA	1	SAFETY SUPPORT
16	545JJCF	1	PIN
17	207CM07	1	SNAP PIN
18	503CAP	10	GREASE CAP
19	560B09175	2	CAPSCREW
20	503S	2	HEXNUT

BUCKET AND CHAIN
3 CUBIC YARD HOPPER



ITEM	PART NUMBER	QTY	DESCRIPTION 600HDS
1	524M	1	LIFT ARM ASSEMBLY
2	225CM02	2	BEARING
3	560B10300	4	CAPSCREW
4	560FW10	8	FLAT WASHER
5	560LW10	4	LOCK WASHER
6	560N10	4	HEX NUT
7	525ZPA	2	TURNBUCKLE
8	525ZPB	2	CHAIN* SEE BELOW
9	525ZPC	2	CHAIN* SEE BELOW
10	503NN-4	4	CONNECTING LINK* SEE BELOW
11	525ZP	2	CHAIN ASSEMBLY* (ONE SIDE) SEE BELOW
12	525AS01	1	BUCKET
13	503NN-4PF	4	CONNECTING LINK* SEE BELOW

***ONLY USE BARBER CHAIN AND LINKS!**
20,000 LB MINIMUM TENSILE!
CORROSION PROTECTED ON CHAIN AND PINS
SUBSTITUTE CHAINS ARE A SAFETY HAZARD!

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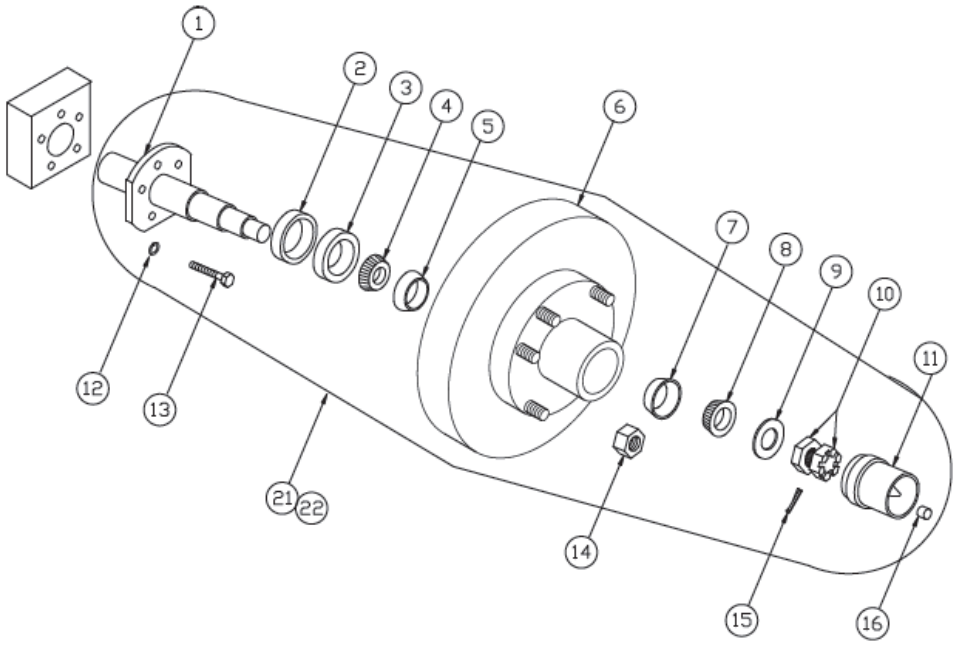
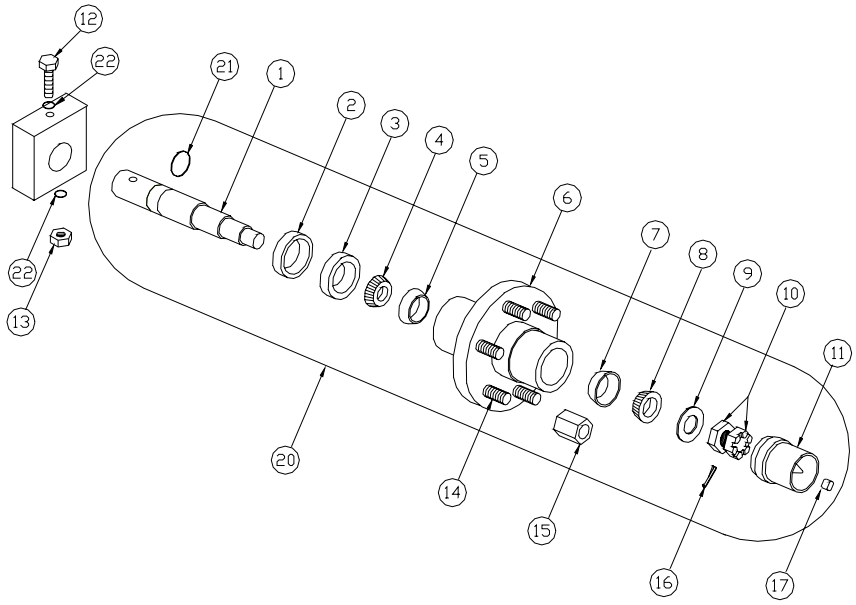
HUB, WHEEL, TIRE, BRAKES



ITEM	PART NUMBER	QTY	DESCRIPTION 600HDS
1	527GF-10A	2	SPINDLE WITHOUT FLANGE
2	527GF-11	2	RACE, STAINLESS SLEEVE
3	527GF-6A	2	GREASE SEAL 3.38” OD
4	527GF-1	2	HUB BEARING, LARGE
5	527GF-8	2	RACE, LARGE
6	527GF-12A	2	DRUM WITH RACES, BEARINGS AND SEAL
7	527GF-9A	2	RACE, SMALL
8	527GF-2A	2	HUB BEARING, SMALL
9	527GF-5	2	WASHER
10	527GF-3	2	CASTLE NUT AND RETAINER
11	527GF-4A	2	BUDDY HUB 2441
12	509H	2	LOCK NUT
13	504J	2	CAPSCREW
14	527GF-7A	12	LUG NUT
15	522JT2	2	COTTER PIN
16	503CAP	2	GREASE CAP
17	527HA	2	WHEEL (NOT SHOWN)
18	527KCA	2	TIRE (NOT SHOWN)
19	527GF-13A	-	LEFT BRAKE ASSEMBLY (NOT SHOWN)
20	527GF-14A	-	RIGHT BRAKE ASSEMBLY (NOT SHOWN)
21	527GF-15A	-	LEFT HUB, SPINDLE END UNIT AND BRAKE ASSEMBLY, COMPLETE
22	527GF-16A	-	RIGHT HUB, SPINDLE END UNIT AND BRAKE ASSEMBLY, COMPLETE

HUB, WHEEL, TIRE



ITEM	PART NUMBER	QTY	DESCRIPTION 600HDS
1	527GF-10A	2	SPINDLE WITHOUT FLANGE
2	527GF-11	2	RACE, STAINLESS SLEEVE
3	527GF-6A	2	GREASE SEAL 3.38” OD
4	527GF-1	2	HUB BEARING, LARGE
5	527GF-8	2	RACE, LARGE
6	527GF	2	HUB WITH RACES
7	527GF-9	2	RACE, SMALL
8	527GF-2	2	HUB BEARING, SMALL
9	527GF-5	2	WASHER
10	527GF-3	2	CASTLE NUT AND RETAINER
11	527GF-4A	2	BUDDY HUB
12	560B08475	2	CAPSCREW
13	560N08L	2	LOCK NUT
14	527GF-7PA	12	HUB STUD .563” SPLINE Ø
15	527GF-7B	12	LUG NUT, ALUMINUM WHEEL
16	522JT2	2	COTTER PIN
17	503CAP	2	GREASE CAP
18	527HC	2	WHEEL (NOT SHOWN)
19	527KCA	2	TIRE (NOT SHOWN)
20	A527GFB	2	HUB, SPINDLE END UNIT ASSEMBLY WITHOUT FLANGE
21	527GF-18	1	O RING, LARGE
22	527GF-19	2	O RING, SMALL

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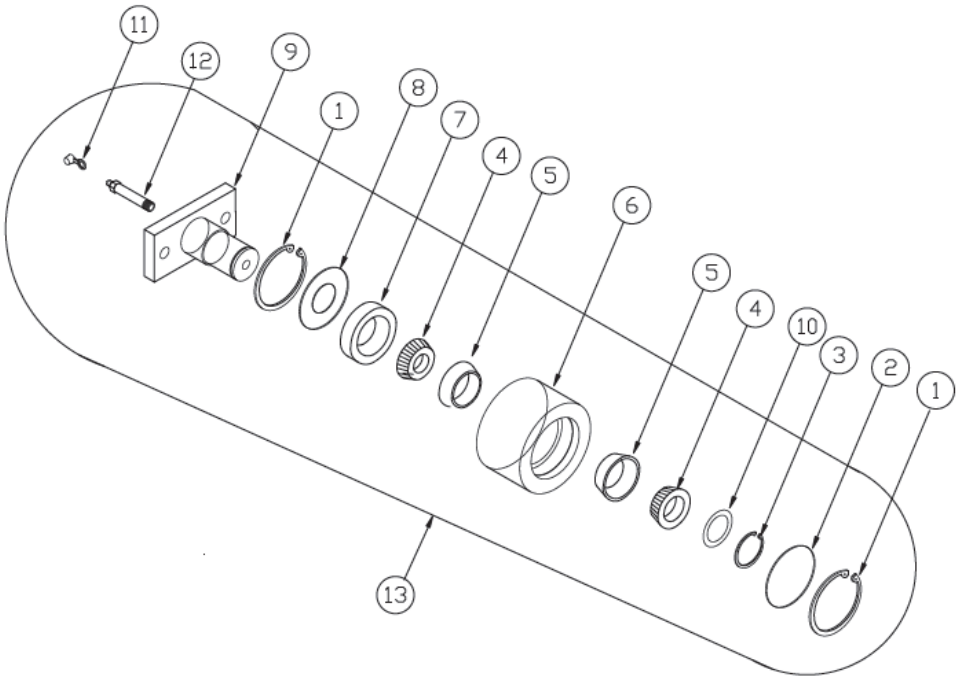
ROLLER ASSEMBLY



ITEM	PART NUMBER	QTY	DESCRIPTION 600HDS
1	549CM02	2	SNAP RING, LARGE INTERNAL
2	549FM01	1	FRONT COVER PLATE
3	549CM03	1	SNAP RING, SMALL EXTERNAL
4	527GF-2	2	ROLLER BEARING
5	527GF-9	2	RACE
6	549TB01A	1	ROLLER
7	549CM01	1	SEAL
8	549FM02	1	REAR COVER PLATE
9	549AS01	1	PIN AND BASE ASSEMBLY
10	549CM05	2	SHIM
11	503CAP	1	GREASE COVER
12	503ZE01	1	GREASE FITTING
13	549AS10A	1	ROLLER ASSEMBLY, COMPLETE

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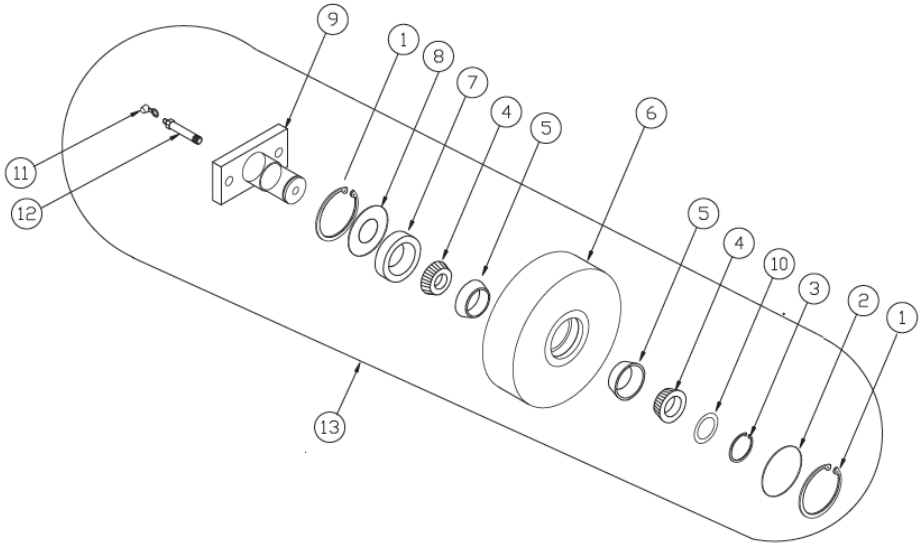
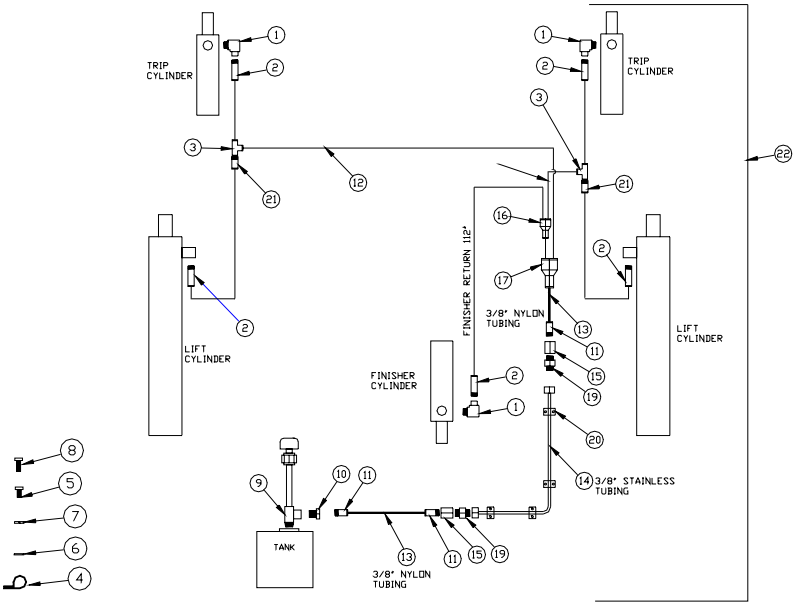
IDLER ROLLER ASSEMBLY



ITEM	PART NUMBER	QTY	DESCRIPTION 600HDS
1	549CM02	2	SNAP RING, LARGE INTERNAL
2	549FM01	1	FRONT COVER PLAET
3	549CM03	1	SNAP RING, SMALL EXTERNAL
4	527GF-2	2	ROLLER BEARING
5	527GF-9	2	RACE
6	549CM08	2	ROLLER
7	549CM01	1	SEAL
8	549FM02	1	REAR COVER PLATE
9	549AS01	1	PIN AND BASE ASSEMBLY
10	549CM05	2	SHIM
11	503CAP	1	GREASE COVER
12	503ZE01	1	GREASE FITTING
13	549AS08	1	ROLLER ASSEMBLY, COMPLETE

HYDRAULIC RETURN



ITEM	PART NUMBER	QTY	DESCRIPTION 600HDS 061219
1	540E0401	3	ELBOW
2	540A0404	5	ADAPTER
3	540T0402	2	MALE RUN TEE
4	540C0802	2	CLAMP, VINYL COATED
5	560B05075	1	CAPSCREW
6	524S	2	FLAT WASHER
7	524Y	2	LOCKWASHER
8	524X	1	CAPSCREW
9	540T1201	1	TEE
10	540R1202	1	ADAPTER
11	540A0612	3	ADAPTER
12	540TB04000	1	NYLON TUBE, 30 FT.
13	540TB06000	1	NYLON TUBE, 3 FT.
14	540B0613	1	TUBING, STAINLESS STEEL
15	540A0615	2	COUPLER
16	540A0406	1	ADAPTER, Y ¼ X ¼
17	540A0613	1	ADAPTER, Y ¼ X 3/8
18	90304005	33	CABLE TIES
19	540A0606	2	ADAPTER
20	540C1015	4	HOSE CLAMP 3/8 TUBE
21	540A0407	2	BULKHEAD FITTING
22	540AS04	1	RETURN LINE ASSEMBLY COMPLTE

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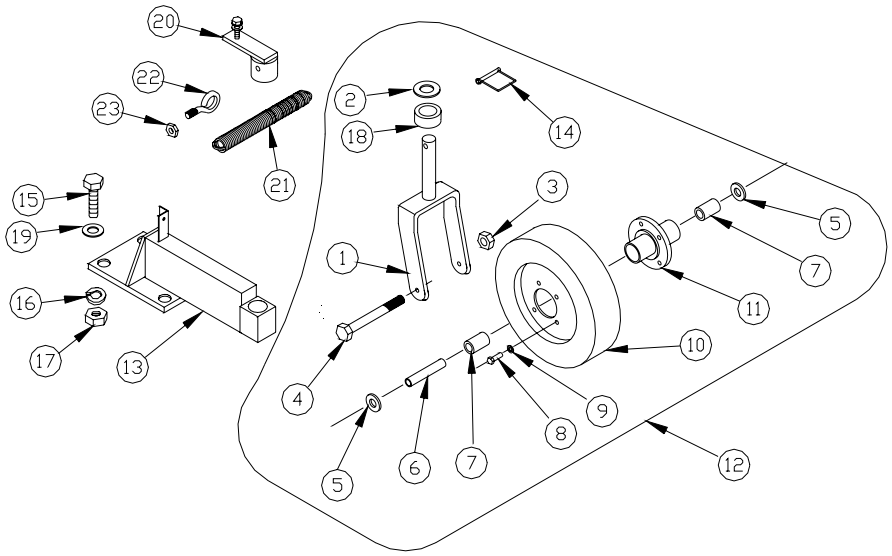
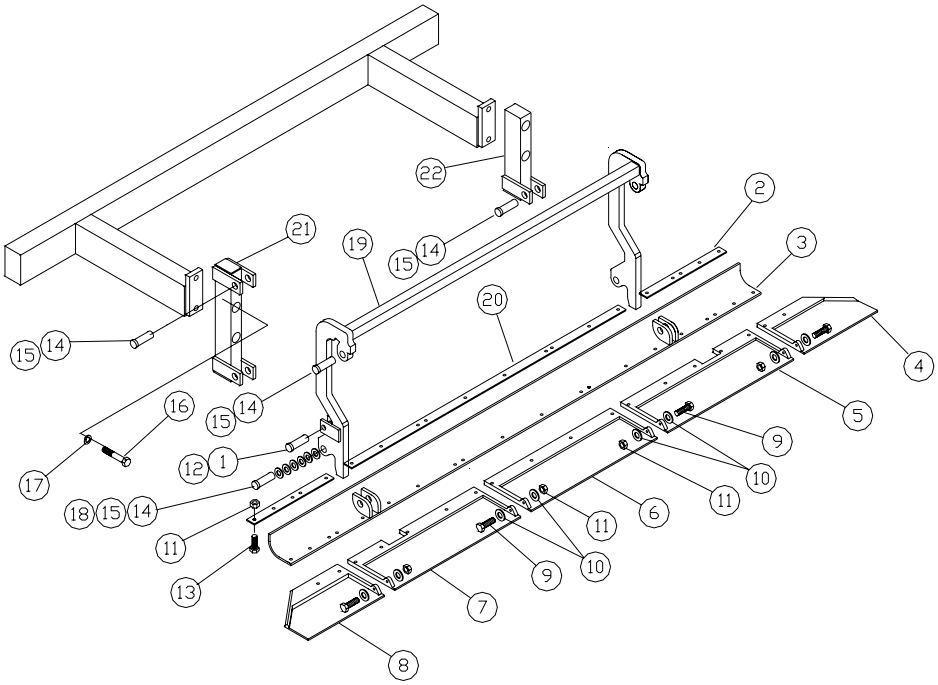
OPTIONAL CASTER ASSEMBLY



ITEM	PART NUMBER	QTY	DESCRIPTION 600HDS
1	251A	2	FORK ASSEMBLY
2	251B	4	WASHER
3	509FA	2	LOCK NUT
4	251C	2	BOLT
5	251D	4	WASHER
6	251E	2	SPACER TUBE
7	251F	4	ROLLER BEARING AND RACE
8	560B08100	8	BOLT
9	524G	8	LOCK WASHER
10	251G	2	WHEEL FLANGE AND TIRE ASSEMBLY
11	251H	2	HUB
12	251ASY	2	CASTER ASSEMBLY COMPLETE
13	251JASY	2	CASTER HOLDER
14	552CM11	2	SNAP PIN
15	524D	8	CAPSCREW
16	524G	8	LOCK WASHER
17	523R	8	HEX NUT
18	251TB05	6	SPACER
19	603GG	8	FLAT WASHER
20	251AS01	2	RETAINER CAP ASSEMBLY
21	251TCM07	2	SPRING
22	560B05100E	2	EYEBOLT
23	560N05L	4	NUT

OPTIONAL FINISHER



ITEM	PART NUMBER	QTY	DESCRIPTION 600HDS
1	522JT2	1	COTTER PIN
2	530FB01	2	HOLD DOWN BAR
3	530AS06	1	FINISHING PLATE
4	530CM02	1	FINISHER (RIGHT OUTSIDE)
5	530CM05	1	FINISHER (RIGHT INSIDE)
6	530CM03	1	FINISHER (CENTER)
7	530CM04	1	FINISHER (LEFT INSIDE)
8	530CM01	1	FINISHER (LEFT OUTSIDE)
9	560B05175S	4	BOLT
10	524S	8	WASHER
11	560N05LS	22	NUT
12	530CM07	1	PIN
13	560B05175S	18	BOLT
14	560C02150	5	COTTER PIN
15	530CM06	5	PIN
16	509D	4	BOLT
17	560LW12	4	LOCK WASHER
18	502N	6	FLAT WASHER
19	530AS04	1	ARM ASSEMBLY
20	530FB02	1	HOLD DOWN BAR, MIDDLE
21	530AS03	1	TUBE ASSEMBLY
22	530AS12	1	TUBE ASSEMBLY

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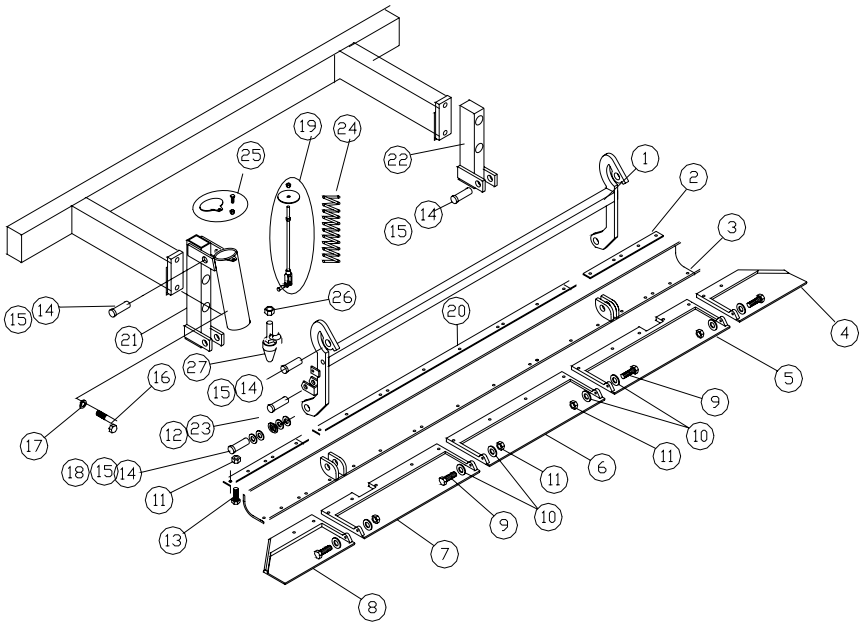
OPTIONAL AUTO FINISHER



ITEM	PART NUMBER	QTY	DESCRIPTION 600HDS
1	530AS17	1	ARM ASSEMBLY
2	530FB01	2	HOLD DOWN BAR
3	530AS06	1	FINISHING PLATE
4	530CM02	1	FINISHER (RIGHT OUTSIDE)
5	530CM05	1	FINISHER (RIGHT INSIDE)
6	530CM03	1	FINISHER (CENTER)
7	530CM04	1	FINISHER (LEFT INSIDE)
8	530CM01	1	FINISHER (LEFT OUTSIDE)
9	560B05175S	4	BOLT
10	524S	8	WASHER
11	560N05LS	22	NUT
12	530CM07	1	PIN
13	560B05150	18	BOLT
14	560C02150	5	COTTER PIN
15	530CM06	5	PIN
16	509D	4	BOLT
17	560LW12	4	LOCK WASHER
18	502N	6	FLAT WASHER
19	530AS43	1	SPRING TENSIONER ASSEMBLY
20	530FB02	1	HOLD DOWN BAR, MIDDLE
21	530AS45	1	TUBE ASSEMBLY
22	530AS12	1	TUBE ASSEMBLY
23	522JT2	1	COTTER PIN
24	530CS01	1	SPRING
25	530AS44	1	CAP ASSEMBLY
26	560N12S	1	NUT
27	530AS46	1	RUBBER STOP
28	530AS02	1	AUTO FINISHER ASSEMBLY AND AUTO FINISHER HYDRAULICS ASSEMBLY

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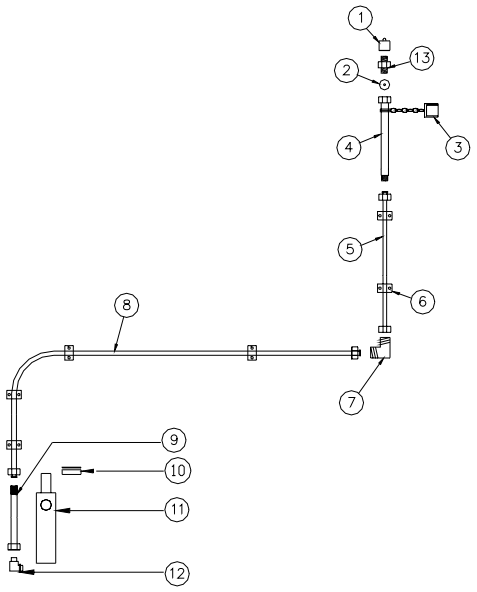
OPTIONAL FINISHER HYDRAULICS



ITEM	PART NUMBER	QTY	DESCRIPTION 600HDS
1	540A0809	1	QUICK DISCONNECT, MALE
2	540R08032	1	RESTRICTOR
3	545HD-13	1	QUICK DISCONNECT COVER
4	540H06050	1	HOSE
5	540B0601	1	TUBE
6	540C1001A	10	HOSE CLAMP
7	540E0602	1	ELBOW
8	540B0602	1	TUBE, LEFT
9	540H06130	1	HOSE
10	545JJHP	1	REPLACEMENT SEAL KIT
11	545JJH	1	CYLINDER
12	540E0601	1	ELBOW, 90 DEGREES FOR 2X5 CYLINDER
13	540R0806	1	ADAPTER

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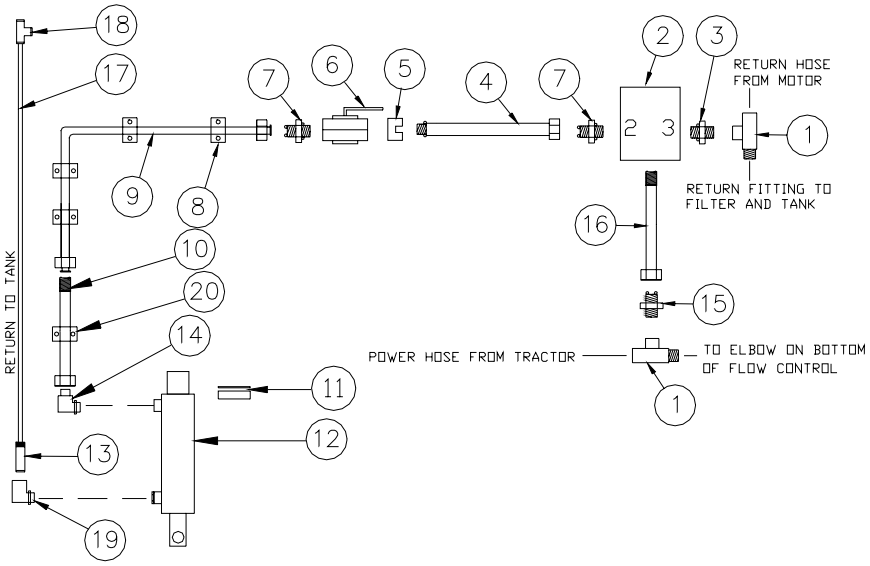
OPTIONAL AUTO FINISHER HYDRAULICS



ITEM	PART NUMBER	QTY	DESCRIPTION 600HDS
1	540T0804	2	STREET TEE
2	540V007	1	SEQUENCE VALVE
3	540A0611	1	ADAPTER
4	540H06025	1	HOSE
5	540R4500236	1	ORIFICE PLATE
6	540V004	1	SHUT OFF VALVE
7	540A0602	1	ADAPTER
8	540C1001A	5	HOSE CLAMP
9	540B0602	1	TUBE, LEFT
10	540H06130	1	HOSE
11	545JJHP	1	REPLACEMENT SEAL KIT
12	545JJH	1	CYLINDER
13	540A0404	1	ADAPTER
14	540E0601	1	ELBOW, 90 DEGREE
15	540A0610	1	ADAPTER
16	540H06013	1	HOSE
17	540TB04000	1	TUBE 10’
18	540T0401	1	UNION TEE, TUBE
19	540E0401	1	ELBOW, 90 DEGREE
20	540C1001B	5	HOSE CLAMP
21	530AS02	1	AUTO FINISHER ASSEMBLY AND AUTO FINISHER HYDRAULICS ASSEMBLY

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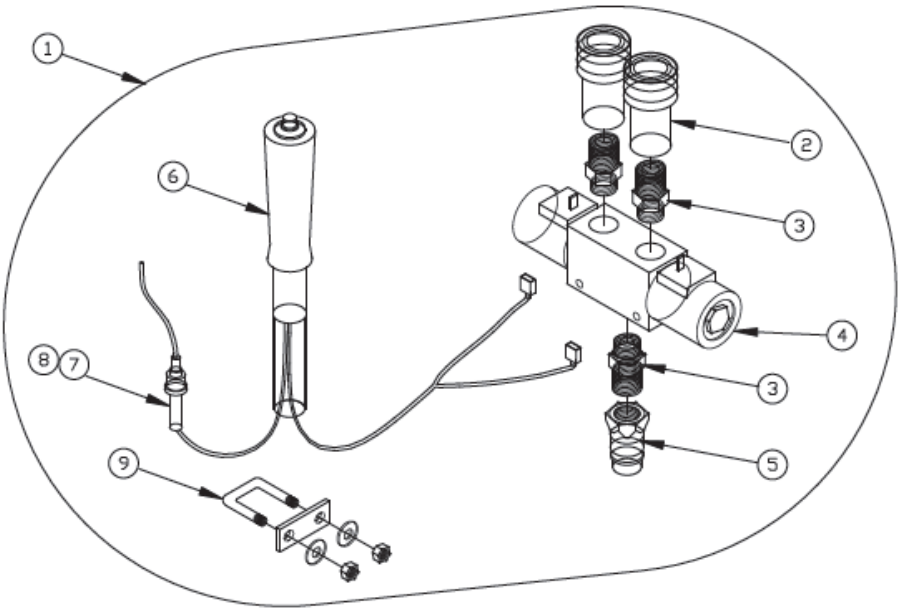
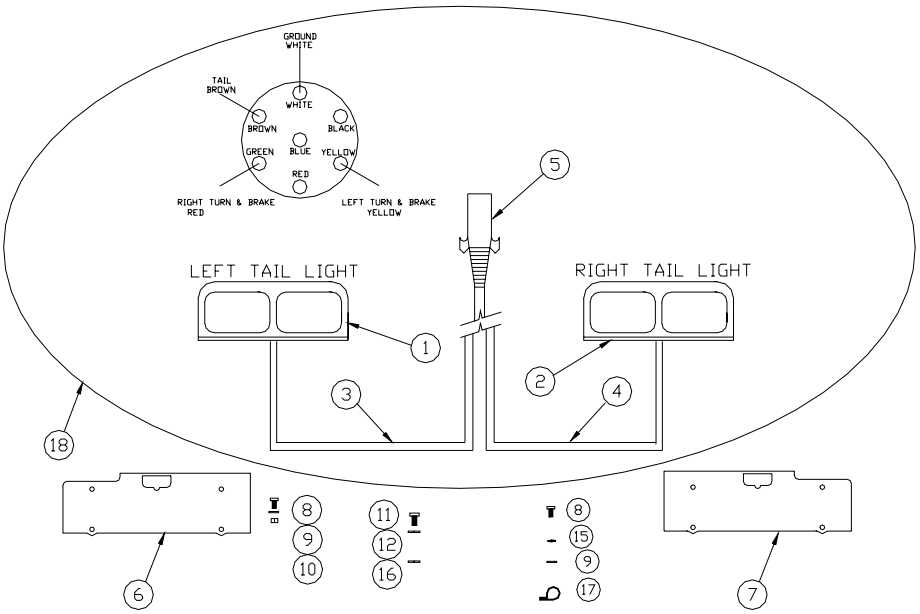
OPTIONAL HYDRAULIC MULTIPLIER



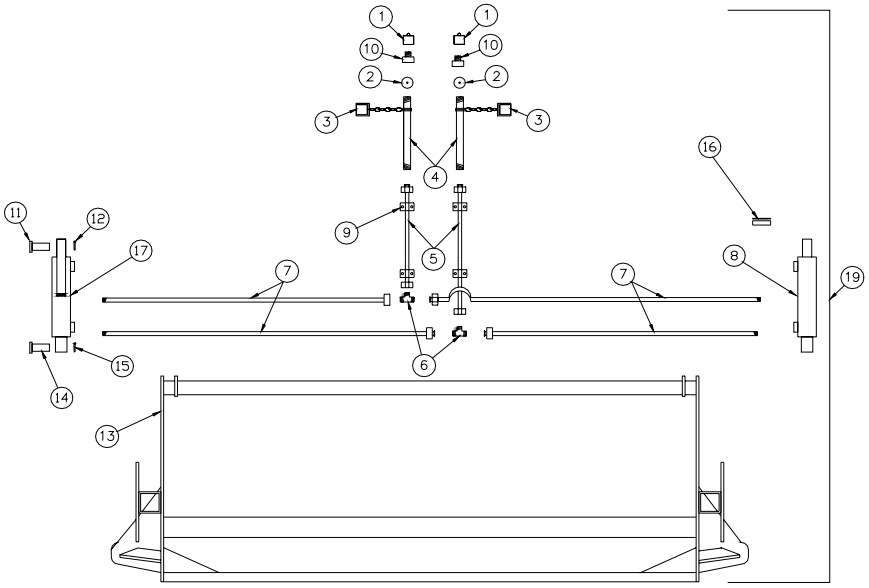
ITEM	PART NUMBER	QTY	DESCRIPTION 600HDS
1	540AS01	1	ASSEMBLY KIT COMPLETE – SINGLE ACTING MULTIPLIER
1	540AS05	1	ASSEMBLY KIT COMPLETE – DOUBLE ACTING MULTIPLIER (NOT SHOWN)
2	545HDB	2	QUICK DISCONNECT, FEMALE
3	540A0804	3	ADAPTER
4	540V040	1	VALVE BODY – SINGLE ACTING MULTIPLIER
4	540V008	1	VALVE BODY – DOUBLE ACTING MULTIPLIER
5	545HD-12	1	QUICK DISCONNECT, MALE
6	540V041	1	HANDLE WITH WIRES
7	532CM05	1	FUSE HOLDER
8	540V043	1	FUSE 15 AMP
9	540V044	1	CLAMP KIT

OPTIONAL LIGHTING



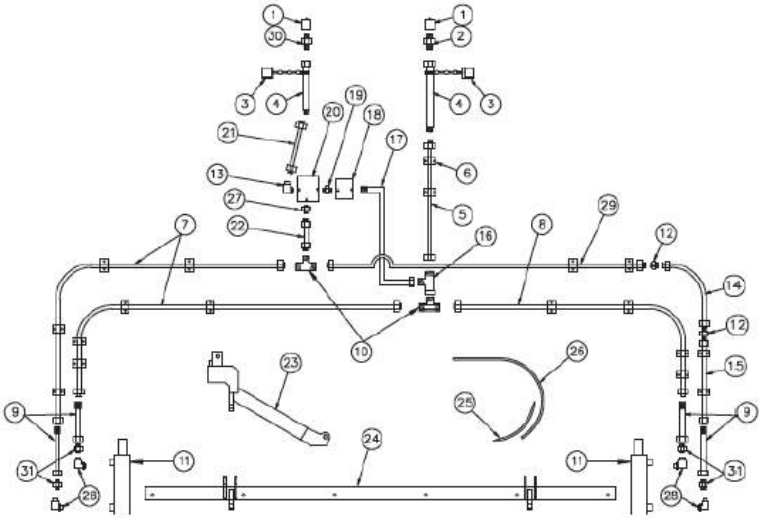
ITEM	PART NUMBER	QTY	DESCRIPTION 600HDS 061219
1	565CM32	1	STOP, TURN, TAIL LIGHT
2	565CM33	1	STOP, TURN, TAIL LIGHT
3	565CM34	1	HARNESS, LEFT
4	565CM35	1	HARNESS, RIGHT
5	565CM06	1	SEVEN WAY PLUG, ROUND
6	565BU04L	1	LEFT LIGHT BRACKET
7	565BU04R	1	RIGHT LIGHT BRACKET
8	560B04100	10	CAPSCREW
9	560W04	18	FLAT WASHER
10	560N04L	10	LOCKNUT
11	524X	4	CAPSCREW
12	524Y	4	LOCKWASHER
13	90304005	24	TIE STRAPS (NOT SHOWN)
14	565CM09	1	WIRE LOOM (NOT SHOWN)
15	520P	2	LOCKWASHER
16	524S	4	FLAT WASHER
17	565CM16	2	HOSE CLAMP
18	565AS21	1	LIGHTS/HARNESS/PLUG ASSEMBLY COMPLETE
19	565I001	1	STROBE LIGHT (OPTIONAL) NOT SHOWN
20	565I14	1	LICENSE LIGHT (OPTIONAL) NOT SHOWN

OPTIONAL HYDRAULIC MOLDBOARD



ITEM	PART NUMBER	QTY	DESCRIPTION 600HDS
1	540A0809	2	QUICK DISCONNECT, MALE
2	540R08032	2	ORIFICE DISC
3	545HD-13	2	QUICK DISCONNECT COVER
4	540H06050	2	HOSE
5	540B0601	2	TUBE
6	540T0602	2	TEE
7	540H06035	4	HOSE
8	545JJH	1	CYLINDER
9	540C1001	4	HOSE CLAMP
10	540R0806	2	ADAPTER
11	530CM07	2	PIN
12	522JT2	2	COTTER PIN
13	522AS02	1	MOLDBOARD
14	530CM06	2	PIN
15	560C02150	2	COTTER PIN
16	545JJHP	1	REPLACEMENT SEAL KIT PER CYLINDER
17	545JJHG	1	CYLINDER WITH HEIGHT BAR/GAGE
18	558HYDMLBD	1	CYLINDER DECAL (NOT SHOWN)
19	522AS03	1	HYDRAULIC MOLDBOARD ASSEMBLY, COMPLETE

OPTIONAL CHICAGO RAKE



ITEM	PART NUMBER	QTY	DESCRIPTION 600HDS
1	540A0809	2	QUICK DISCONNECT, MALE
2	540R08032	1	RESTRICTOR
3	545HD-13	2	QUICK DISCONNECT COVER
4	540H06050	2	HOSE
5	540B0601	1	TUBE
6	540C1001	16	HOSE CLAMP
7	540B0602	2	TUBE, LEFT
8	540B0603	1	TUBE, RIGHT
9	540H06130	4	HOSE
10	540T0602	2	TEE
11	530CUPMC19408	2	CYLINDER
12	540A0609	2	ADAPTER
13	540E0601	1	ELBOW, 90 DEGREE
14	530CUH06035	2	HOSE
15	540B0604	1	TUBE
16	540T0604	1	RUN NUT TEE
17	540H06035	1	HOSE
18	530CUCV01	1	CHECK VALVE
19	540A0601	1	ADAPTER
20	540V070	1	PRESSURE REDUCING VALVE
21	540B0606	1	TUBE
22	540B0607	1	TUBE
23	530CUAS03	2	ARM ASSEMBLY
24	530CUAS02	1	TUBE ASSEMBLY
25	530CU572005	6	TINE END
26	530CU571005	6	TINE
27	540A0602	2	ADAPTER
28	540E0604	4	STREET ELBOW
29	540B0608	1	TUBE
30	540R0806	1	ADAPTER
31	540A0606	4	ADAPTER
31	21875	12	CARRIAGE BOLT
33	1137266	12	TOP LOCK NUT
34	33814	6	HARDENED WASHER
35	13360	4	CAPSCREW
36	13319	6	CAPSCREW
37	560N10L	6	TOP LOCK NUT
38	560FW10	4	WASHER
39	509D	2	CAPSCREW
40	509FA	6	LOCK NUT
41	530CUAS01	1	CHICAGO RAKE 6 – ASSEMBLY COMPLETE

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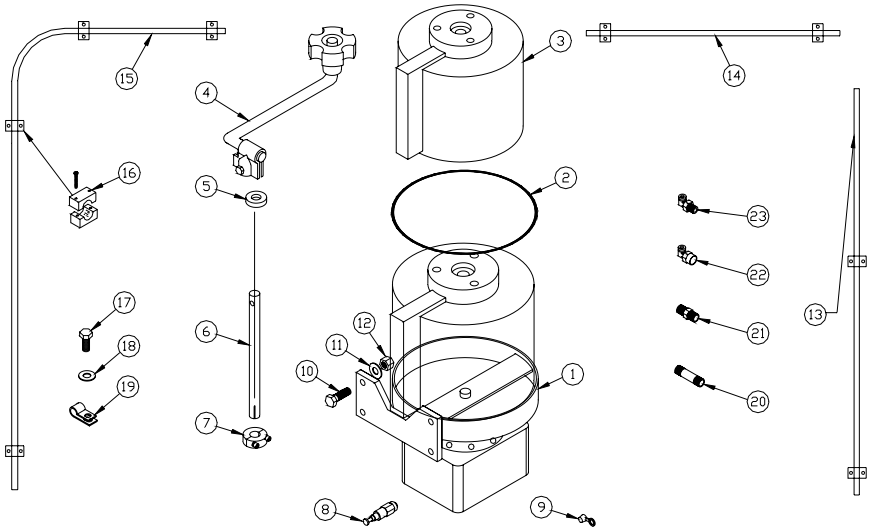
6-21

MANUAL GREASE SYSTEM



ITEM	PART NUMBER	QTY	DESCRIPTION 600HDS
1	532AS10	1	MANUAL AUTO GREASE UNIT
2	532CM08	1	RESEVOIR O-RING
3	532AS10E	1	COVER ASSEMBLY
4	532AS10D	1	HANDLE ASSEMBLY
5	532AS10F	1	SEAL
6	532AS10C	1	STAINLESS ROD
7	532AS10G	1	COLLAR
8	532CM03	12	INJECTOR CARTRIDGE
9	503CAP	1	GREASE CAP
10	524X	4	CAPSCREW
11	524S	4	FLAT WASHER
12	560N05L	4	LOCKNUT
13	532TB06	1	STAINLESS TUBING, RIGHT
14	532TB04	1	STAINLESS TUBING, FRONT/RIGHT
15	532TB02	1	STAINLESS TUBING, LEFT
16	540C1001	8	HOSE CLAP 5/8”
17	520K	6	CAPSCREW
18	520P	6	LOCKWASHER
19	540C0401	6	STRAP CLAMP
20	540N0204	8	NIPPLE
21	503AHB	2	NIPPLE
22	532CM04	10	PUSH TO CONNECT SOLID FEMALE FITTING
23	532CM02	2	PUSH TO CONNECT SWIVEL MALE FITTING
24	532TBR164	12	GREASE LINE (NOT SHOWN)
25	532AS02	1	COMPLETE MANUAL AUTO GREASE SYSTEM

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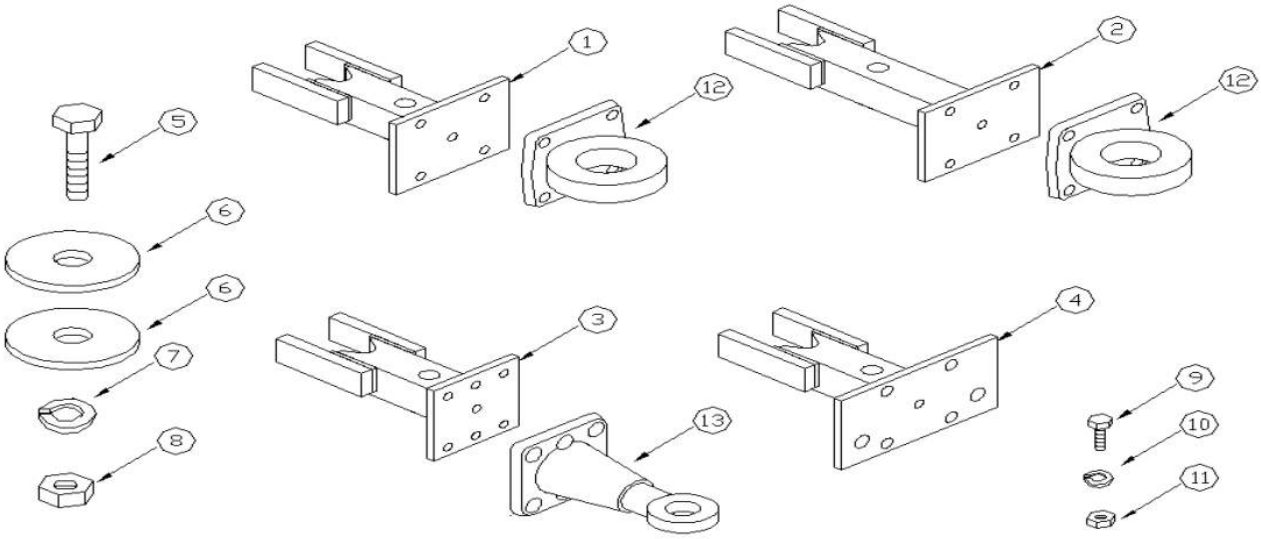
OPTIONAL PINTLE ATTACHMENT



ITEM	PART NUMBER	QTY	DESCRIPTION 600HDS
1	552AS01	1	STANDARD PINTLE ATTACHMENT
2	552AS01L	1	EXTENDED STANDARD PINTLE ATTACHMENT
3	552AS01E	1	EUROPEAN PINTLE ATTACHMENT
4	552AS01A	1	AUSTRALIAN PINTLE ATTACHMENT
5	560B16600	1	CAPSCREW
6	502N	2	FLAT WASHER
7	405F	1	LOCK WASHER
8	405G	1	HEX NUT
STANDARD AND EXTENDED STANDARD PINTLE ADAPTER			
9	506B09250	4	CAPSCREW
10	503R	4	FLAT WASHER
11	506N09L	4	LOCK NUT
12	552CM01	1	TOW EYE
EUROPEAN PINTLE ADAPTER			
9	506B09250	6	CAPSCREW
10	503R	6	FLAT WASHER
11	506N09L	6	LOCK NUT
13	552CM02	1	EUROPEAN TOW EYE

6-23

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ENGLISH
BeachTech
Ready to
REMOVE
BeachTech®

SIMPLE PRINCIPLE – MAJOR EFFECT

BeachTech screening machines remove unwanted objects and potential dangers from sand and screenable soil – and by doing this, they make the environment cleaner and safer.

Ready to REMOVE

Versatile:
BeachTech screening machines can be used in a variety of application areas.

Thorough:
BeachTech machines can remove objects that are on and underneath the surface.

Powerful:
BeachTech cleans areas of up to 30,000 m^2 per hour.

Economical:
Our extensive product portfolio offers the right model for cleaning areas of any size in a way that saves time and money.

Simple:
BeachTech screening machines are easy to operate.

Durable:
The rugged and high-quality design gives our machines a long service life.

BeachTech®

COMPATIBLE WITH A VARIETY OF USES

BeachTech offers solutions for efficient and thorough beach cleaning. Even when not on the beach, our screening machines can remove nuisance and dangerous objects from the soil.

Beaches

- Clean and hygienic beaches
- Safe vacation experience for your guests
- Efficient and thorough cleaning, even below the surface

Playgrounds and sports grounds

- No worry for parents – kids can play safely
- Sand quality is improved without being replaced
- Looks well-maintained

Equestrian sport

- Stones and other dangerous objects are reliably removed
- Clean soil is safer for horses and riders
- Preserves the soil quality through removal of weeds

Sod

- Removal of fine stones keeps sod stone-free for a long time
- Higher quality of the sod rolls
- Reduced wear on harvesting machines

Agriculture

- Do away with herbicides by removing weeds mechanically
- Stone-free soil is gentler on your harvesting machines and reduces wear and costs
- Higher yield and better quality of the crop

Water filtration retention ponds, golf courses and shooting ranges

- Cleaning water filtration retention ponds
- Cleaning golf course bunkers
- Collecting munitions at shooting ranges

THOROUGH CLEANING

BeachTech screening machines remove small contaminants, such as cigarettes, bottle caps and broken glass. Even larger objects, such as plastic bottles, floating refuse and seaweed, and vegetation and stones, are removed.

Removes everything:

Thanks to various screen sizes, BeachTech screens out small particles as well as larger objects.

Deep-reaching:

BeachTech penetrates up to 30 cm below the soil surface to pick up contaminants and screen them out.

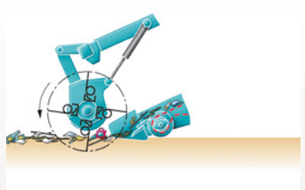
Flexible:

Thanks to our cleaning systems, various machine sizes and flexible options for setting the working depth, BeachTech offers the right solution for any operating conditions.

Rugged:

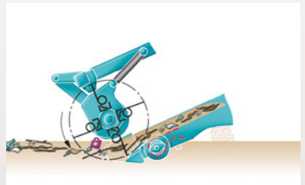
Due to their rugged design, the machines are unscathed by stones, salt water and abrasive sand.

CLEANING TECHNOLOGY FOR ANY SOIL COMPOSITION



Raking technique

- Enables high working speed
- Cleans the top layer of sand
- Enables cleaning even when the sand is wet or heavy



Screening technique

- Cleaning down to a depth of 30 cm
- Even the smallest particles are removed
- Enables cleaning when the sand is fine-grained or dry

Combined cleaning technology

- Stepless changing between the raking and screening techniques depending on the soil composition; this means you always get the best cleaning results

Pick-up blade:

The screenable soil and contaminants within it are picked up.

Pick-up blade, pick-up roller with spring tines

Pick-up blade with transport system unit

Screening unit:

The sand-waste mixture is transported to a screening unit. The clean sand falls back to the ground.

Screening belt

Screening sheet metal

Hopper:

Everything that has been screened out is transported into the hopper and can then be conveniently dumped.

Hopper with debris

Finisher:

The finisher smooths the surface and leaves behind a homogeneous structure.

Finisher

OVERVIEW OF MODELS

Self-propelled screening machines

Agile: Due to its three-wheel design, the machine can turn on a dime.

Comfortable: The air-conditioned cab has ample room and storage space. Working long shifts is no problem thanks to the ergonomic driver's seat.

Easy to operate: The joystick and control panel make it easy to operate all the functions. The camera system lets you to keep an eye on the area behind the machine as well as the screening unit and the waste container at all times.

	Engine power	Working width	Waste container volume	Area coverage
BeachTech 5500	55 kW | 74 hp (2,400 U/min)	1,600 mm	1.5 m^3	up to 17,000m^2

Tractor Towed screening machines

You are covered: The towed BeachTech machines cover areas at a rate of up to 30,000 m^2 per hour and are ideal for cleaning surfaces of any size.

Works with your vehicle fleet: Depending on the model, the screening machines can be hitched to tractors with 30 metric HP or more.

Up for the challenge: Thanks to the various cleaning technologies and different screen sizes, you achieve the best cleaning results under all operating conditions.

	Engine power	Working width	Waste container volume	Area coverage
BeachTech 3000	from 74 kW | 100 hp	2,500 mm	4.7 m^3	up to 30,000 m^2
BeachTech 2500	from 59 kW | 80 hp	2,500 mm	2.8 m^3	up to 30,000 m^2
BeachTech 2000	from 55 kW | 70 hp	1,850 mm	1.5 m^3	up to 22,200 m^2
BeachTech 1500	from 55 kW | 70 hp	1,600 mm	1.5 m^3	up to 17,000 m^2
BeachTech 1000	from 22 kW | 30 hp	1,250 mm	0.4 m^3	up to 7,500 m^2

Walk-behind screening machines

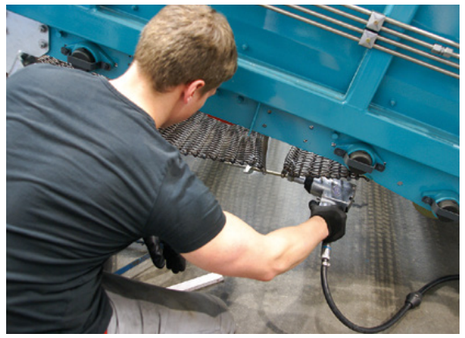
No stone unturned: These practical models turn on a dime and effortlessly maneuver around obstacles.

Meticulous: The screen with particularly fine mesh removes even the smallest dirt particles.

Multifunctional: A wide variety of available attachments turns your Sweepy into a sweeper, mower and much more in no time.

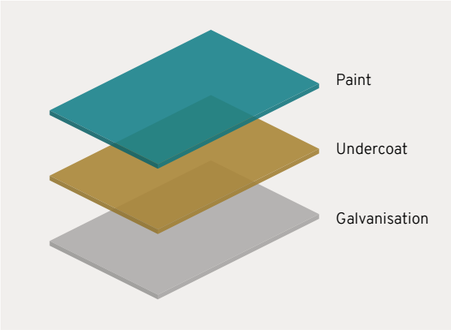
	Engine power	Working width	Waste container volume	Area coverage
BeachTech Sweepy	7.1 kW | 9.6 hp	1,050 mm	44 l	up to 4,200 m^2
BeachTech Sweepy Hydro	7.1 kW | 9.6 hp	1,050 mm	44 l	up to 4,200 m^2

WHY CUSTOMERS TRUST BEACHTECH



Maintenance-friendly

The use of high-quality components and low-maintenance bearings decreases service costs and downtime during the season. The increased efficiency saves you both time and money.



Corrosion protection

The BeachTech models have been built to withstand the extreme conditions of salt water, sand and high humidity. The combination of galvanization and paint layers ensures our machines have a long service life.

Worldwide service

With more than 130 service stations worldwide, our dedicated team is on hand with help and advice for you if service is needed.

Certified quality

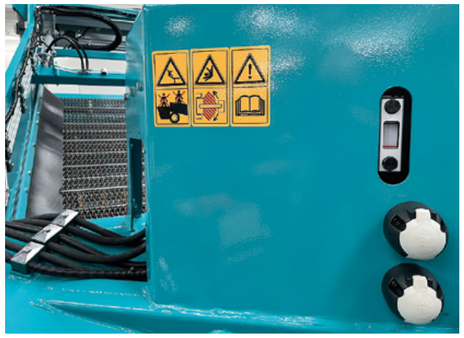
All BeachTech products are CE certified and therefore fulfill the highest safety standards. Kässbohrer Geländefahrzeug AG is ISO 9001- and ISO 14001-certified.

Road certification

Our vehicles can be certified for road use in many countries either individually (with an existing expert's report) or by means of an EU type approval.

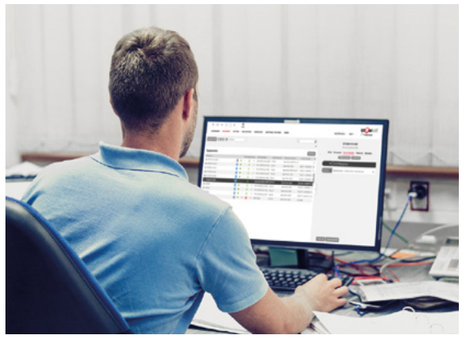
Spare parts

You can conveniently order spare parts at any time from our online shop. Thanks to the high spare part availability in our warehouse and worldwide express shipping, you get the parts when you need them.



Vehicle safety

Your safety is our top priority: Our audio warning system alerts you to malfunctions, such as low oil level, high temperature or overpressure. The waste container is secured by load retaining valves during maintenance and dumping, and pressure relief valves protect your hydraulics. All danger zones are marked.



Digitalization

All cases of maintenance and service on our vehicles are seamlessly documented in our digital service portal. There, you can also find operator's manuals and maintenance instructions, customer information, online training videos and many additional functions, which simplify your maintenance processes.

KÄSSBOHRER GELÄNDEFAHRZEUG AG

COMPREHENSIVE SOLUTIONS FOR THE ENVIRONMENT AND TERRAIN

For more than 30 years, BeachTech has been the world's leading provider of machines for cleaning beaches, coasts and screenable soil. Our goal here is to offer our customers reliable solutions they can use to create clean and safe environments for both humans and animals.

As part of Kässbohrer Geländefahrzeug AG, we benefit from many years of experience in developing and manufacturing off-road machines. We are continuously improving by listening, asking questions and making adjustments. We offer our customers innovative products, which are created based on their requirements. In the process, we always make sure that our actions are sustainable. For example, we use wide-base tires for BeachTech to minimize the ground pressure and ensure that the machines do not damage the sand or soil during operation. In addition, our BeachTech machines can be filled with biodegradable hydraulic oil. Likewise, Kässbohrer Geländefahrzeug AG relies on alternative fuels, such as HVO, for its other products, on renewable energies at our locations and on coordinated training programs to ensure that our products are used in a manner that conserves resources.

Brands

Those brands are part of the Kässbohrer company:

BeachTech

Machines for cleaning sand and screenable soil

PowerBully

All-terrain tracked vehicles for transporting heavy payloads through rough terrain

PistenBully

Snow groomers for the preparation of ski slopes and cross-country ski trails

snowsat
SOLUTIONS FOR DIGITAL SKI WORLDS

Cross-domain digital solutions for the skiing industry

PRO ACADEMY

Training and consulting for the sustainable use of our products

COMPOSITES

Manufacturer for fiber composite materials

Kässbohrer Geländefahrzeug AG
Kässbohrerstraße 11
88471 Laupheim
Phone +49 (0)7392 900-0
info@beach-tech.com
www.beach-tech.com

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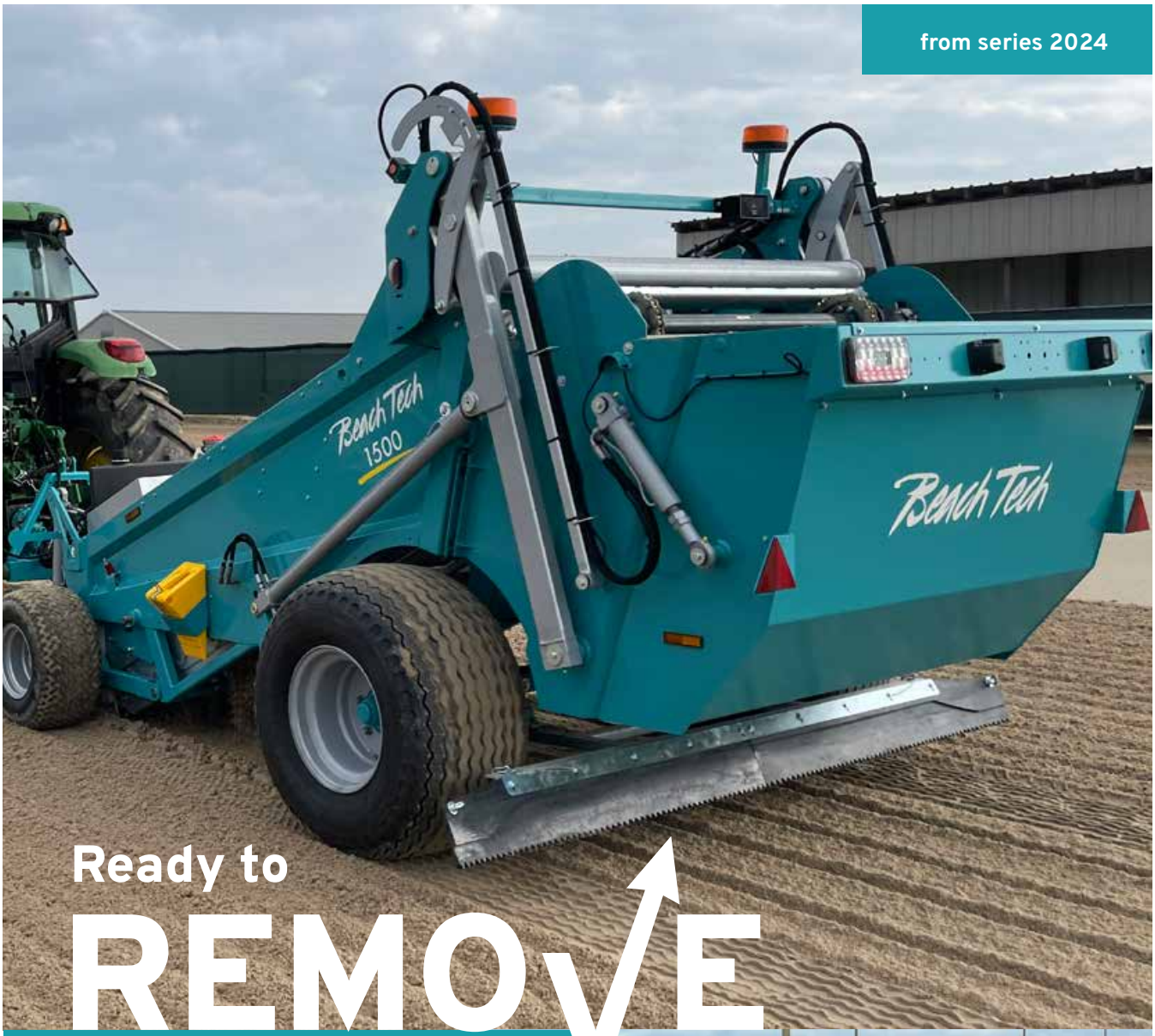
BeachTech®

from series 2024



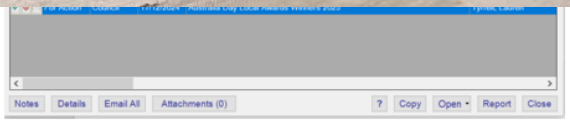
Ready to

REMOVE

TECHNICAL SPECIFICATIONS

BeachTech 1500

BeachTech®



BeachTech 1500

Engine power
from 55 kW | 70 hp

Working width
1.600 mm

Hopper volume
1,5 m³

Area coverage
up to 19.000 m²/h

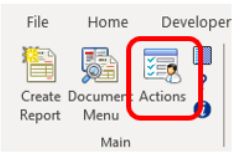
Cleaning method	Screening technique with vibrating screen and transport system	
Tractor requirements	Engine power min.**	55 kW (70 hp)
	Four-wheel drive	
	differantial lock	
	Tires	480 mm front, 520 mm back
	3-point hitch, cat. 2	
	PTO shaft	Z6, 1 3/8“
	power take-off, AR NORM	540 rpm
	power supply	standardized socket, 12 V
Dimensions	vehicle length, road transport	5.430 mm
	vehicle width, road transport	2.480 mm
	working width	1.600 mm
	vehicle height	2.430 mm
	Unloading height collecting hopper	0 – 2.600 mm
Tires	low pressure tires, wide	520/50 – 17
Weight	Empty weight	3.120 kg
	technically permissible total weight*	4.500 kg
Tank capacity	hydraulic oil	80 l
Performance	area coverage up to**	19.000 m²/h
working depth	working depth up to**	15 cm
Capacity	collecting hopper	1,5 m³
Speed	operating speed max.**	12 km/h
	road traffic*	25 / 40 km/h

* according to local traffic regulations ** depending on soil / beach conditions

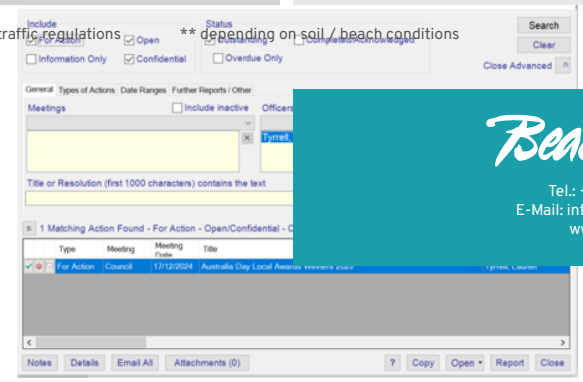
Subject to change in the course of technical development. The images shown are for illustration purposes only and may may contain optional extras.

Actions after a Council Meeting

- If your item goes to Council and a decision is made by Council or if a Notice provided the officer comment you will be responsible for closing out an action action email. This will outline the Council Decision, this could vary from the been put forward by a Councillor
- The target date to complete the action is automatically set at 3 weeks from the Council Meeting



dealer stamp



BeachTech®
Tel.: +49 7392 900 - 461
E-Mail: info@beach-tech.com
www.beach-tech.com

BeachTech®
2000

Technical Specification

(from series 2018 on)

Kässbohrer Geländefahrzeug AG

BeachTech 2000

Data sheet

Cleaning method		BechTech 2000
	patented	raking-screening-mixed technique
Tractor requirements		
	minimum power output	55 kW / 70 hp
	4-wheel-drive	
	differential lock	
	high flotation tires, width	480 mm front, 520 mm back (sand tires)
	2-point hitch, cat. 2	
	PTO shaft	6 spline (21 spline), 1 3/8"
	power take-off AR NORM	540 rpm (1000 rpm)
	2 double-acting circuits of the additional tractor hydraulics in standard operation	
	electrical circuit	standardized socket, 12 V
Dimensions		
Length		5.430 mm
Width	small tires	2.300 mm
	wide tires	2.610 mm
	incl. finisher	2.500 mm
	working width	1.850 mm
Height	vehicle	2.100 mm
	unloading hopper	2.600 mm
Tires		
	small	360/70-16
	wide, low pressure	520/50-17
Weight		
	net weight	1.800 kg
	gross weight limit up to*	2.800 kg
Tank capacity		
	hydraulic oil	30 l
Performance		
	ground coverage up to	22.200 m²/h
Working depth		
	up to**	30 cm
Screen surface		
	screening belt	+/- 4 m²
Capacity		
	collecting hopper	1,5 m³
Speed		
	max. working speed**	12 km/h
	traffic *	25 km/h // 40 km/h

Specifications *according to local traffic regulations; **depending on nature of the ground; Optional road licensing, according to local traffic regulations, possible.

The possibility of changes to the product after the editorial closing date for this publication cannot be ruled out.

Dealer stamp

Tel.: +49 7392 900 - 461
Email: info@beach-tech.com
www.beach-tech.com

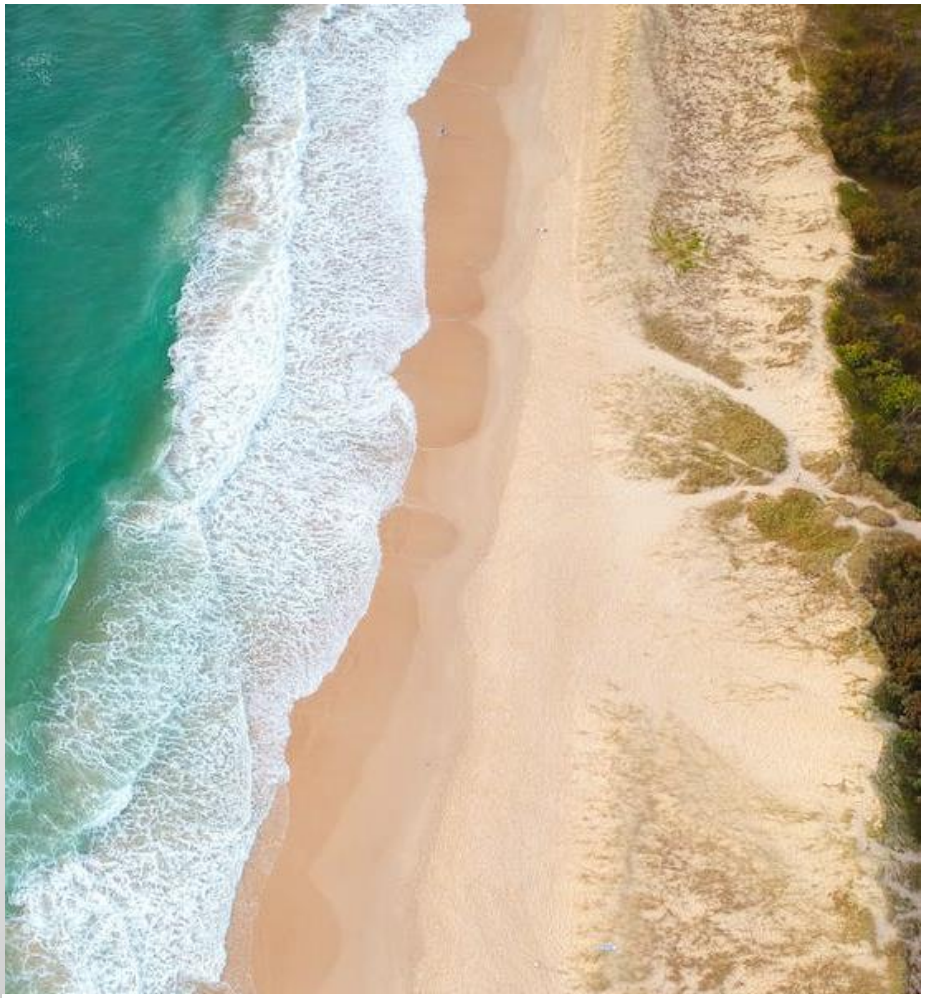
Introducing Clean Coast Solutions

Mark Ryan – Founder

Welcome to Clean Coast Solutions, a company with a vision to create a cleaner and more sustainable coastline through the use of innovative technology.

Clean Coast Solutions aims to offer councils and land management bodies an advanced beach cleaning service that is not only more efficient but also minimizes environmental harm compared to traditional methods.

We also intend to extend our services to coastal sustainability stewardship and education and actively adopting a circular economy approach to the disposal of all collected waste.

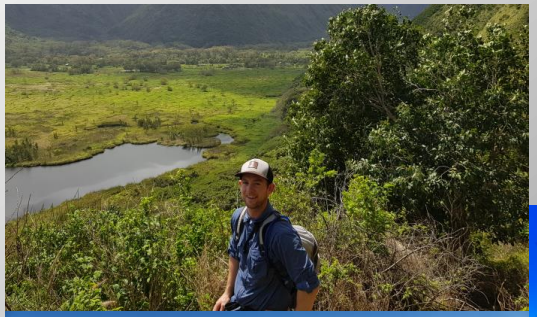


CLEAN COAST SOLUTIONS
The Coastal Sustainability Company

A little about me (The Who)

- Aerospace & Systems Engineer with 13 years experience in aircraft structures and complex system design.

- Passionate about environmental sustainability and a lover of all things salt water.



The Why

The catalyst for all of this was witnessing our newborn playfully sifting through the sand, only to find her chewing on tiny pieces of plastic.

I was aware that the beaches in our LGA were mechanically cleaned, so I was left wondering how so much plastic remained, often buried out of sight……

The engineer in me set about finding the root cause and coming up with a solution

The Micro-Plastics Problem

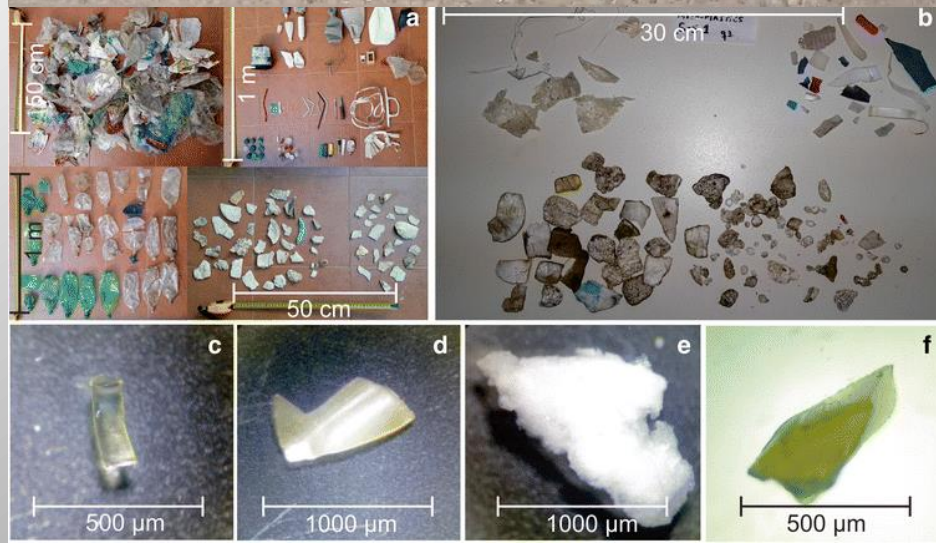
- Meso & Microplastics, tiny plastic particles smaller than 25mm, are pervasive pollutants found in oceans, rivers, and even the air.
- They result from the fragmentation of larger plastics or are intentionally produced for cosmetics, textiles, and industrial processes.
- Microplastics pose ecological threats as they are ingested by marine life, entering the food chain and potentially harming human health.
- Their small size and ubiquity make them challenging to remove using conventional methods, necessitating innovative solutions.
- Local studies have indicated that the prevalence of microplastics in our ecosystem is only going to increase.
- The increasing economic impact of the issue is only now being realised too.

The Problem with Existing Beach Cleaning Operations

- Collection of waste >25mm ✓
- Collection of waste <25mm (Meso and Micro-plastic) ✗

Additional concerns

- Pulled by diesel tractors ✗
- Costly to procure, operate and maintain ✗
- Contribute to beach noise and carbon emissions. ✗
- Oil and grease deposits from machinery. ✗
- Limited access to beaches without ramps. ✗
- Heavy - Compression of sand contributes to coastal erosion. ✗

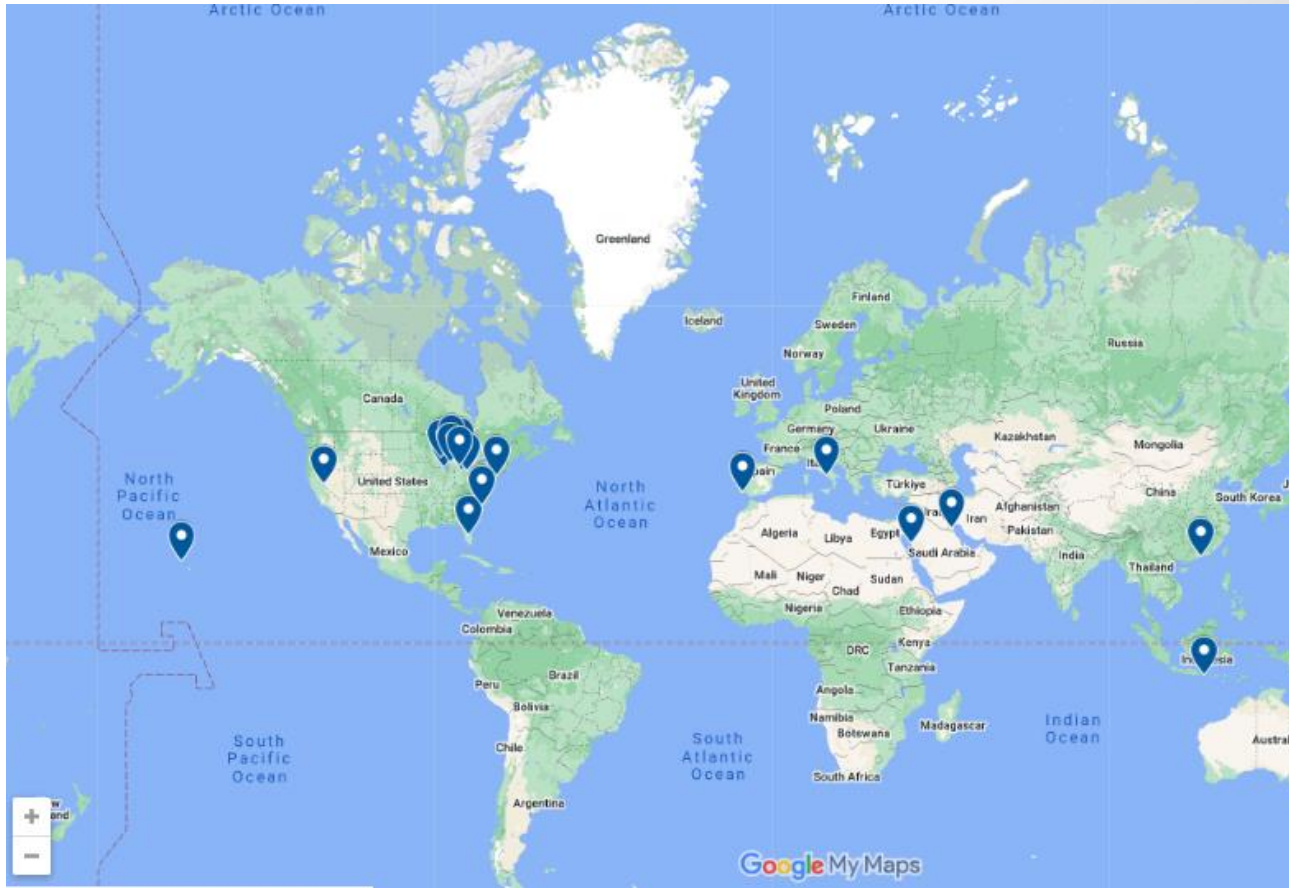


The Opportunity
BeBot – The Eco-Conscious Beach Cleaning Robot

- Capable of collecting waste down to ≈1.0cm^2
- Electric supplemented by solar. No Greenhouse Emissions
- No Noise Pollution
- Smaller overall dimensions > Increased accessibility to previously inaccessible beaches and tight spaces
- Significantly lighter than the tractor + rake combination > Less sand compaction and ecological impact. Minimises contribution to coastal erosion and vegetation damage
- Far more nimble> Easier to navigate beach wrack (Seaweed and organic matter) if desired, leaving it in place.
- Reduced maintenance burden and fuel cost.

The Testimonial – Current Deployment

- Currently approximately 20 units deployed globally.



- Bebot - Saudi Arabia
- BeBot Bali
- BeBot Hong Kong
- BeBot Napoli
- BeBot Wisconsin
- BeBot South Lake Tahoe
- BeBot Long Island
- BeBot Florida
- BeBot Ohio
- BeBot Oscoda - MI
- BeBot Illinois
- Bebot Oshkosh - WI
- Bebot Traverse City - MI
- Bebot Muskegon - MI
- Bebot Cleveland - MI
- Bebot Euclid - OH
- Bebot Wilmington - NC
- Bebot Lanai - HI
- Bebot Kuwait
- Bebot Brighton - MI
- Bebot Portugal

The Testimonial – Successful Implementation

Click Image for Link

The Testimonial – Successful Implementation

A Test Case

July 4th is Tahoe's biggest beach holiday. Since 2013, the League has organized simultaneous cleanup events at popular beaches around the lake on July 5th, known as Keep Tahoe Red, White and Blue.

During the League's 2022 edition of the Keep Tahoe Red, White and Blue Beach Cleanup, volunteers removed a staggering 3,450 pounds of trash from five beaches around Lake Tahoe. At one site, Nevada Beach, the BEBOT was deployed after volunteers picked up trash as a way to test the robot's beach-cleaning effectiveness.

A group of participants were asked to collect as much litter as they could find within a designated stretch of beach. They returned with 30 pieces of trash. Then the BEBOT covered the same area of beach – sifting through the top few inches of sand – and came back with 300 pieces of trash that were missed by the volunteers.

This simple test demonstrates that there is more litter in Tahoe than meets the eye, and both people and technology are part of the solution.

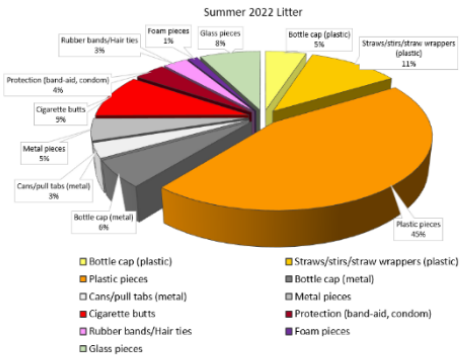
2022 Lake Tahoe BEBOT Cleanup Sites

As part of its pilot testing program, BEBOT was deployed along the north, east and south shores of Lake Tahoe this summer.

Beaches on the west shore were not addressed in 2022 due to the beaches being predominantly rocky substrate which hinders BEBOT operations and/or there was limited access. Additionally, a test site planned for sandy Meeks Bay was cancelled due to weather.

The BEBOT conducted cleanups from June to October at a mix of 11 public and private sites.

Total litter items collected: 4,497
Total area cleaned (square feet): 72,250



This pie chart shows key litter items. Plastic is a major concern due to its prevalence and incredibly slow speed of breakdown.

The Clean Coast Solution

CLEAN COAST SOLUTIONS
The Coastal Sustainability Company

- Work with councils/management bodies to provide them with a customized beach cleaning solution.
- Clean Coast Solutions owns and operates the beach cleaning service on behalf of councils.
- Data driven planning. BeBot enables data collection to facilitate optimisation and efficiency gains from subsequent cleans.
- Clean Coast Solutions will construct itself around an ethical lifecycle framework…not only in the eco-conscious planning and collection of waste, but ethically and responsibly dealing with the waste once it leaves our hands.

Clean Coast Solutions' Commitment to Ocean Plastic Education and Research

- Education programs in local schools and community organisations
- Engagement with council to collaborate on community marketing and promotional materials.
- Engagement with local academic institutions to encourage and facilitate research, not only in microplastics, but the impact of beach cleaning on the costal ecology (both positive and any negatives)

Clean Coast Solutions' Circular Economy Approach

- Committed to repurposing collected plastics in an ethical way.
- Injecting the plastics into the circular economy, rather then back into the pollution cycle.
- Pursing engagements with local companies who share a similar mission.

REPLAS
RECYCLED PLASTIC PRODUCTS

The Strategic Alignment

Our Economic Development and Tourism Strategy

MORNINGTON PENINSULA Shire

Circular Economy

Whilst the circular economy is not a stand-alone industry, it is **an operational concept that aims to remove waste from economic activities**. Activities related to circular economy include reducing material use, applying innovation to redesign products and services to be less resource intensive and re-capturing 'waste' as a valuable resource to manufacture new materials and products.

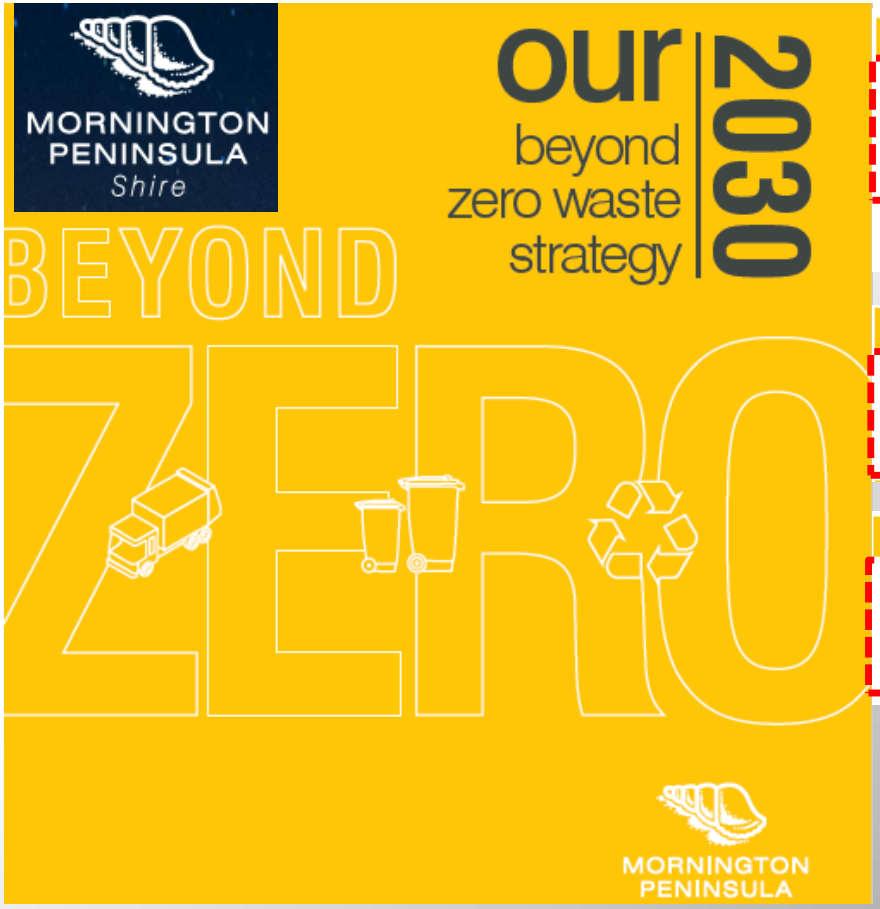
The ***Food Economy and Agroecology Strategy*** promotes circularity into all aspects of the Mornington Peninsula's food economy to encourage sustainable economic development. In addition to the benefits that a less resource-intensive approach to agriculture has for the Mornington Peninsula's agricultural sector, embracing and promoting circular economy principles will also serve to attract and retain 'green industries' that produce goods or services that contribute directly to **preserving and enhancing the quality of the natural environment**. This includes, for example, those businesses that **manufacture componentry for the renewable energy sector**, businesses engaged in the **design and production of energy-efficient materials** and those businesses that are engaged in **sustainable approaches to the management of waste**, where used products are re-purposed and returned to the economy in a new form or used more efficiently.

Moving towards a more circular economy delivers benefits to the Mornington Peninsula by reducing pressure on the natural environment, stimulating innovation, boosting economic activity and creating more local jobs for the Shire's resident workforce.

STRATEGY OUTCOMES

- Business and industry growth through business retention, expansion and support for innovation and investment in a diversity of industries.
- Opportunities for education, employment and career pathways which retain and support a growing and diverse population.
- A vibrant tourism economy that capitalises on and enhances the Mornington Peninsula's natural assets without compromising its highly valued and unique natural environment.
- A greener business environment that prioritises circular economy principles and works towards a zero carbon future.

The Strategic Alignment



Our Waste Goal 1 – An empowered community

1.1 Demonstrate leadership resource recovery.

1.2 Design targeted programs and explore partnerships with the community to reduce waste generation and promote reuse initiatives.

1.3 Phase out single-use plastics on the Peninsula

Our Waste Goal 4 – A clean and healthy Peninsula

4.1 Improve waste collection and resource recovery in public places

4.2 Deliver anti-litter behaviour change campaigns

4.3 Providing community engagement programs to encourage behaviour change regarding illegal dumping

4.4 Adopt proactive prevention model that demonstrates best practice in illegal dumping compliance and enforcement

Our Waste Goal 5 – Data driven decisions

5.1 Improve reporting on material that is reused, recycled and disposed to inform continual improvement

5.2 Provide regular report cards that update the community on Shire progress towards targets

Our Waste Goal 6 – An innovative and vocal Peninsula

6.1 Enabling and supporting strategic partnerships

6.2 Implement funding mechanisms to support local waste initiatives

6.3 Advocate on behalf of the community to State and Federal government members of parliament on matters of policy and funding

The Strategic Alignment

MORNINGTON PENINSULA
Shire

Climate Change

Carbon Neutral

2. Best value actions

The Shire will implement **greenhouse gas emissions** reduction actions in accordance with a best value and best practice emissions management principles. Actions that provide a reasonable payback to the Shire or provide community benefit or increase community **resilience** will be prioritised.

For example, actions that should be considered a higher priority based on the best practice emissions management hierarchy are those that avoid emissions being generated in the first place. This may include the purchase of more efficient vehicles, integration of Ecological Sustainable Design principles in the building construction and waste avoidance measures.

5. Community and stakeholder engagement

The Shire commits to continuing a process of ongoing, purposeful, participatory, inclusive and accessible community engagement on **climate change** to support community **resilience**.

This Shire will encourage and support community led initiatives that aim to work towards **carbon neutrality** through shared learning.

6. Responsiveness and innovation

The Shire recognises that an effective response to **climate change** demands flexibility and a commitment to innovation. The Shire accepts this responsibility and is committed to being responsive and innovative, including by working in partnership with other groups and organisations to investigate new technologies and best practice approaches to emissions management.

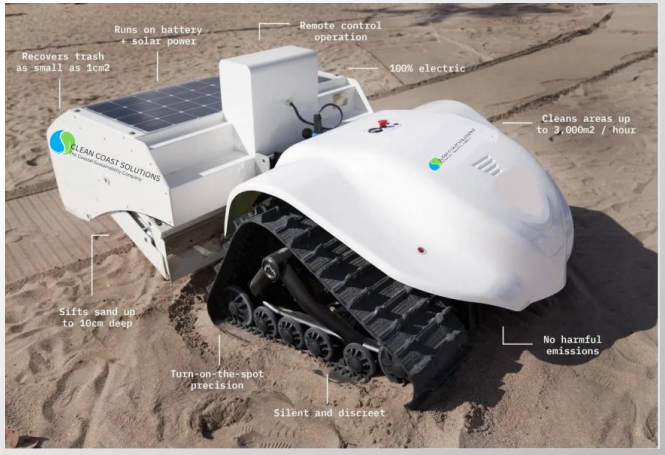
MORNINGTON PENINSULA Shire
CLEAN COAST SOLUTIONS
The Coastal Sustainability Company
A Partnership for a Cleaner Coastline

More on the Proposed Solution

Proposed Solution

The beach cleaning robot offers an extensive range of benefits over traditional beach cleaning methods:

Operation	Remote control up to 150 meters
Power	100% electric, batteries and solar pannels
Battery life	Up to 3 hours, full charge: 8 hours
Mobility	Top speed 2,7 km/h Can cope with obstacles of up to 20°. Pulls loads up to 400kg
Screening unit	Screening width: 130 cm Screening depth: 10 cm Cleaning capacity: 3,000 m² Can access any spot, even in tight spaces
Screening capacity	100 liters
Safety	Emergency stop button Safety LEDs for visibility Optional warning light and audible alert



VERSATILE

- Sifts sand
- Levels sand
- Rakes algae
- Lifts and tows loads
- Bracket for advertising

SECURE

- Signals its presence
- Operate on steep terrains

ECO FRIENDLY

- Safe for fauna, flora and sand acclaimed by the scientific community*
- 100% electric, solar panels, zero emissions

SILENT

- Quiet
- 24/7 operation

Benefits

Target waste for the beach cleaning robot is significantly smaller than the traditional method, capturing far more waste then previously capable.

- Capable of collecting waste down to ≈1.0cm^2

- Only capable of collecting waste down to ≈9cm^2

Benefits

- No Greenhouse Emissions/No Noise Pollution

- Battery powered for up to 6 hours, with swappable battery for extended hours of operation
- No noise emissions other than audible sifting mechanism

- An estimated 5.5 to 6.5 metric tons of carbon dioxide (CO2) per year, based on an average annual usage of 200 to 250 hours for a 30HP tractor
- Noise levels estimated at 85 to 100 decibels (dB) when measured from a distance of about one meter. This is considered a loud noise level, and prolonged exposure to it can cause hearing damage or loss.

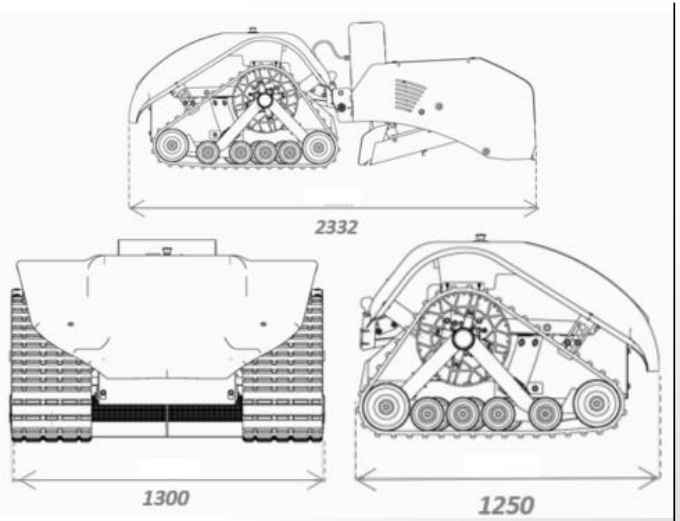
Benefits

- Automation – reducing the need on human operators reduces the cost of operation, making the service of beach cleaning more appealing to local governments.

- Remote Monitoring and Control– Opens up the market to remote beaches which have previously been too expensive to mechanically clean with heavy machinery and personnel.

Benefits

- Smaller overall dimensions > Increased accessibility to previously inaccessible beaches and tight spaces



- Opens the opportunity land the robot on previously inaccessible beaches potentially via stair sets or by utilising a barge

- The smallest surf rake on offer is H: 1,4 m x L: 3,0 m x W: 2,3 m.
- Add on to this the length of a tractor, and access to all beaches is difficult

Benefits

- Significantly lighter than the tractor + rake combination > Less sand compaction and ecological impact
- Track driven > Less impact on sand and vegetation

- Weighing 600kg
- Reduces impact on coastal erosion as a result of sand compaction and tire ruts.

- Rake alone weighs in the order of 900kg in addition to the tractor weight.

1. Wear of the sand granules
2. Variation of the morpho-topographic characteristics of the beach

- Predisposition for the removal of sand granules due to wind and / or storm surges

All this contributes to the phenomenon of coastal erosion

Benefits

- Far more nimble> Easier to navigate beach wrack (Seaweed and organic matter) if desired.

- Not all locations desire the removal of organic matter from beaches. The beach cleaning robot is more manoeuvrable and if desired, can leave vegetation and wrack undisturbed.

- If desired, the robot has a rake attachment for the relocation/removal of wrack

Future Beach Cleaning FAQs

MORNINGTON PENINSULA Shire

2 May 2025

This Frequently Asked Questions (FAQs) document has been prepared by compiling questions submitted by Councillors and answered by officers between January and April 2025. Some questions have been consolidated. The FAQs have been grouped in the following themes:

1. Recent Common Questions
2. Hand Cleaning Trial
3. Hand and Mechanical Cleaning Comparisons
4. Future Cleaning Options and Recommended Program
5. Flora and Fauna Guarantee Act
6. Volunteers
7. Beach Cleaning Contract
8. Service Risks

Previously provided responses are in blue, new response are in black.

1.0 Recent Common Questions

1.1 Which options are implementable?

Response provided 23 April 2025:

Based on what we currently know, all options presented to Council are implementable.

As circulated with Council on 25 March and 8 April 2025, Coast Saltwort's current known distribution includes: "*Portsea, Sorrento, Blairgowrie, Rye, Tootgarook, McCrae, Dromana, Safety Beach, Mount Martha, Mornington, and Mount Eliza.*"

The following table was circulated with Councillors on 8 April 2025 identifying the potentially affected or restricted beaches due to Coast Saltwort.

Beach Cleaning Method	Potentially affected or restricted beaches due to presence of Coast Saltwort
100% hand cleaning (same as current trial)	None
100% mechanical raking (only services 80% of beaches, no cleaning of remaining 20%)	Portsea, Sorrento, Blairgowrie, Rye, Tootgarook, McCrae, Dromana, Safety Beach, Mount Martha, Mornington, and Mount Eliza
Hybrid – 80% hand cleaning and 20% mechanical raking	McCrae, Dromana, Safety Beach, Mount Martha, Mornington, and Mount Eliza
Hybrid – 70% hand cleaning and 30% mechanical raking (recommended)	Dromana, Safety Beach, Mount Martha, Mornington, and Mount Eliza
Hybrid – 20% hand cleaning and 80% mechanical raking (same as pre-trial)	Portsea, Sorrento, Blairgowrie, Rye, Tootgarook, McCrae, Dromana, Safety Beach, Mount Martha, Mornington, and Mount Eliza

The following advice from DEECA was shared with Council on 8 April 2025:

"*On 7 April 2025, DEECA recommended that a minimum 30m buffer applies to each Coast Saltwort plant. DEECA also noted that 'as the plant is an annual, it is not always evident as it is*

Future Beach Cleaning FAQs

MORNINGTON PENINSULA Shire

sporadic in its appearance. Therefore if a buffer is applied then this will need to be clearly marked out when the plants are not in their dormancy phase.' Meaning the buffer area would remain, even when the species is dormant. To note, this approach assumes introduction of mechanical raking where translocation or propagation options are not considered or approved.

To confirm where species are present will require survey of areas where mechanical raking would be re-introduced which can inform the best management approach."

Officers will undertake necessary steps to manage the presence of Coast Saltwort when a preferred future cleaning method has been adopted by Council. As circulated with Council on 25 March 2025:

"DEECA have confirmed that removal of the species via mechanical raking would require an FFG permit, issued by DEECA. Application for a permit would require specific details which cannot be confirmed until a future cleaning method has been adopted by Council. Noting, there is no guarantee DEECA would issue a permit.

Possible management approaches that have been suggested by DEECA are:

- *avoid plants through continuation of manual collection of rubbish,*
- *avoid plants through tagging, electronically or physically, in concert with contractor education, so that a suitable no-go buffer is created around each plant in the impact zone – hand collection could be undertaken within the no-go zones on an as required basis,*
- *if plants cannot be avoided, translocation may be possible beyond the impact zone,*
- *if plants cannot be avoided, seed could be collected, and plants propagated. These could be planted at suitable sites.*

The species is currently being reported at various beaches including, Portsea, Sorrento, Blairgowrie, Rye, Tootgarook, McCrae, Dromana, Safety Beach, Mount Martha, Mornington, and Mount Eliza.

Hand cleaning of beaches would be the cheapest and best management approach for protection of the species as it has the least impact and would not require an FFG Act permit or any additional management requirements. Raking in areas where the species is present will require further investigation including site surveys to confirm species numbers and distribution which will assist to informing the most appropriate management approach."

Officers have not engaged consultants to survey the presence of Coast Saltwort along the 32.5km of serviced beaches as this may be an avoidable or reduced scope depending on the future beach cleaning method adopted by Council.

Regardless of the option adopted by Council, officers will endeavour to implement the adopted approach to the best of our ability noting, we are bound by legislation. As circulated with Council on 8 April 2025:

Future Beach Cleaning FAQs

MORNINGTON PENINSULA Shire

"There are a range of risks associated with the beach cleaning service that could occur at any time, these include but are not limited to:

- *plant failure,*
- *personnel experience, knowledge and performance,*
- *severe weather impacting litter volumes and beach accessibility,*
- *exposure of culturally significant material,*
- *identification of protected environmental species,*
- *varied community values and expectation,*
- *sand accretion increasing serviceable area, and*
- *reduction or removal of State beach cleaning subsidy.*

The recommended model is considered to provide the most balanced and data informed cleaning model based on information available at the time, seeking to minimise risks where possible."

1.2 What was Monash University's involvement in the Beach Cleaning Review?

Information provided in the 5 March 2024 Council Report:
To assist with the Beach Cleaning Review Shire officers sought a student placement in partnership with Monash University. The Master of Environment and Sustainability student, with the assistance of Shire officers produced a report detailing their findings titled Mornington Peninsula Shire Beach Cleaning Review (October 2023)

Response provided 24 January 2025:
Mason Grayland held a tertiary placement position, under Monash University's program, with the Shire. During this time, he assisted with collection of data and the preparation of the Beach Cleaning Review you refer to and was working under the supervision of Shire officers. This review was included in the response to Notice of Motion 370, 18 October 2022 "*That Council agrees in principle for a hand beach cleaning program on Mornington Peninsula Shire (Shire) beaches and that the Chief Executive Officer brings back to Council a recommendation on whether implementation should go ahead based on cost, efficiency, community benefit and consideration of the role of volunteers*." (Council Report 5 March 2023). I hope this provides clarification on Mason's working arrangement.

The Council report on 25 March 2025 and 8 April 2025 included the following statement:
To assist with preparation of the Beach Cleaning Review, Shire officers sought a student placement from Monash University. The Master of Environment and Sustainability student, with the assistance of Shire officers produced a report detailing their findings titled Mornington Peninsula Shire Beach Cleaning Review.

Future Beach Cleaning FAQs

MORNINGTON PENINSULA Shire

1.3 Does costing include waste disposal? If not, request whole of service cost comparison.

Response provided within attachment 8, Memo - Beach Cleaning Recommendations Report (Additional Information) (confidential) to the 25 March 2025 and 8 April 2025 Council Report:
Disposal of waste is an annual variable cost for each option. Based on the maximum tonnage removed and reported on over the last three reporting years, we believe that disposal costs would be under $150,000 per year in a year not impacted by significant storms." Disposal costs have not been included in price estimations given the variability.

Response provided 23 April 2025:
The following calculations can be considered for the purpose of estimation. These calculations are based on the following assumptions:

- Waste disposal for mechanical raking is at the FY25 gate fee rate of $366 per tonne.
- Mechanical raking tonnage is based on reported FY23/24 statistics of 117.05 tonnes.
- Waste disposal for hand cleaning is as per the current FY25 rate of $12.50 per 80L garbage bag.
- Hand cleaning volumes is based on the 7-month monthly average collected between July 2024 and January 2025 (8,264 L per month) extrapolated to provide a 12 month estimated volume of 99,168L.
- Litter and seaweed distribution is uniform across all beaches (i.e. hand cleaning 10% of the coast would incur 10% of the disposal cost as hand cleaning 100% of the coast).

Beach Cleaning Method	Estimated Waste Disposal Cost (FY25 rates)
100% hand cleaning (same as current trial)	**$15,495**
100% mechanical raking (only services 80% of beaches, no cleaning of remaining 20%)	**$42,840.30**
Hybrid – 80% hand cleaning and 20% mechanical raking	Hand: $12,396 Mechanical: $10,710.08 **Total: $23,106.08**
Hybrid – 70% hand cleaning and 30% mechanical raking (recommended)	Hand: $10,846.50 Mechanical: $16,065.11 **Total: $26,911.61**
Hybrid – 20% hand cleaning and 80% mechanical raking (same as pre-trial)	Hand: $3,099 Mechanical: $42,840.30 **Total: $45,939.30**

Note, calculations are high level estimates based on previous disposal costs. Costs are subject to change based on tipping costs and variable volumes of waste and/or matter collected by a future cleaning method.

Future Beach Cleaning FAQs

MORNINGTON PENINSULA Shire

1.4 What portion of material taken to landfill by the rake was organic matter?

Response provided 23 April 2025:

The Beach Cleaning Review attached to the 5 March 2024 Council Report stated the following:
"Organic matter was estimated to make up for 85%* of the weight collected by the mechanical cleaner."
"*This estimation is not validated by scientific data or information, it is based on the knowledge of the council's Infrastructure Services team."

The following information was provided to Council on 25 March 2025.

Waste disposal					
	FY22 (tonne)	FY23 (tonne)	FY24 (tonne)	FY25 (litres)	FY25 (tonne)
July	Data provided as yearly summary		18.52	6,467	0.45*
August			20.26	8,192	0.57*
September			18.38	14,275	0.99*
October			4.36	8,495	0.59*
November			5.2	5,912	0.41*
December			6.38	5,948	0.41*
January			5.44	8,562 (530.6 kgs)	0.53
February			12.18	5,338 (436.06 kgs)	0.44
March			2.38		
April			1.22		
May			6.1		
June			16.62		
Total	227.5	124.7	117.04	63,189	4.39*

*Value derived using average litre to weight ratio reported in January and February 2025.

Using this data previously provided (25 March 2025) the following month to month comparison can be made:

	FY24 (tonne)	FY25 (tonne)
July	18.52	0.45*
August	20.26	0.57*
September	18.38	0.99*
October	4.36	0.59*
November	5.2	0.41*
December	6.38	0.41*
January	5.44	0.53

Future Beach Cleaning FAQs

MORNINGTON PENINSULA Shire

	FY24 (tonne)	FY25 (tonne)
February	12.18	0.44
Total	**90.72**	**4.39**

*Value derived using average litre to weight ratio reported in January and February 2025.

Based on this eight-month comparison it can be calculated that 95.2% of weight of material collected via mechanical raking is organic matter. Note, these calculations assume identical volumes of litter and organic material being disposed on the beaches for consecutive years and are based on the above noted average calculations.

1.5 Why is hand beach cleaning in a 4-year contract? How long would it take to change beach cleaning method?

Response provided on 25 March 2025.
The Council entered a 4-year contract for Open Spaces maintenance including beach cleaning commencing 1 July 2024. Where Council has issued a Provisional Sum Work Order directing exclusive hand cleaning, such an order may only be substantially varied with 3 months' notice. This mechanism allows Council to change the cleaning methodology delivered by the contractor with 3 months' notice.

2.0 Hand Cleaning Trial

2.1 How are officers ensuring that survey data collected during the trial is reliable, and what safeguards exist to prevent duplication or bias in responses?

Response provided on 24 January 2025:
The survey is available for community to provide multiple responses. The intention of this is to allow community the opportunity to change their opinion as they recognise different beach conditions, as we expected beach amenity to vary between seasons. Respondents are also not required to provide identifiable personal details (i.e. name or email address) as experience has shown this can reduce the amount of feedback.

Each survey response records the duration of time taken to complete the response and commentary is not mandatory. We would expect if people were trying to bias the responses, they would be looking to complete responses quickly and possibly duplicate comments or provide no commentary. 109 of the 446 responses have been completed in less than 2 minutes. None of these responses include duplicated comments. 46 of these responses have no commentary. Of these 46 responses there are varying results with no apparent evidence of bias.

Additionally, officers completed in-person engagement at Safety Beach and Mills Beach, Mornington on 17 January using hard copies of the same survey questions. These locations were selected as they have had two of the most vocal communities (mostly in opposition to hand cleaning) in the lead up to and during the trial. Results from in person engagement were:

Future Beach Cleaning FAQs

MORNINGTON PENINSULA Shire

Do you support continuation of hand cleaning into the future?		
Yes	16	66.67%
Undecided	4	16.67%
No	4	16.67%

The open survey was intended for community to share their views throughout the 12-month trial as it is recognised that seasonal changes and weather events will affect beach user observations.

2.2 Why was mechanical beach cleaning not explicitly presented as an option during public consultation?

The public consultation completed throughout the hand cleaning trial was focused on receiving feedback on the performance of the hand cleaning trial.

3.0 Hand and Mechanical Cleaning Comparisons

3.1 What are the actual costs of the hand cleaning trial to date, compared to the rake method used over the same period last year?

Response provided 24 January 2025.
The response to this question is commercial in confidence and is to be circulated with Council confidentially.

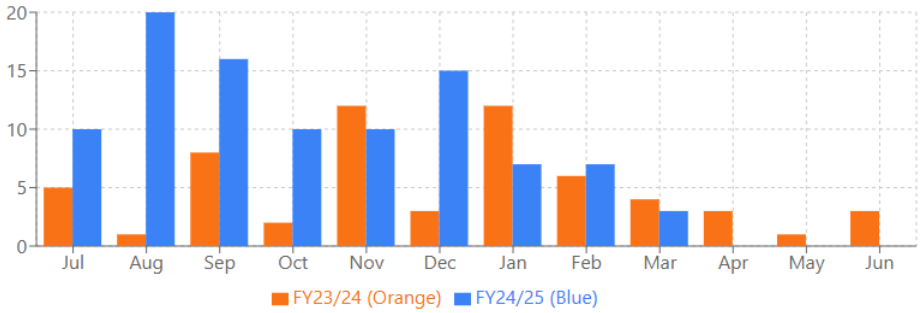
3.2 How does customer satisfaction in the form of complaints vary between mechanical cleaning and hand cleaning?

Response provided 25 March 2025:

Customer service (including Snap Send Solve) beach cleaning related enquiries are as follows:

FY23/24 – Previous 80/20 Hybrid Method	FY24/25 (as of 24 March 2025) – Hand Cleaning
60	98

Distribution of beach cleaning enquires throughout the year, comparing FY23/24 to FY24/25:



Future Beach Cleaning FAQs

MORNINGTON PENINSULA Shire

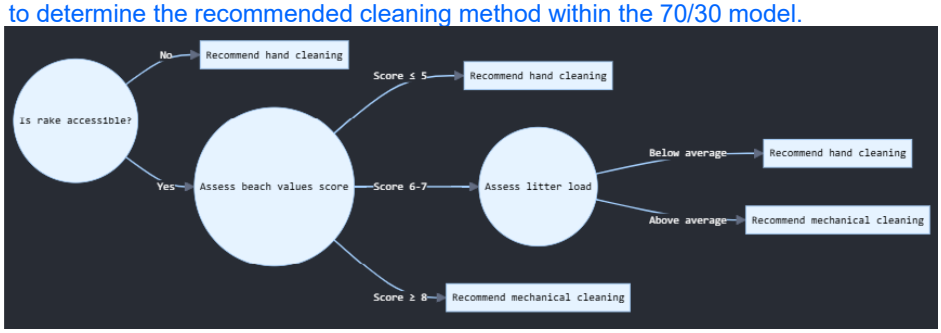
4.0 Future Cleaning Options and Recommended Program

4.1 What do the percentages mean in the option titles?

For naming purposes, the five options have been presented as percentages of cleaning method. The percentage is a portion of the 32.5km of serviced beach proposed to be cleaned either by hand or mechanical method. E.g. The recommend 70% hand and 30% mechanical method would result in 22.352km of beaches being hand cleaned and 10.35km of beaches mechanically cleaned. Values have been rounded for naming purposes.
An exception to this rule is the 100% mechanical raking option which only services 80% of beaches as 20% of beaches are not accessible with mechanical equipment.

4.2 Why have officers decided to recommend 30% mechanical beach cleaning, over the 20% mechanical cleaning option?

Response provided 25 March 2025:
The recommended 70% hand cleaning and 30% mechanical raking is considered to be the best practice cleaning approach based on the available data. The recommended method considers site-based values (like the previously recommended 80% hand and 20% rake). The 70/30 approach considers additional data collected throughout the trial including community sentiment and individual beach litter volumes collected by the hand cleaning contractors. Below is the method that has been applied to determine the recommended cleaning method within the 70/30 model.



Specific details including the values analysis is provided as attachment 7 of the Council Report.

4.3 Why are officers proposing to clean beaches that we do not manage?

Response provided 8 April 2025:
The Shire currently provides in kind support to three Port Phillip Bay Committees of Management (CoM), by cleaning their beaches. The three CoM areas are:

- WhiteCliffs to Cameron's Bight CoM – 3.4km;
- Capel Sound Foreshore CoM – 2.4km; and
- Dromana Foreshore CoM – 2.9km.

This equates to 8.7km or approximately 26% of the beaches serviced under the Council's beach cleaning program. This is detailed in Attachment 1 of the Council Report, '*Beach Cleaning Recommendations Report*', under Other Considerations, In-kind support to Committees of Management.

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To date, the CoMs have been accepting of Council determined cleaning methods, whether that was previous mechanical raking, or more recent hand cleaning. All CoMs have been informed throughout the hand cleaning trial and were made aware of the options, including officer recommended cleaning program to be considered by Council at the 25 March 2025 meeting. Officers have applied a consistent approach when determining the cleaning method (mechanical or hand) in each option, regardless of management responsibilities. The aim of this is to apply a consistent service approach along the Port Phillip coast.

If the CoMs do not accept the cleaning approach endorsed by Council, they could opt out at any time. The Shire don't have management responsibilities for these beaches. If this was the case, the percentages used for naming purposes would change with the individual beach cleaning methodology outlined under each option in Attachment 4 of the Council Report, '*Options - Beach Cleaning Options Assessment*' remaining the same, excluding the beach/es that a CoM opt out for.

Alternatively, Council may decide to no longer provide this service in-kind, or at all, for the CoMs. Attachment 1 of the Council Report outlines cost recovery from the CoM's that could be also considered. All costings presented in the report and attachments are inclusive of cleaning the CoM areas in-kind.

Officers have been made aware the Dromana Foreshore Committee of Management's preferred option is the '*80/20 option provided that the mechanical component could be applied to the East and West beaches when necessary*.' Reactive or variable cleaning methods are not included in the options presented to Council.

Whitecliffs to Camerons Bight Foreshore Reserve Committee of Management have expressed their '*strong support for the continuation of hand cleaning at Blairgowrie East'*, Hand cleaning is proposed for this beach in the recommend 70/30 option and 80/20 option.

4.4 Can it be explained how the figures have changed so that now 100% hand cleaning is no longer cheaper than 100% Mechanical?

Response provided 25 March 2025:

The costed options compared the fixed costs to deliver the service and as waste disposal is a variable cost, it has been noted as an additional cost for any of the options with further information available in the attachments.

Under the options costed, 100% mechanical cleaning means that only the beaches where the rake can access would be cleaned (approx. 80% of the beaches currently cleaned). As such, there would be less FTE required to deliver this service than 100% hand cleaning noting that some beaches would not be cleaned at all (approx. 20% of the beaches).

The figures in the confidential memo attached to the Council report outline the costs for the service excluding disposal costs, meaning that the staff, plant, and materials costs for 100% mechanical cleaning of rake accessible beaches are less than staff, plant and materials costs for 100% hand cleaning. As disposal costs are variable, and historically mechanical raking removes more matter from beaches, the total cost of mechanical raking plus waste disposal would be higher than 100% hand cleaning.

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4.5 If we were to return to the original cleaning method but reduce the frequency to once a month from 1 April to 30 November, and introduce environmental buffer zones—5m from living vegetation, 10m from creek mouths, and 30m from endangered flora and fauna—would this likely reduce the contract cost or environmental management burden?

Response provided 8 April 2025:

The primary purpose of the service is to remove litter from beaches. Data collected throughout the hand cleaning trial shows winter and spring have the highest presence of litter at our beaches. The data collected from the trial is presented in Attachment 2 of the 8 April Council Meeting report, including the below table of monthly collected waste volumes.

Cost implications of reducing the service to monthly between 1 April and 30 November have not been modelled and would require further investigation and input from contractors.

Whilst there may be some cost savings associated with scaling back the service to monthly between 1 April and 30 November due to direct employment costs and machine operating costs reducing, it is not likely to reduce environmental management costs or capital machinery costs, given the same processes to investigate, develop and implement a management plan would be required and that any machinery may not be used otherwise for other purposes. Disposal costs of waste may also reduce due to frequency; however, this could also be offset by the same amount of rubbish being picked up over one cleaning instance versus two. This is also difficult to predict given that natural processes may wash up rubbish and then also remove it in between cleaning periods.

As the Foreshore camping season commences in October each year, it would be recommended that fortnightly cleaning is appropriate in October and November to address the increase in visitation.

The greatest opportunity to limit environmental management costs is likely by reducing mechanical raking in areas where Coast Saltwort is present. Please refer to the previous table for potentially

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affected or restricted beaches due to presence of Coast Saltwort and associated beach cleaning method.

4.6 If Council were to implement a 2-metre buffer from all live native vegetation and a 10-metre buffer from natural creek mouths (excluding drains), what would be the operational and financial implications for mechanical cleaning? And, how many kilometres of beach would potentially become inaccessible to mechanical cleaning under these buffer settings?

Cost implications to introduce buffers have not been modelled and would require further investigation and input from contractors. However, officers predict the potential cost saving to be minimal based on the following calculations.

Creek Buffer
There are 10 creeks which enter Port Phillip Bay at mechanical accessible beaches. Given beach widths are variable, we have used lineal metres to calculate buffers. If each creek had a 20m buffer (10m each side) this would equate to 200m of buffer zones. There are roughly 26.5km of rake accessible beaches. 200m of 26.5km of lineal beach is a 0.75% reduction in service area.

2m Vegetation Buffer
The current contract includes a 1m vegetation buffer. So a 2 metre vegetation buffer would require an additional 1 metre on top of the existing contract. Assuming this is required along all 26.5km of mechanically rake accessible beaches, equates to 26,000m2 reduction in raking area. Rake accessible beaches have a total area of approximately 428,692m2. So, adding an additional 1m vegetation buffer to mechanical raking would reduce the service by 6%.

Beach cleaning area reductions of roughly 7% are unlikely to directly attribute to similar service cost savings given the overheads and ongoing management resources (i.e. FTE) would likely remain the same.

4.7 Which mechanical technologies remove micro-plastics?

Response provided 23 April 2025:
Officers have prepared Confidential Attachment 9, Technologies - Beach Cleaning Mechanical Technology Review for Councils consideration. The review provides an overview of five mechanical beach cleaning technologies from four service providers. Included within the Technologies attachments are specifications for each rake technology.

The Clean Coast Solutions X-bot S21 has the capability to collect the smallest litter with a screen of 1cm^2 (1 x 1 cm) (Refer to attachment 15 Technologies – Clean Coast Solutions Introduction). The definition of a micro-plastic is <5mm (0.5cm), smaller than the smallest available mechanical rake screening size. To note, a smaller screen size can mean collection of smaller pieces of litter but will also result in collection of smaller organic material (i.e. seaweed, shells, rocks, leaves, sticks and sand).

4.8 How were the public informed of the full range of cleaning methods available?

The five mechanical beach cleaning methods put to Council as Attachment 9 Technologies – Mechanical Technology Review within the 25 March 2025 and 8 April 2025 Council Report are not

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publicly available as the document contains commercial in confidence information provided by suppliers.

The five mechanical technologies that have been considered are:

1. Barber Surf Rake 600HD (previous mechanical rake) – Jetco Engineering
2. BeachTech 1500
3. BeachTech 2000
4. X-bot S21 – Clean Coast Solutions
5. Bobcat Sand Cleaner SC200 – Newground Rural Contracting

As per Beach Cleaning Recommendations Report attached to the 25 March 2025 and 8 April 2025 Council Report, "*The Barber Surf Rake 600HD and BeachTech 2000 have been explored further within option costings as they are considered to best meet the existing beach cleaning contract specifications, have a greater coverage capacity and are the preferred method for various Councils across Australia.*"

4.9 Have all key user groups—including lifesaving clubs, yacht clubs, sea scouts, and the Beach Box Owners Association—been formally consulted regarding their preferred beach cleaning method?

Determination of recommended beach cleaning methods have been developed based on localised value assessments. Areas where clubs such as Surf Live Saving Clubs are present have ranked higher for recreational values, lending these beaches more likely for mechanical raking. The listed groups were not directly approached for feedback. There was clear sentiment within public survey responses that members of multiple coastal clubs prefer mechanical raking for the aesthetic and grooming affect it provides which supports their recreational use.

4.10 Do lifesaving clubs or other organisations have insurance or operational requirements that stipulate minimum beach cleanliness standards prior to training sessions or competition events?

Any party facilitating a formal activity or event on the beach require their own public liability insurance. Officers have not been advised by Surf Life Saving Victoria or any other party that there are cleanliness standards.
We note, under the recommended 70/30 model, each beach with a Surf Life Saving Club (excluding McRae) is recommended for mechanical raking.

5.0 Flora and Fauna Guarantee Act

5.1 Information provided 25 March 2025:

We are continuing to investigate the presence of Coast Saltwart (*Salsola tragus s. pontica*) which is a Flora and Fauna Guarantee Act (FFG) listed species. Under FFG Act legislation there are restrictions on the take (kill, injure, disturb or collect) of FFG listed vegetation.

DEECA have confirmed that removal of the species via mechanical raking would require an FFG permit, issued by DEECA. Application for a permit would require specific details which cannot be confirmed until a future cleaning method has been adopted by Council. Noting, there is no guarantee DEECA would issue a permit.

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Possible management approaches that have been suggested by DEECA are:

- avoid plants through continuation of manual collection of rubbish,
- avoid plants through tagging, electronically or physically, in concert with contractor education, so that a suitable no-go buffer is created around each plant in the impact zone – hand collection could be undertaken within the no-go zones on an as required basis,
- if plants cannot be avoided, translocation may be possible beyond the impact zone,
- if plants cannot be avoided, seed could be collected, and plants propagated. These could be planted at suitable sites.

The species is currently being reported at various beaches including, Portsea, Sorrento, Blairgowrie, Rye, Tootgarook, McCrae, Dromana, Safety Beach, Mount Martha, Mornington, and Mount Eliza.

Hand cleaning of beaches would be the cheapest and best management approach for protection of the species as it has the least impact and would not require an FFG Act permit or any additional management requirements. Raking in areas where the species is present will require further investigation including site surveys to confirm species numbers and distribution which will assist to informing the most appropriate management approach.

5.2 How long has Coast Saltwort been listed as *Endangered in Victoria* under the FFG Act?

Response provided 8 April 2025:

The species was listed as Endangered under the FFG Act on the 27 May 2021 as per the Government Gazette:
https://www.gazette.vic.gov.au/gazette/Gazettes2021/GG2021S247.pdf#page=15

5.3 Have the associated environmental restrictions and permit requirements been in place for some time, or are they recent developments?

Response provided 8 April 2025:

In 2014, *Salsola tragus* subsp. *pontica* (Coast Saltwort) was listed as rare under the Advisory List of Rare or Threatened Plants in Victoria. However, when the FFG Act amendment came into place in 2019 the Common Assessment Method was adopted and this species was reclassified to Endangered as per the Threatened Species Assessment. Therefore, the requirement for a protected flora permit for this species came into place in May 2021 when it was listed.

5.4 Given the Shire has undertaken beach cleaning for decades, how was this not identified earlier, and how can similar issues be avoided in future?

Response provided 8 April 2025:

There are potentially multiple explanations or reasons for why the species may be more prominent at the moment. The species is annual and therefore may lie dormant. Council have mechanically raked the same beaches for an extensive period of time. The process of mechanical raking does not allow new vegetation to establish, so the species hadn't been identified in areas Council

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previously raked. Since commencing the hand cleaning trial, new vegetation is able to germinate and establish as it is no longer being mechanically disturbed on a regular basis. Therefore, we have not needed to manage the species and associated impacts of mechanical raking in the past.

A management framework would be developed to manage future risk, if required (i.e. if mechanical raking is introduced to areas where the species is present).

5.5 What is the current known distribution of Coast Saltwort along the Mornington Peninsula?

Response provided 8 April 2025:
As reported by DEECA on 10 March 2025, '*the species is currently being reported at various beaches including, Portsea, Sorrento, Blairgowrie, Rye, Tootgarook, McCrae, Dromana, Safety Beach, Mount Martha, Mornington, and Mount Eliza.*'

5.6 Which beaches or areas are most likely to be affected or restricted by its presence?

Response provided 8 April 2025:
The answer to this question depends on the adopted beach cleaning method, as outlined below. Noting, the below table is based on DEECA reported distribution of Coast Saltwort on 10 March 2025.

Beach Cleaning Method	Potentially affected or restricted beaches due to presence of Coast Saltwort
100% hand cleaning (same as current trial)	None
100% mechanical raking (only services 80% of beaches, no cleaning of remaining 20%)	Portsea, Sorrento, Blairgowrie, Rye, Tootgarook, McCrae, Dromana, Safety Beach, Mount Martha, Mornington, and Mount Eliza
Hybrid – 80% hand cleaning and 20% mechanical raking	McCrae, Dromana, Safety Beach, Mount Martha, Mornington, and Mount Eliza
Hybrid – 70% hand cleaning and 30% mechanical raking (recommended)	Dromana, Safety Beach, Mount Martha, Mornington, and Mount Eliza
Hybrid – 20% hand cleaning and 80% mechanical raking (same as pre-trial)	Portsea, Sorrento, Blairgowrie, Rye, Tootgarook, McCrae, Dromana, Safety Beach, Mount Martha, Mornington, and Mount Eliza

5.7 What are the recommended minimum buffers for mechanical beach cleaning in proximity to living vegetation, or known locations of vulnerable or endangered flora and fauna?

Response provided 8 April 2025:
The current beach cleaning contract specifies a buffer of 1m must be maintained between mechanical raking and vegetation.

On 7 April 2025, DEECA recommended that a minimum 30m buffer applies to each Coast Saltwort plant. DEECA also noted that '*as the plant is an annual, it is not always evident as it is sporadic in its appearance. Therefore if a buffer is applied then this will need to be clearly marked out when the plants are not in their dormancy phase.*' Meaning the buffer area would remain, even when the species is dormant. To note, this approach assumes introduction of mechanical raking where translocation or propagation options are not considered or approved.

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To confirm where species are present will require survey of areas where mechanical raking would be re-introduced which can inform the best management approach.

5.8 Given that Coastal Saltwort (Salsola tragus subspecies pontica) is an annual species and that coastal sand movement significantly alters flora distribution year to year, how will officers reliably monitor, map, and verify the presence or absence of endangered flora on an ongoing basis?

Officers will undertake necessary steps to manage the presence of Coast Saltwort when a preferred future cleaning method has been adopted by Council. Please refer to the response under 'Which options are implementable?' for further details.

5.9 Would a management framework of a 2-metre buffer for vegetation and a 10-metre buffer for creek mouths provide an appropriate balance between environmental protection and practical beach maintenance?

A blanket of 2m vegetation buffer for mechanical cleaning would unlikely satisfy management requirements where Coastal Saltwort (Salsola tragus subspecies pontica) is present based on the following advice from DEECA, shared on 8 April 2025:

"*On 7 April 2025, DEECA recommended that a minimum 30m buffer applies to each Coast Saltwort plant. DEECA also noted that 'as the plant is an annual, it is not always evident as it is sporadic in its appearance. Therefore if a buffer is applied then this will need to be clearly marked out when the plants are not in their dormancy phase.' Meaning the buffer area would remain, even when the species is dormant. To note, this approach assumes introduction of mechanical raking where translocation or propagation options are not considered or approved.*

Officers will undertake necessary steps to manage the presence of Coast Saltwort when a preferred future cleaning method has been adopted by Council.

6.0 Volunteers

6.1 $75,000 was allocated to Volunteer Support in the March 2024 report. Given the significant reliance on volunteer "Beach Patrols," have any of these groups received additional grants to support their efforts?

Response provided 24 January 2025:
The provisional item recommendation of providing $75,000 for volunteer support was not adopted. There was consideration to create Shire supervised volunteer teams, much like how 'Friends Groups' operated; however, this was not pursued. Beach Patrols continue to operate as usual, separate from the trial and often focussing on an area much broader than the area the mechanical cleaner and contractor hand beach cleaning includes.

6.2 How much litter has been reported as collected by Beach Patrol groups or other volunteers during the trial period or most recent full financial year and how many volunteer hours were contributed over that same timeframe?

Response provided 25 March 2025:

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As of 24 March 2025, Beach Patrols cleaning Port Phillip Bay beaches within the municipality have reported the following since 1 July 2024.

Total Items Collected	No. People	Person Hrs	Weight collected (KGs)	Total Bags (12L)
16,107	492	1,156	971	586

This data has been sourced from: Litter Stopper | Email Data

In addition to this, we recognise many community members undertake informal voluntary cleaning of our beaches however, given the nature of these activities, there are no reported statistics available.

6.3 What was the direct cost to Council in supporting or coordinating these volunteer activities?

Response provided 25 March 2025:
Volunteers provide significant contribution to the cleanliness of our beaches. Beach Patrol are the largest formal network of beach cleaning volunteers along our Port Phillip coast with seven active groups. Typically, these groups meet monthly and operate independently of Council. These volunteer groups compliment the Shire cleaning service by focusing on beaches as well as stormwater outfalls, creeks, foredune areas, access paths and other zones beyond the contractual scope of the Shire beach cleaning service.

Council supports Beach Patrol groups by providing:

- $1,000 (Approx. establishment costs per group e.g. uniforms, A-frames, banners)
- Ongoing waste disposal provided by Council via street litter bins, cost covered by contracted waste service activities.

In addition to Council's contribution, the groups receive donations from Bunnings for equipment including gloves and pickers.

6.4 What role could volunteers play in reducing reliance on contracted services, and has any modelling been undertaken to reflect this?

Response provided 25 March 2025:
Opportunity to expand Council's services by including a coordinated beach cleaning volunteer program has not been thoroughly explored. Any Shire coordinated volunteer program must align with the Shires adopted policies and protocols where all volunteers must have a Working with Children Check, Police Check, formal training on an annual basis and direct supervision by Shire employees and/or contractors when volunteering. Additionally fair work considerations need to be investigated further as *'Where an unpaid work arrangement is not a vocational placement, the arrangement can only be lawful if no employment relationship exists. If an employment relationship exists, the person is actually an employee and entitled to conditions under the FW Act'*, Ref. Ombudsman website.
Currently there are seven existing established groups with varied membership. A lack of consistency may lead to a reduction in service. Groups have expressed limited community volunteer interest to co-ordinate and participate in recent years.

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A comparative model for a coordinated beach cleaning volunteer program is the Shire's Friends Groups. Friends Groups are focused towards protection and enhancement of biodiversity values in bushland or foreshore reserves. There are 60 existing groups that undertake over 500 working bees annually. Council support these groups by providing basic PPE, training in activities and OH&S, and working bee supervisors (contracted) who attend each working bee to ensure all activities are organised and delivered safely. Council's coordination and support of Friends Groups through the CAMS Bushland Management Services Contract costs $250,000 per year. There is also an equivalent full time Shire officer role to support contract program delivery and manage friends group needs.

7.0 Beach Cleaning Contract

7.1 Should the 90-day termination clause have been explicitly included in the original report presented to Councillors prior to the commencement of the trial?

Response provided 24 January 2025:
At the Council meeting on 12 December 2023, Council accepted the tender submission for the Open Spaces contract. At the time of Award, the beach cleaning methodology was for hybrid cleaning.
At the Council meeting on 5 March 2024, Council resolved to support a 12-month trial beach cleaning program where 100% of beaches would be hand cleaned from 1 July 2024.
As outlined in the Council report, "The trial is recommended for a period of 12 months with the intent to confirm a program for the remainder of the service contract a minimum of three months before the end of the trial. This lead time is required to allow the contractor to adequately prepare for any possible alteration of service".

After the 5 March 2024 meeting, officers needed to work with the successful tenderer to adjust the specification and work methods for beach cleaning to implement 100% hand cleaning from July 2024.
In line with the Shire's Procurement Policy and Non-Disclosure Agreements, it was not possible to provide the information as part of the report at the March 2024 Council meeting as officers were not able to enter negotiations with the tenderer until such time as a decision on methodology had been made.

7.2 What contingency plans are in place to address situation where the hand cleaning trial proves unfeasible, such as an overwhelming litter burden caused by storms or other extreme weather events?

Response provided 24 January 2025:
Officers are continuing to enact the Council adopted position of "a 12-month trial beach cleaning program of Option 4 of 100% hand cleaned beaches. This option recognises the environmental values of the coastline as our top priority." (Council Meeting Minutes, 5 March 2024).
In late August 2024, the Shire was impacted by a significant storm event. As a result, there was increased material both natural and waste on the beaches. The contractors continued to work within their business-as-usual practises (hand cleaning only) and stayed on schedule for beach cleaning.

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There is currently no ability for ad hoc raking or to temporarily reintroduce mechanical cleaning, however the Contract includes option to enact bulk seaweed removal in certain circumstances. For further information please refer to confidential memo in the 28 January 2025 Council report.

7.3 What was the total annual cost of the previous mechanical beach cleaning contract?

The response to this question is commercial in confidence and is to be circulated with Council confidentially.

7.4 How many years or months remained on the previous contract prior to its renegotiation or termination?

The response to this question is commercial in confidence and is to be circulated with Council confidentially.

7.5 Were there any costs associated with early termination or variation of the previous contract?

The response to this question is commercial in confidence and is to be circulated with Council confidentially.

7.6 Is there a fee for altering the previous contract (other than change in the method), and was there the ability to renegotiate the contract?

The response to this question is commercial in confidence and is to be circulated with Council confidentially.

7.7 What are the specific contractual terms in terms of performance standards, review points, and termination provisions of the current contract?

Yes, CN2639 includes all these clauses within the contract.

As presented to Council in the CN2639 Open Spaces Maintenance Services Tender Recommendation presented at the Council meeting dated 12 December 2023, this contract was awarded for an initial term of 4 years with an option to extend for 2 years.

7.8 Are the current contractors cleaning 5 business days a week, with 4 cleaners each day?

The response to this question is commercial in confidence and is to be circulated with Council confidentially.

7.9 If mechanical raking is reinstated, what measures will be taken to ensure that equipment is properly maintained and operated, calibrated to minimise environmental impact, and performing in a “fit-for-purpose” manner aligned with agreed service standards?

Should Council decide to return to mechanical cleaning via an outsourced delivery method, the ongoing maintenance of all equipment would be the responsibility of the contractor.

Shire regularly inspects and audits activities within the contract to ensure that service delivery meets the required standards.

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7.10 How will officers actively monitor, audit, and report on the effectiveness of both mechanical and hand cleaning methods to ensure environmental compliance, achievement of contractual KPIs, and delivery of best value outcomes for the community?

Under contracted activities, the service provider is required to report on collected litter volumes similar the data presented in attachment 2, Monitoring – Hand Beach Cleaning Trial Monitoring Summary. It is noted that reporting at hand cleaned beaches allows for greater details to be recorded, in comparison to mechanically cleaned beaches.

Officer availability for ongoing beach cleaning monitoring will be subject to available resourcing.

8.0 Service Risks

8.1 Are there any legal, environmental, or financial risks that could arise if we proceed with the recommended model?

Response provided 8 April 2025:

There are a range of risks associated with the beach cleaning service that could occur at any time, these include but are not limited to:

- plant failure,
- personnel experience, knowledge and performance,
- severe weather impacting litter volumes and beach accessibility,
- exposure of culturally significant material,
- identification of protected environmental species,
- varied community values and expectation,
- sand accretion increasing serviceable area, and
- reduction or removal of State beach cleaning subsidy.

The recommended model is considered to provide the most balanced and data informed cleaning model based on information available at the time, seeking to minimise risks where possible.

Draft 2025/26 Capital Works Program

Project ID	Project Name	Township	Asset Class	2025/26 Stage Activity	2025/26 Council Funding $	2025/26 External Funding $	Contributions $	2025/26 Total Budget $
300213	Dromana Community Hub	Dromana	Buildings and Facilities	Plan	30,000	-	-	30,000
300487	Energy Efficient Pelican Park	Hastings	Buildings and Facilities	Plan	35,000	35,000 **Subject to External Funding Application*	-	70,000
300561	Repurposing Childcare Room at PPRC	Hastings	Buildings and Facilities	Implement	250,000	-	-	250,000
300251	Hastings Club Renewal Works	Hastings	Buildings and Facilities	Implement	260,000	-	-	260,000
300605	Hastings Seniors Learning Hub - Initial Works	Hastings	Buildings and Facilities	Implement	50,000	-	-	50,000
300434	MRRC - Green Waste Disposal Area Upgrade	Mornington	Buildings and Facilities	Plan	45,000	-	-	45,000
300020	Community Animal Shelter Redevelopment	Mornington	Buildings and Facilities	Implement	3,050,000	-	-	3,050,000
300265	Civic Reserve Rec Centre-Stadium Renewal	Mornington	Buildings and Facilities	Implement	300,000	-	-	300,000
300573	MPRG Permanent Multi-Purpose Room	Mornington	Buildings and Facilities	Implement	-	215,000 **Subject to External Funding Application*	-	215,000
300552	140 Watt Rd - electricity isolation	Mornington	Buildings and Facilities	Implement	35,000	-	-	35,000
300032	Emil Madsen Res Soccer/Netball Pavilion	Mount Eliza	Buildings and Facilities	Implement	-	8,375,000	-	8,375,000
300250	YAWA Pool Plant & Equipment Renewal	Rosebud	Buildings and Facilities	Implement	300,000	-	-	300,000
300134	Minor Renewal Works Community Facilities	Shirewide	Buildings and Facilities	Implement	1,199,000	-	-	1,199,000
300133	Building Compliance and Risk Mgt Works	Shirewide	Buildings and Facilities	Implement	450,000	-	-	450,000

Draft 2025/26 Capital Works Program

Project ID	Project Name	Township	Asset Class	2025/26 Stage Activity	2025/26 Council Funding $	2025/26 External Funding $	Contributions $	2025/26 Total Budget $
300316	Roof Renewal Program	Shirewide	Buildings and Facilities	Implement	400,000	-	-	400,000
300244	Foreshore Camping Amenity Renewal	Shirewide	Buildings and Facilities	Implement	300,000	-	-	300,000
300039	Foreshore Camping Renewal & Improvement	Shirewide	Buildings and Facilities	Implement	60,000	-	-	60,000
300336	Tennis Court Lighting Renewal Program	Shirewide	Buildings and Facilities	Implement	190,000	-	-	190,000
300110	Connect Shire Facilities to Sewerage	Shirewide	Buildings and Facilities	Implement	75,000	-	-	75,000
New	Community Capital Grants Program	Shirewide	Buildings and Facilities	Implement	450,000	-	-	450,000
300132	Community Capital Infrastructure Project	Shirewide	Buildings and Facilities	Implement	320,000	-	-	320,000
300002	Aquatic & Recreation - Plant & Equipment	Shirewide	Buildings and Facilities	Implement	200,000	-	-	200,000
300109	Community Halls - Equipment Renewal	Shirewide	Buildings and Facilities	Implement	50,000	-	-	50,000
300079	Replacement of library assets	Shirewide	Buildings and Facilities	Implement	65,000	-	-	65,000
300321	Replacement of MCH Assets	Shirewide	Buildings and Facilities	Implement	50,000	-	-	50,000
300575	Library external lockers	Shirewide	Buildings and Facilities	Implement	-	37,500 **Subject to External Funding Application*	-	37,500
300090	Shire Office OHS and Compliance Works	Shirewide	Buildings and Facilities	Implement	170,000	-	-	170,000
300563	Repurposing Childcare Room at SRC	Somerville	Buildings and Facilities	Implement	250,000	-	-	250,000

Draft 2025/26 Capital Works Program

Project ID	Project Name	Township	Asset Class	2025/26 Stage Activity	2025/26 Council Funding $	2025/26 External Funding $	Contributions $	2025/26 Total Budget $
300565	Somerville Library return chute	Somerville	Buildings and Facilities	Implement	16,000	-	-	32,000
300224	Landfill Capping Rehab Crib Point	Crib Point	Landfill Management	Implement	330,000	-	-	330,000
300570	Hastings Landfill Capping Remediation	Hastings	Landfill Management	Design	170,000	-	-	170,000
300569	Mt Eliza Landfill Flare	Mount Eliza	Landfill Management	Design	200,000	-	-	200,000
300576	Mt Eliza Landfill Leachate Management	Mount Eliza	Landfill Management	Implement	620,000	-	-	620,000
300204	Rye Landfill - Cell 2 Capping Layer	Rye	Landfill Management	Implement	-	-	6,500,000	6,500,000
300502	Fawkner Ave, Blairgowrie Retaining Wall	Blairgowrie	Open Space	Implement	250,000	-	-	250,000
300517	Truemans Rd Reserve Leash-Free Dog Park	Capel Sound	Open Space	Implement	75,000	-	-	75,000
300128	Creswell Street East Crib Point - DCP	Crib Point	Open Space	Design	200,000	-	-	200,000
300585	Beleura Path reinstatement **Subject to Council Decision on path re-opening*	Mornington	Open Space	Implement	297,000	-	-	297,000
300435	Birdrock Beach Access Restoration Works	Mount Martha	Open Space	Implement	407,238	-	-	407,238
300272	Ferrero Reserve Irrigation System	Mount Martha	Open Space	Implement	-	-	170,000	170,000
300084	Rye Township Plan - Growing Suburbs	Rye	Open Space	Implement	-	-	840,000	840,000
300290	Rye Skate Park Renewal and Upgrade	Rye	Open Space	Implement	-	1,000,000	-	1,000,000
300100	Timber Structures Renewal Program	Shirewide	Open Space	Implement	150,000	-	-	150,000
300189	Foreshore Camping Fire Service/Water SUP	Shirewide	Open Space	Implement	350,000	-	-	350,000
300021	Cricket Nets Renewal Program	Shirewide	Open Space	Implement	-	-	215,000	215,000
300054	Marine Structure Renewal	Shirewide	Open Space	Implement	100,000	-	-	100,000
300115	Playspace Component Renewal Works	Shirewide	Open Space	Implement	200,000	-	-	200,000
300319	Irrigation Renewal Program	Shirewide	Open Space	Implement	165,000	-	-	165,000
300306	Mountain Bike & BMX Implementation	Shirewide	Open Space	Implement	-	-	50,000	50,000

Draft 2025/26 Capital Works Program

Project ID	Project Name	Township	Asset Class	2025/26 Stage Activity	2025/26 Council Funding $	2025/26 External Funding $	Contributions $	2025/26 Total Budget $
300598	Non Standard Lightpoles	Shirewide	Open Space	Implement	25,000	-	-	25,000
300121	Sorrento Netball Courts	Sorrento	Open Space	Implement	-	-	1,287,000	1,287,000
300051	Library Book Stock Print Materials	Shirewide	Plant and Equipment	Implement	475,000	-	-	475,000
300052	Library eAudio and eBooks	Shirewide	Plant and Equipment	Implement	500,000	-	-	500,000
300050	Library Book Stock Non Print Materials	Shirewide	Plant and Equipment	Implement	100,000	-	-	100,000
300116	Premier's Reading Challenge	Shirewide	Plant and Equipment	Implement	-	21,000	-	21,000
300606	Beleura Cliff Drainage Project **Subject to Council Decision on path re-opening*	Mornington	Stormwater	Plan	33,000	-	-	33,000
300490	Warranilla Ave Drainage, Rosebud	Rosebud	Stormwater	Plan	45,000	-	-	45,000
300488	Second Avenue Drainage, Rosebud	Rosebud	Stormwater	Design	80,000	-	-	80,000
300031	Emergency Drainage Works	Shirewide	Stormwater	Implement	1,100,000	-	-	1,100,000
300028	Drainage soak pit upgrades	Shirewide	Stormwater	Implement	150,000	-	-	150,000
300027	Drainage design and investigation	Shirewide	Stormwater	Design	200,000	-	-	200,000
300007	Bike Safe Pit Lids Replacement	Shirewide	Stormwater	Implement	50,000		-	50,000
300489	Shoreham Drainage: Marine Parade	Shoreham	Stormwater	Design	40,000	-	-	40,000
300536	R2R Broadway, Capel Sound - Stage 2	Capel Sound	Transportation	Implement	-	50,000	-	50,000
300545	Flinders Foreshore Pedestrian Safety	Flinders	Transportation	Design	55,000	-	-	55,000
300162	Canadian Bay Carpark & Surround	Mount Eliza	Transportation	Implement	900,000	-	-	900,000
300537	R2R Mt Eliza Way Road Rehabilitation	Mount Eliza	Transportation	Implement	-	850,000	-	850,000
300141	Mount Martha Landslip	Mount Martha	Transportation	Implement	575,000	2,186,400	-	2,761,400
300584	Golf Parade Land Remediation - Stage 01	Rye	Transportation	Plan	130,000	-	-	130,000
300120	Road Corridors Contract Works	Shirewide	Transportation	Implement	5,511,649	-	-	5,511,649
300155	Footpath Renewal Program	Shirewide	Transportation	Implement	150,000	-	-	150,000
300047	Kerb and Channel Renewal	Shirewide	Transportation	Implement	400,000	-	-	400,000

Draft 2025/26 Capital Works Program

Project ID	Project Name	Township	Asset Class	2025/26 Stage Activity	2025/26 Council Funding $	2025/26 External Funding $	Contributions $	2025/26 Total Budget $
300112	Footpath Renewal for Risk Management	Shirewide	Transportation	Implement	600,000	-	-	600,000
300059	Minor Road Infrastructure Risk Reduction	Shirewide	Transportation	Implement	150,000	-	-	150,000
300008	Boardwalk Replacement Program	Shirewide	Transportation	Implement	250,000	-	-	250,000
300014	Capital Works Program Design	Shirewide	Transportation	Design	50,000	-	-	50,000
300113	Guard Rail Renewal and Upgrade	Shirewide	Transportation	Implement	296,492	-	-	296,492
300118	Road Bridges and Major Culvert Repairs	Shirewide	Transportation	Implement	100,000	-	-	100,000
300300	Black Spot Council Contribution & Admin	Shirewide	Transportation	Implement	80,000	-	-	80,000
300015	Car Park Accessibility Works	Shirewide	Transportation	Implement	20,000	-	-	20,000
300302	Safer Speed Limits	Shirewide	Transportation	Implement	30,000	-	-	30,000
300078	Regulatory and Directional Signage	Shirewide	Transportation	Implement	30,000	-	-	30,000
300260	Car Parking Signage Renewal and Improve	Shirewide	Transportation	Implement	20,000	-	-	20,000
300105	Unsealed road investigations	Shirewide	Transportation	Design	20,000	-	-	20,000
300094	Peninsula Trail Somerville to Baxter	Somerville	Transportation	Implement	450,000	2,000,000	-	2,450,000
300541	R2R Eramosa Rd, Somerville - Road Rehab	Somerville	Transportation	Implement	-	1,575,432	-	1,575,432
300596	R2R Bungower Rd, Somerville - Road Rehab	Somerville	Transportation	Design	-	100,000	-	100,000
Total					**24,730,379**	**16,445,332**	**9,062,000**	**50,237,711**

Draft 2025/26 Operating Projects Program

Project ID	Project Name	Township	2025/26 Stage	2025/26 Council Funding $	2025/26 External Funding $	Contributions $	2025/26 Total Budget $
300574	Yawa Energy Performance Optimisation	Rosebud	Implement	60,000	-	-	60,000
300328	Community Disaster Resilience Plan	Shirewide	Implement	20,000	-	-	20,000
300229	Community Facilities Strategy	Shirewide	Implement	150,000	-	-	150,000
300393	Emergency Relief Hub Energy Resilience Upgrade	Shirewide	Plan	25,000	-	-	25,000
300387	Floor Level Survey Flooding Properties	Shirewide	Implement	80,410	-	-	80,410
300322	Future Workplace Tier 1 & 2	Shirewide	Design	570,000	-	-	570,000
300562	Future Workplace Tier 3 Facilities	Shirewide	Implement	255,000	-	-	255,000
300604	Landslide Susceptibility Assessment - MPS	Shirewide	Implement	436,000	-	-	436,000
300405	Playspace & Outdoor Exercise Strategy	Shirewide	Plan	85,000	-	-	85,000
300327	Review of Height Planning Controls	Shirewide	Design	40,000	-	-	40,000
300588	Western Port Futures Project	Shirewide	Plan	150,000	-	-	150,000
Total				**1,871,410**	**-**	**-**	**1,871,410**

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draft

Public Health and Wellbeing Plan 2025-2029

MORNINGTON PENINSULA Shire

Acknowledgement of Country

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

Acknowledgement of Lived and Living Experience

Council acknowledges the experience of community members with lived and living experience of health and wellbeing challenges, and the experience of people who have been families, carers, kin and supporters of those with these challenges. We thank them for their insights in via community engagement to inform this Plan. This document uses language to describe and discuss themes and concepts relating to health and wellbeing but recognise that others might use different words to communicate their experience which are also valid.

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About the Mornington Peninsula

The Mornington Peninsula is located on the land of the Bunurong people. It sits on the fringe of Melbourne's outer southern suburbs and spans 723 square kilometres, with 192 kilometres of coastline along Port Phillip Bay, Western Port Bay and Bass Strait. Around 70% of the Peninsula is rural and Green Wedge, with the remaining 30% made up of townships and villages.

The region includes more than 1,730 kilometres of roads, 725 kilometres of footpaths, 342 kilometres of walking trails, and 106 kilometres of cycling trails. The Peninsula has a population of more than 170,000 people, with significant seasonal population increases due to tourism and holidaymakers. Townships range from Mount Eliza to Portsea, and from Baxter and Hastings to Crib Point and Balnarring. Larger population centres such as Mornington, Rosebud, Hastings and Sorrento are complemented by smaller communities such as Flinders, Merricks, Red Hill, Somers, Shoreham, St Andrews Beach and Tuerong.

The Peninsula is known for its distinct coastal villages, sandy beaches, lush parklands, vibrant arts scene and a proud First Nations history, which is reflected in Bunurong cultural heritage and significant sites.

Mornington Peninsula Shire Council is an 'interface Council,' meaning the local community does not yet have full access to many services available in metropolitan Melbourne, often requiring residents to travel outside of the municipality for key services.

Snapshot of Demographic Data

Population of 170,243 (expected to increase by 4.69% by 2036)	51.7% men 48.3% women *NB: other classifications of sex and gender were not released by LGA in the ABS Census 2021.*	Median age: 48 (11 years older than Australian average) 19.8% aged 0-17 34.3% aged over 60.	Population of retirement age is forecast to increase by 5.3% between 2021-26.	1% identify as Aboriginal and/or Torres Strait Islander with 63.7% aged under 35.
5.4% identify as LGBTIQ+	76.6% born in Australia. 23% have both parents born overseas.	6% from countries where English was not their first language. 5.4% speak a language other than English at home.	48.8% have no religion. 18.4% identify as Catholic and 12.6% as Anglican.	23% have a disability. 6.2% require assistance with daily activities.
93,600 dwellings Forecast to grow to 100,688 by 2036.	Average household size 2.38 persons. 39% live in single dwellings.	29.6% couples without children. 26.2 couples with children.	25.7% lone person households. 9.8% one parent families.	18% of households are renting. 79.7% have access to internet at their household.
36.9% have no qualification. 21.5% had a Bachelor degree or higher. 21.3% have a vocational trade.	75,765 are employed. 53% worked full-time and 38% part-time. 3.3% of labour force are unemployed.	33% of females over 15 do more than 15 hours unpaid domestic work per week. 14.4% provide unpaid care for a person with a disability, chronic illness and/or aged.	Median weekly household income of $1,625. 38.4% spend more than 30% of household income on rent (14.9% for mortgage).	98% of businesses employ less than 20 people. Top 5 industries: Health care, construction, retail, food services, education/training.
6.5 million people visit the Peninsula each year. 75% day trippers. 24.5% overnighters.	$1.8 billion total visitor spend (2023-24). 4,865 jobs supported by tourism.	$1.3 billion estimated worth of agriculture, food and beverage sector.	54.5% live and work on the Peninsula. 38% travel outside of the area to work.	58% travel by car to work. 2.6% walk or cycle to work.
Average of 1.9 cars per occupied dwelling. 26.7% experience transport limitations.	2,412 households don't have access to a motor vehicle. 82% of the Peninsula is not serviced by public transport.	Life expectancy: Women 85.3 years Men 81.2 years First Nations women 75.6 First Nations men 71.9	14.9% of children developmentally vulnerable on one or more domains. 5.8% vulnerable on two or more domains.	42.% self-reported their health as excellent or very good. 17.9% self-reported their health as fair or poor.

Sources: ABS Census, 2021; Victorian Population Health Survey, 2022; Victorian Agency for Health Information, 2020.

Our Councillors

Cr. Anthony Marsh (Mayor)
Briars Ward
0438 435 857
Anthony.Marsh@mornpen.vic.gov.au

Cr. Paul Pingiaro (Dep. Mayor)
Tanti Ward
0423 769 540
Paul.Pingiaro@mornpen.vic.gov.au

Cr. Kate Roper
Beek Beek Ward
0466 519 551
Kate.Roper@mornpen.vic.gov.au

Cr. Max Payton
Benbenjie Ward
0423 761 109
Max.Payton@mornpen.vic.gov.au

Cr. Patrick Binyon
Brokil Ward
0423 760 847
Patrick.Binyon@mornpen.vic.gov.au

Cr. David Gill
Coolart Ward
0437 129 016
David.Gill@mornpen.vic.gov.au

Cr. Stephen Batty
Kackeraboite Ward
0439 988 547
Stephen.Batty@mornpen.vic.gov.au

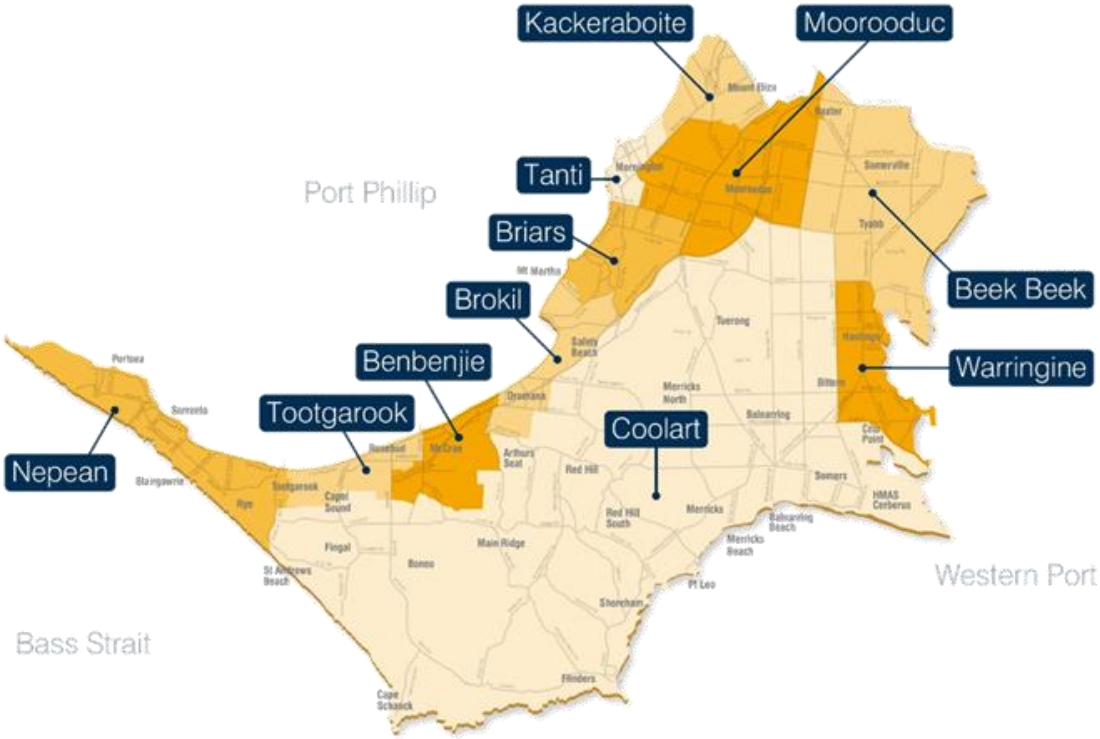
Cr. Bruce Ranken
Moorooduc Ward
0402 384 006
Bruce.Ranken@mornpen.vic.gov.au

Cr. Andrea Allen
Nepean Ward
0423 764 691
Andrea.Allen@mornpen.vic.gov

Cr. Cam Williams
Tootgarook Ward
0423 769 182
Cam.Williams@mornpen.vic.gov

Cr. Michael Stephens
Warringine Ward
0459 652 881
Michael.Stephens@mornpen.vic.gov

Our Wards


Kackeraboite
Moorooduc
Tanti
Port Phillip
Briars
Beek Beek
Brokil
Benbenjie
Warringine
Tootgarook
Coolart
Nepean
Western Port
Bass Strait

Strategic Overview

Legislative Context

Every four years, in accordance with the Victorian *Public Health and Wellbeing Act* 2008 (the Act), Mornington Peninsula Shire is required to develop a Municipal Public Health and Wellbeing Plan. The aim of the Plan is to set Council's strategic direction for protecting and promoting the health and wellbeing of the community. The Plan directly aligns to the Victorian Government's Public Health and Wellbeing Plan 2023-27 and is underpinned by community and stakeholder engagement, health and social data analysis as well as best practice evidence-bases and policy frameworks.

The function of Council under the Act is to seek to protect, improve and promote public health and wellbeing within the municipal district by:

(a) creating an environment which supports the health and wellbeing of members of the local community and strengthens the capacity of the community and individuals to achieve better health and wellbeing.

(b) initiating, supporting and managing public health planning processes at the local government level.

(c) developing and implementing public health policies and programs within the municipality.

The Act requires that Councils prepare a Municipal Public Health and Wellbeing Plan every four years, within the 12 months after a council election. Section 26 (2) states that it must:

(a) include an examination of data about health status and health determinants in the municipal district.

(b) identify goals and strategies based on available evidence for creating a local community in which people can achieve maximum health and wellbeing.

(c) provide for the involvement of people in the local community in the development, implementation and evaluation of the public health and wellbeing plan.

(d) specify how the Council will work in partnership with the Victorian Government Department of Health and other agencies undertaking public health initiatives, projects and programs to accomplish the goals and strategies identified in the public health and wellbeing plan.

Section 26 (2)(ba) requires councils to specify (in their municipal public health and wellbeing plan) measures to prevent family violence and respond to the needs of victims of family violence in the local community.

Councils are also required to ensure the Plan meets the legislative requirements, and has regards to the:

- *Local Government Act 2020*: Guided by five primary principles including community engagement, strategic planning, financial management, public transparency and service performance. The principles of community engagement and strategic planning are particularly relevant to council planning and the development of the MPHWP.
- *Climate Change Act 2017*: Section 17 requires councils to have regard to tackling climate change and its impacts on health when preparing their municipal public health and wellbeing plans.
- *Gender Equality Act 2020*: Applies to organisations ('defined entities'), that have 50 or more employees, including the public sector, universities and local councils.

Council's Role

Council plays a vital role in protecting and promoting the health and wellbeing of all community members. We help our community have opportunities to live, learn, work, and play in environments that support their health and wellbeing. Our approach is guided by the social model of health, which considers the influence of the broader social, cultural, economic, natural, and built environments we live in.

As the closest level of government to the community, Council is well placed to know about and respond to local and diverse community needs and concerns through various roles:

- D **Deliver:** Plan and deliver evidence-based programs, services, and policies, undertake community and stakeholder engagement as well as provide and maintain facilities and infrastructure.
- P **Partner:** Work collaboratively with and build the capability of key stakeholders, community groups and individuals to provide and support evidence-informed programs, services, and policies.
- A **Advocate:** Advocate for systemic change and increased resourcing to address health and wellbeing challenges and improve the local service sector.
- R **Regulate:** Fulfil legislative requirements and ensure effective use of public resources, such as compliance with health standards, enforcement of local laws and management of community infrastructure.

Council invests in and enables improvements to the health and wellbeing of the local community through the delivery of services across environments:

Social environments	Physical environments
• Child, family and youth facilities and services. • Community inclusion programs and policies (e.g. positive ageing, reconciliation, LGBTIQA+). • Partnering with stakeholders and community. • Research and advocacy on health and social issues. • Citizen engagement and local democracy. • Maintaining and nurturing open spaces. • Managing the impacts of public health emergencies.	• Community facilities (e.g. libraries, community houses) • Recreation facilities (e.g. aquatic centres, sporting clubs) • Arts and culture facilities (e.g. galleries, gathering places) • Open space (e.g. reserves, beaches, playgrounds) • Footpaths, trails, roads and drains. • Maintaining amenity in activity centres and townships. • Street cleaning and waste management. • Street furniture, lighting, and signage. • Environmental health (e.g. food safety, noise pollution).
Economic environments	**Natural environments**
• Community grants and sponsorships. • Volunteer recruitment, management and retention. • Supporting local economy, business, and tourism. • Business and employment mentoring and training. • Networking and investment attraction. • Planning and advocacy for local services. • Planning, promoting and delivering local events and festivals.	• Protecting and enhancing the Green Wedge, bushland reserves and biodiversity. • Protecting cultural heritage and significant sites. • Responding to natural events and emergencies.

Guiding Framework

Our Public Health and Wellbeing Plan 2025-29 builds upon the achievements and learnings from the previous integrated Council and Wellbeing Plan 2021-25.

The Plan has been developed in alignment with local, regional, state, national and international policy directions and datasets. It is underpinned by a set of guiding principles and makes considerations for equity across the life span and amongst priority population groups. A priority population group refers to a specific group of people who are identified as needing targeted interventions or services due to particular characteristics, such as their health status, social, economic, or environmental conditions, or other factors that make them more vulnerable or disadvantaged. These groups often face barriers to accessing resources or services, which can lead to health disparities or social inequalities.

State of Victoria legislation	Community Vision - Our Peninsula 2040
• *Public Health and Wellbeing Act 2008* • *Local Government Act 2020* • *Gender Equality Act 2020* • *Climate Change Act 2017* • *Charter of Human Rights and Responsibilities Act (2006)*	Council Plan 2025-29
	Public Health & Wellbeing Plan 2025-35
International policy frameworks • *United Nations (UN) Sustainable Development Goals* • *UN Universal Charter of Human Rights* • *UN Declaration on the Rights of Indigenous Peoples* • *World Health Organisation Ottawa Charter for Health Promotion*	**Aligned Council Plans and Policies** • Gender Equality Strategy • We All Belong Strategy • Triple A Housing Plan • Reconciliation Action Plan • Our Library Strategy • Arts and Culture Plan • Economic Development and Tourism Strategy • Pedestrian Access Strategy • Community Facilities Infrastructure Strategy • Towards Zero Road Safety Strategy • Open Space Strategy • Biodiversity Plan • Food Economy and Agroecology Strategy • Community Garden Policy • Food Safety Policy • Playspace Strategy • Sustainable Transport Strategy • Municipal Emergency Management Plan • Universal Design Policy • Alcohol Harm Prevention Policy • Gambling Harm Prevention Policy • Smoke Free Environments Policy • Affordable Housing Policy • Community Investment Funding Policy • Volunteer Management Policy • Sports Club Management Policy • Fair Access Action Plan • Water Safety Framework • Smoke Free Environment Policy.
National policy frameworks • *National Preventative Health Strategy 2021-30* • *Australia's Long Term National Health Plan* • *National Suicide Prevention Strategy 2025-35* • *National Obesity Strategy 2022-2032* • *National Alcohol Strategy 2019-28* • *National Climate and Health Strategy 2023* • *National Plan to End Violence against Women and Children 2022-32*	
State policy frameworks • *Victorian Public Health and Wellbeing Plan 2023-27* • *Korin Korin Balit-Djak – Aboriginal Health, Wellbeing and Safety Plan 2017-27* • *Victoria's 10-year Mental Health Plan 2015-25* • *Our Equal State: Victoria's Gender Equality Strategy 2023-27* • *Healthy Kids Healthy Futures Action Plan 2021-25* • *Victoria's Family Violence Diversity and Intersectionality Framework*	
Regional policy frameworks • *South East Public Health Unit (SEPHU) Population Health Catchment Plan 2023-28* • *Peninsula Health Integrated Health Promotion Plan 2025-29* • *Women's Health in the South East (WHISE) Promoting Respect and Equity Together Strategy 2021-25*	

- *WHISE Good Health Down South Strategy 2021-25*

Victorian Public Health and Wellbeing Plan 2023-27 – Priority Areas				
Improving sexual and reproductive health	Reducing harm from tobacco and e-cigarette use	Improving wellbeing	Increasing healthy eating	Increasing active living
Reducing harm from alcohol and drug use	Tackling climate change and its impact on health (mandatory for Council's to address)	Decreasing all forms of violence (mandatory for Council's to address)	Reducing antimicrobial resistance across animal and human health	Reducing injury

Guiding Principles

1. **Determinants of Health** - health and wellbeing is influenced by the conditions and environments in which we are born, grow, live, work and age. Council commits to protecting and promoting the social and commercial determinants of health including housing, education, employment, transport, food security, support networks and civic trust.
2. **Prevention** – the importance of working collaboratively with key partners to stop health and wellbeing challenges before they occur. Council commits to adopting a systems approach that aims to address the root causes or drivers of health inequities.
3. **Intersectionality** - people have many interconnected and overlapping parts that define their identity, such as age, cultural background, disability, gender, and sexual identity which can lead to overlapping forms of discrimination (*Victoria's Family Violence Diversity and Intersectionality Framework*).
4. **Equity** - not all people have the same opportunities for good health and wellbeing, especially for those in our community who are most vulnerable. Women and gender diverse people, people with disability and First Nations, multicultural and LGBTIQA+ people often experience inequitable access to resources, power, and opportunities.
   - Council commits to undertaking Equity Impact Assessments on all new and revised policies, programs and services that have a direct and significant impact on community to consider the different needs of men, women, and gender diverse people across the life span and population groups, as required under the *Gender Equality Act* 2020.
   - Council commits to removing or minimising barriers to participation by ensuring that Council services, facilities and infrastructure are universally designed.
5. **Self Determination** – there is an important connection between healthy Country and healthy people. Council commits to working with our First Nations community to better understand First Nations' ways of knowing, being and doing to ensure our services are delivered in a meaningful, accessible, and culturally safe way.
6. **Child Safety** – the Victorian Child Safe Standards are underpinned by an understanding that all children and young people are vulnerable, and that child safeguarding is everyone's responsibility. Council commits to ensuring all children and young people feel safe, welcome, and included in services and empowered to achieve their dreams and aspirations.

Equity – Across Communities				
First Nations	Multicultural	People with disability	LGBTIQA+	Economically and socially vulnerable

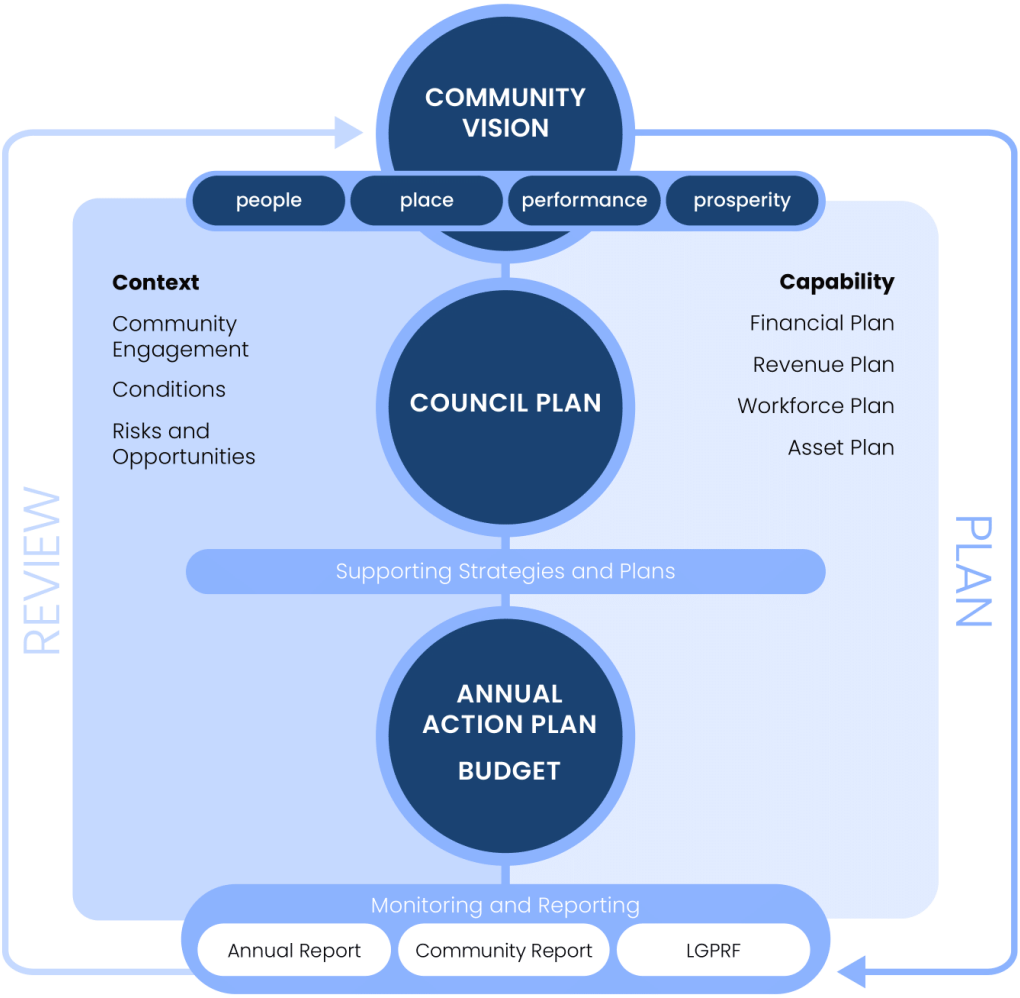
Equity – Across the Lifespan			
Children	Young People	Adults and Families	Older People

Integrated Strategic Planning and Reporting Framework

It is a requirement of the *Local Government Act 2020* that 'strategic planning must address the Community Vision' and that Council's must adopt 'an integrated approach to planning, monitoring and performance reporting'.

The Shire's Integrated Strategic Planning and Reporting Framework helps ensure our strategic planning is centred on achieving the Community Vision, and that our progress is regularly monitored and reported back to community.

The Public Health and Wellbeing Plan is a key Plan of Council in meeting our legislative obligations and deliver on our Council Plan and Community Vision.



Community Vision

Welcome (Wominjeka).

We celebrate, protect and enhance our unique blend of coast, hinterland, green wedge and heritage - fostering our diverse culture and connected villages, townships and community.

We are committed to supporting community groups, sustainable and balanced growth, a vibrant local economy, fit-for-purpose infrastructure, and ensuring a prosperous, safe, accessible, and inclusive future for all.

Council Plan

The Council Plan sets our strategic direction for the next four years. It is made up of several parts, like strategic objectives and strategies, that work together to show how we'll deliver on our shared Community Vision.

Strategic Direction 1: Place

Strategic Objective 1.1: Protected, resilient and enhanced natural environments.

Strategic Objective 1.2: Connected townships with integrated and accessible transport and well-maintained infrastructure.

Strategic Direction 2: People

Strategic Objective 2.1: A safe, accessible, inclusive and healthy community.

Strategic Objective 2.2: An engaged and connected community.

Strategic Direction 3: Prosperity

Strategic Objective 3.1: A vibrant, innovative and thriving local economy.

Strategic Objective 3.2: Valued partnerships and empowered community groups and volunteers.

Strategic Direction 4: Performance

Strategic Objective 4.1: A financially sustainable, high-performing and well-governed Council.

Strategic Objective 4.2: Community-centred, responsive, and fit-for-purpose services.

To read our Council Plan, visit mornpen.vic.gov.au/councilplan

Plan Overview

Priority Area 1: **Mental health and wellbeing**	Mornington Peninsula is a place where all community members can achieve optimal mental health and wellbeing and social connection through all stages of life.	**Guiding Principles** Determinants of health Prevention Intersectionality Equity Self determination Child safety **Council's Roles** Deliver Partner Advocate Regulate
Priority Area 2: **Family violence, inequality, and community safety**	Mornington Peninsula is a welcoming and inclusive place where all community members feel safe, are free from violence and inequality and where diversity is embraced.	
Priority Area 3: **Food systems and food security**	Mornington Peninsula is a place where all community members have equitable access to nutritious, available, safe, reliable and affordable food.	
Priority Area 4: **Physical activity**	Mornington Peninsula is a place where community have equitable and accessible opportunities to be physically active, participate in organised and social sport and recreation and travel actively.	
Priority Area 5: **Alcohol, other drugs, and gambling harm**	Mornington Peninsula is a place where community are safe from the harmful impacts of alcohol, other drugs, and gambling.	
Priority Area 6: **Health and wellbeing impacts of climate change.**	Mornington Peninsula is a place where community is prepared, supported, and resilient to the health and wellbeing impacts of climate change.	
Priority Area 7: **Housing and homelessness**	Mornington Peninsula is a place where everyone has a home that meets their needs and enables them to participate meaningfully in community life.	

Equity across communities:
First Nations, multicultural, people with disability, LGBTIQA+, economically and socially vulnerable

Equity across the lifespan:
Children, young people, adults and families, older people.

Development of the Plan

Our Public Health and Wellbeing Plan 2025-29 has been shaped through meaningful community and stakeholder engagement, robust data analysis, and consideration for regional, state, and federal policy directions. Together, these inputs guided the development of the Plan's key priority areas, goals, objectives, strategies, and indicators.

Data Analysis

To inform the development of this Plan, we compiled a Mornington Peninsula *Health and Wellbeing Data Profile,* available on our website. The Profile provides insights into how our community is tracking across key health and wellbeing indicators compared to all Victorians.

The Profile draws on secondary data from credible sources, including the *Victorian Population Health Survey 2022* and the *Australian Bureau of Statistics Census 2021*. We also analysed previous community engagement data and local research datasets, bringing together information from all levels of government to inform a strong evidence base.

Community and Stakeholder Engagement

Over a two-month period from February to March 2025, we delivered the *Our Peninsula, Our Future* community engagement project to inform the development of the Council Plan, Public Health and Wellbeing Plan, Financial Plan and Asset Plan. The results of this project, including data disaggregated by gender and other attributes, have been presented in the *Community Engagement Findings Report* available on our website.

More than 3,000 community members and stakeholders helped to identify current and emerging health and wellbeing challenges impacting the Mornington Peninsula community and opportunities for collaborative and coordinated action. Data obtained through this project has been reflected under each priority area of this Plan.

- **Health and Wellbeing Stakeholder Forum:** Delivered in partnership with Frankston City Council with 39 attendees representing 19 local and regional organisations.
- **Community Conversations:** Three in-person deliberative engagement forums with attendance from 45-50 community members aged 18+ years and with equitable representation across gender, cultural background, sexual identity and with disability.
- **Community Survey:** Online survey targeted at adults with 1,569 respondents representing all Council wards and all age ranges from 18+. Of these, 886 were women, 625 were men, and 8 were gender diverse; 22 identified as First Nations; 30 identified as LGBTIQA+; 95 identified as multicultural; and 245 identified as a person with disability. Some respondents selected 'prefer not to say' for demographic questions.
- **Youth Survey:** Online survey targeted at young people 12-17 years, with 70 respondents. Of these, 37 were female, 18 were male, and 6 were non-binary; 1 identified as First Nations; 25

identified as LGBTIQA+; 2 identified as multicultural; and # identified as a person with a disability. Some respondents selected 'prefer not to say' for demographic questions.

- **Community Pop-Ups:** In-person engagement stalls at 18 locations across the municipality, with 930 interactions with 66% women, 30% men and 4% gender diverse participants.
- **Children's Postcards:** 262 postcards were completed at 10 primary schools, 3 libraries and 18 pop-ups with more than 300 children aged 5-12 years participating. Of these children, 136 were male, 87 were female, 2 were gender diverse and 15 preferred not to say.
- **Kindergarten Activities:** Group activities were delivered at 3 kindergartens with 44 children aged 3-5 years participating. Of these children, 22 were female and 22 were male.

Equity Impact Assessments

In line with the *Gender Equality Act* 2020, we undertook Equity Impact Assessments (including Gender Impact Assessments) on the Community Vision, community engagement approach, as well as the draft Public Health and Wellbeing Plan and Council Plan. These assessments evaluated how the Plans may affect our community based on their gender (women, men and gender-diverse people) as well as other attributes such as age, cultural background, and sexual and gender identities. This process ensures the Plans are inclusive and equitable and addresses potential negative impacts.

How to Read the Plan

The Plan is grouped into seven key priority areas:

1. Mental health and wellbeing.
2. Family violence, inequality, and community safety.
3. Food systems and food security.
4. Physical activity.
5. Alcohol, other drugs, and gambling harm.
6. Health and wellbeing impacts of climate change.
7. Housing and homelessness.

While these health and wellbeing challenges have been separated into priority areas, there is significant interconnection between them. For example, community members experiencing homelessness, may also be experiencing mental illness, alcohol harm and food insecurity. As such, services, programs, and policies that aim to address one priority area will have co-benefits for other priority areas.

To enact Council's commitment to these priority areas, the Plan outlines the following elements:

- **Goal:** Values-based outcomes that Council aspires to achieve.
- **Objectives:** Broad approaches to support achievement of the goal.
- **Strategies:** Detailed approaches to support achievement of each objective.
- **Impact Indicators:** Demonstrate progress in achieving objectives. These are typically short to medium term impact that Council can directly measure using local data sources.
- **Outcome Indicators:** Demonstrate progress in achieving goals. These are typically longer-term outcomes that Council works towards within a broader health and social system. They are measured through regional, statewide, and national data sources.

Priority Area 1: Mental health and wellbeing

Having good mental health supports people to fully live their lives, cope with life's stresses, work productively, and contribute to their communities. Being socially connected and having a strong sense of belonging enables lower rates of mental illness, higher self-esteem, reduced loneliness, greater empathy, trusting and cooperative relationships, and strengthened social cohesion. A more connected community also leads to greater community resilience in times of hardship and disaster.

In 2021, the Royal Commission into Victoria's Mental Health System was released, outlining a comprehensive vision for reforming the mental health and suicide prevention system. Mental wellbeing and socially engaged communities are prioritised in the Victorian Public Health and Wellbeing Plan 2019-2023, in the Victorian Mental Health and Wellbeing Outcomes and Performance Framework, and in Australia's Long Term National Health Plan.

Mental health conditions are one of the top five causes of burden of disease and death in Australia. They refer to a range of disorders that affect a person's mood, thinking, behaviour, and emotional wellbeing, such as depression, anxiety disorders, personality disorders and eating disorders. These conditions can impact how a person feels, interacts with others, and functions in daily life and can be caused by a combination of genetic, biological, environmental, and psychological factors.

Compared to the general population, people with mental illnesses are more likely to develop physical illnesses such as cardiovascular disease, respiratory disease, and cancer; and to have a reduced life expectancy. Approximately one in eight Australians die from suicide each day. Rates of suicide, suicidal ideation and suicide attempts are more prevalent amongst young people, older people, First Nations people, LGBTIQA+ people and people with disability.

Often stigmatised, mental health conditions are interconnected with other health and wellbeing challenges, such as alcohol, drug, tobacco/vaping and gambling harm, unhealthy eating, physical inactivity, family violence and homelessness. As such, prevention efforts that focus on social connection and belonging enable protective factors for mental health and have co-benefits for health and wellbeing priority areas.

Data on Mornington Peninsula adults (18+ years)

	Mornington Peninsula	Victoria
Have sought professional assistance for a mental health problem in the last 12 months.	16.8%	20.1%
Report experiencing high level of psychological distress.	15.1%	19.1%
Are experiencing loneliness.	20.3%	23.3%
Have a mental health condition (including depression and anxiety)	9.8%	8.8%
Feel valued by society.	48.5%	47.9%
Have a high level of life satisfaction.	79.4%	76.7%
Sources: ABS Census, 2021; Victorian Population Health Survey, 2022		

Data on Mornington Peninsula children (9-12 years) and young people (12-18 years)

	Girls	Boys	Young women	Young men
Feel nervous, anxious or on edge	69%	78%	56%	77%
Feel socially excluded	19%	13%	14%	10%
Have high or very high life satisfaction	86%	86%	77%	85%
Give their time to help others	82%	76%	73%	62%
Source: Living Ripples Student Resilience Survey, 2024				

Snapshot of what our community told us:

- **Children (5-12 years):** 24% consider feeling happy in their minds a top three priority.
- **Young People (12-18 years):** Ratings of top 3 challenges:
  - 61% rated good mental health.
  - 51% rated strong social connection.
  - 43% rated access to health services.
- **Adults (18+ years):**
  - 50% feel some sense of belonging to their local community.
  - 47% rated mental health and social connection as a top three challenge.
  - 43% rated access to health services as a top three challenge.
- **Older People (60+ years):** Ratings of top three challenges:
  - 45% rated access to health services.
  - 43% rated mental health and social connection.
- **Service Providers:** 19.3% of local health and social service providers rated improving mental wellbeing as a high priority

Mornington Peninsula is a place where all community members can achieve optimal mental wellbeing and social connection through all stages of life.

Alignment to Council Plan:

- **Place:** Objectives 1.1 and 1.2
- **People:** Objectives 2.1 and 2.2
- **Prosperity:** Objective 3.2

Key Plans / Policies: We All Belong Strategy; Reconciliation Action Plan; Library Strategy; Arts and Culture Strategy; Community Facilities Infrastructure Strategy; Sports Club Management Policy; Fair Access Action Plan; Community Investment Funding Policy; Volunteer Management Policy; Universal Design Policy.

Objective 1.1: Deliver services, programs and policies that enable social connection and social support across the lifespan.

Strategies:

1.1.1 Deliver child and family health and early years services and programs that enable strong early childhood development. D P

1.1.2 Deliver youth services and programs that enable strong adolescent development. D P

1.1.3 Deliver positive ageing programs and policies that enable encourage social connection and decrease loneliness. D P

1.1.4 Deliver programs, facilities, services, and events that promote social connection. D P

Objective 1.2: Facilitate and support initiatives aimed at strengthening neighbourhoods and building community capacity.

Strategies:

1.2.1 Increase, support, recognise, and celebrate volunteerism. D P

1.2.2 Implement the Shire's Community Investment Funding Program, including grants for place-making and social inclusion projects. D P

1.2.3 Deliver programs that promote social connection in inclusive and welcoming Council facilities and open spaces (e.g. – community houses, youth hubs, libraries, recreation centres, parks and reserves). D P

1.2.4 Support and facilitate arts and culture initiatives in partnership with community arts organisations. D P

1.2.5 Undertake local area community infrastructure planning to ensure facilities are meeting community need. D P A

Partners:

- Lifeline
- Beyond Blue
- VicHealth
- Mental Health Victoria
- State Government
- Federal Government
- Peninsula Health
- Headspace
- Women's Health in the South East
- South Eastern Melbourne Primary Health Network
- Mental Health and Wellbeing Local
- Wellways
- Mental Health First Aid Australia
- Chasing Change
- Peninsula Voice
- Roses in the Ocean
- Kindred Clubhouse
- Hope Assistance
- Local Tradies
- Blue Tree Project

Council's Role:
D Deliver P Partner A Advocate R Regulate

Objective 1.3: Build community awareness and understanding of mental health and contributing factors such as loneliness and social isolation.	
Strategies: 1.3.1 Deliver prevention and early intervention mental health and wellbeing programs in education, workplace, and community settings. D P 1.3.2 Better understand the impacts of social isolation and loneliness on community members. D P	
Objective 1.4: Contribute to the prevention of suicide deaths, suicidal ideation, and suicidal attempt rates.	
Strategies: 1.4.1 Support and facilitate suicide prevention initiatives, networks, and events. D P 1.4.2 Support the delivery of suicide postvention protocol to support community members impacted by suicide. D P	
Objective 1.5: Plan and advocate for local and affordable health and social services across the municipality.	
Strategies: 1.5.1 Identify and better understand local health service gaps to inform advocacy efforts. D P A 1.5.2 Undertake community infrastructure planning to ensure facilities are meeting community need. D P A 1.5.3 Work in partnership with local services to advocate for appropriate and accessible health services and a strong health workforce. D P A	

Council's Role:
D Deliver P Partner A Advocate R Regulate

Impact Indicators (Local level and shorter term)	Outcome Indicators (Broader system level and longer term)
• Access to and participation in child and family health, early years, and youth services. • Participation in social connection programs, training and events. • Proportion of people with access to social support and services. • Proportion of people who belong to a formal or informal club or community group. • Participation in volunteering. • Efficient delivery of community grants. • Community awareness and understanding of mental wellbeing. • Delivery of local area Infrastructure Action Plans. • Effectiveness of local partnerships with community networks, mental health promotion and mental health service providers.	• Self-rated mental wellbeing. • Proportion of people who feel loneliness. • Rates of seeking professional help for a mental health problem. • Rates of suicide and/or self-harm. • Proportion of people who feel a strong sense of belonging to a community. • Proportion of people who have enough people they feel comfortable asking for help at any time. • Proportion of health and social services available. • Proportion of mental health services available. • Proportion of people with access to community facilities in their local area.

Council's Role:
D Deliver P Partner A Advocate R Regulate

Priority Area 2: Family violence, inequality, and community safety

All community members have a right to live safely, feel valued and respected, and be free from all forms of violence and inequality. Feelings of safety and security, whether real or perceived, impact on the way people interact in their community. Having safe and secure environments for people to live, learn, work, and recreate enables a strong, cohesive, participatory community which has co-benefits for health and wellbeing. Safer communities also enable people to feel valued, be treated in a respectful manner, and have meaningful opportunities to participate in community life fully and freely.

Given the Mornington Peninsula's vast coastline and large geographic spread, it is important to prioritise preventative action around water safety and road safety, alongside general community safety.

Experiences of discrimination have a direct impact on health and wellbeing as well as community cohesion. The unfair or unequal treatment of individuals or groups based on characteristics such as race, gender, age, religion, disability, or sexual orientation can occur in various settings, such as the workplace, education, housing, and social interactions. To prevent discrimination, it is important to consider 'intersectionality' - the many inter-connected parts of a person's identity that can result in overlapping forms of discrimination and marginalisation (*Victoria's Family Violence Diversity and Intersectionality Framework*).

Violence against women and their children is recognised as a serious and widespread problem in Australia, with enormous individual and community impacts and social costs. This is a significant social problem that is also ultimately preventable. The key determinant of violence against women and their children is the persisting inequities and the unequal distribution of power between men and women.

Some population groups disproportionately experience violence, compared to the general population. Women aged 18 years and over with disability are more likely to have recent experiences of violence, abuse, and harassment than women without disability. First nations women, migrant and refugee women, and LGBTIQA+ community members also experience violence disproportionately.

Elder abuse is any act which causes harm to an older person and is often carried out by someone they know and trust, such as a family member or friend. The abuse may be physical, social, financial, psychological, or sexual and can include mistreatment and neglect.

Local councils are legislatively required to address the drivers of family violence under the *Public Health Act* 2008 and the *Gender Equality Act* 2020. The Royal Commission into Family Violence 2015 led to the passing of the Victorian *Gender Equality Act* 2020 that aims to promote gender equality in policies, programs, and services across the community, addressing systemic causes of inequality and promoting the rights to equality.

Data on Mornington Peninsula adults (18+ years)

	Mornington Peninsula	Victoria
Number of police-recorded family violence incidents 2023-24	2,138	NA
Increase in number of police-recorded family violence incidents since year before (22/23 to 23/24).	20.6%	6.5%
Proportion of affected family members that were women.	74%	NA
Increase in total criminal incidents since year before.	29.1%	NA
Felt safe walking alone during the day.	95.8%	92.5%
Felt safe walking alone in their local area at night.	60.8%	55.1%
Women who felt 'very safe' or 'safe' walking alone in their local area after dark (compared to 82.3% of men).	41.2%	NA
Have experienced discrimination.	13.1%	15.8%
Lives lost on Mornington Peninsula roads (2022-24)	14	NA
Source: Crime Statistic Agency, 2025; Women's Health Atlas, 2022; VicHealth Indicators Survey, 2015; Traffic Accident Commission, 2024.		

Data on Mornington Peninsula children (9-12 years) and young people (12-18 years)

	Girls	Boys	Young women	Young men
Feel safe at home	85%	85%	90%	95%
Feel safe in the area where they live	84%	83%	86%	91%
Get along with people who are different to them	79%	75%	76%	74%
Source: Living Ripples Student Resilience Survey, 2024				

Snapshot of what our community told us:

- **Children (5-12 years):** 40% rated feeling safe when they are out as a top three priority.
- **Young People (12-18 years):** Ratings of their top three challenges:
  - 50% rated feeling safe in their community.
  - 40% rated racism and discrimination.
  - 36% rated feeling safe in their home.
  - 29% rated abuse and disrespect towards age groups.
  - 21% rated family violence.
- **Adults (18+ years):** Ratings of their top three challenges
  - 68% rated crime and antisocial behaviour in public places.
  - 59% rated feeling safe in their home.
  - 30% rated family violence.
  - 20% rated racism and discrimination.
  - 20% rated abuse and disrespect towards age groups.

- 19% rated unintentional injury.

- **Older People (60+ years):** Ratings of their top three challenges
  - 60% rated feeling safe in their home.
  - 43% rated crime and antisocial behaviour in public places.
  - 28% rated family violence.
  - 26% rated abuse and disrespect towards age groups.
  - 23% rated unintentional injury (e.g. – falls).
  - 22% rated racism and discrimination.
- **Service Providers:** 19.3% of local health and social service providers rated preventing all forms of violence as a high priority

Mornington Peninsula is a welcoming and inclusive place where all community members feel safe, are free from violence and inequality and where diversity is embraced.

Alignment to Council Plan:	**Key Plans / Policies:** Gender Equality Strategy; Fair Access Action Plan; We All Belong Strategy; Towards Zero Road Safety Strategy; Water Safety Framework; Open Space Strategy, Universal Design Policy.
• **Place:** Objective 1.2 • **People:** Objectives 2.1 and 2.2	

Objective 2.1: Prevent the gendered drivers of violence against women and their children.

Strategies:

2.1.1 Implement and support evidence-based family violence prevention and gender equality initiatives and events. D P

2.1.2 Support and participate in relevant stakeholder and community-led family violence, gender equality, and healthier masculinities networks and initiatives. D P

2.1.3 Deliver training for Shire staff, stakeholders, and community members on promoting gender equality and family violence prevention. D P

2.1.4 Ensure Council buildings and facilities are designed and upgraded to enable equal access for women, men, and gender diverse people. D A

2.1.5 Support sport and recreation settings to encourage women's and girls' participation and challenge harmful gender stereotypes. D P A

2.1.6 Work with arts and culture settings to support the delivery of events and initiatives that enable representation and participation of women. D P

2.1.7 Use media and social media platforms to celebrate the achievements and contributions of women. D P A

2.1.8 Deliver and advocate for services that actively support those impacted by family violence, including Child and Family Health and Youth Services. D P A

2.1.9 Deliver and advocate for elder abuse awareness and prevention initiatives and training. D P A

Objective 2.2: Improve community safety by creating environments where community members feel secure and supported.

Strategies:

2.2.1 Embed Crime Prevention Through Environmental Design (CPTED) and Universal Design principles in planning and design of Council assets and open space. D P

Partners:

- State Government
- Federal Government
- Gender Equality Commission
- Victoria Police
- VicHealth
- Traffic Accident Commission
- MAV
- Gender Equity Victoria
- Respect Victoria
- Geographic Victoria
- Sport and Recreation Victoria
- Office for Women in Sport and Recreation
- Women's Health in the South East
- Bayside Peninsula Integrated Family Violence Partnership
- Good Shepherd
- Family Life
- Orange Door
- Peninsula Health
- Peninsula Community Legal Centre
- Frankston City Council
- Family Violence Victim Survivor Advocates

Council's Role:
D Deliver P Partner A Advocate R Regulate

2.2.2 Support and participate in preventative initiatives aimed at reducing anti-social behaviour in public places and spaces. D P 2.2.3 Ensure effective, coordinate, and proactive approaches to graffiti management. D P R 2.2.4 Undertake proactive approaches to addressing noise and air pollution issues. D P R 2.2.5 Promote and address mosquito control and stagnant water issues to minimise vector-borne diseases. D P R 2.2.6 Deliver road safety initiatives to prevent road deaths and serious injuries. D P A 2.2.7 Deliver water safety initiatives to prevent drowning rates and water related injuries. D P A 2.2.8 Support implementation of programs and campaigns promoting targeted safety messages (e.g. – fire prevention). D P A 2.2.9 Provide appropriate health and safety information (e.g. – immunisation and injury prevention) during Key Ages and Stages visits through Maternal and Child Health services. D P R	
Objective 2.3: Address discrimination by encouraging and enabling support for diversity and inclusion.	
Strategies: 2.3.1 Engage meaningfully with First Nations, multicultural, and LGBTIQA+ communities to deliver advocacy and support for services, programs, and partnerships, based on mutual trust, respect and self-determination. D P A 2.3.2 Prioritise opportunities for community to share and protect cultural heritage, beliefs, traditions, and stories. D P 2.3.3 Participate in and promote local, regional, statewide and national networks, events and campaigns promoting diversity and addressing all forms of discrimination. D P 2.3.4 Convene and facilitate committees, networks and collaboratives aimed at empowering and elevating the voices of diverse community members across the lifespan (e.g. – Youth Advisory Committee, Peninsula Advisory Commitee for Elders, Disability Advisory Committee, LGBTIQA+ Collaborative). D P A	

Council's Role:
D Deliver P Partner A Advocate R Regulate

Impact Indicators (Local level and shorter term)	**Outcome Indicators** (Broader system level and longer term)
• Effectiveness of local family violence prevention partnerships. • Community commitment to understanding and addressing the gendered drivers of family violence. • Effectiveness of local community safety, road safety and water safety initiatives. • Participation in networks, committees, and collaboratives. • Number of road traffic and water incidents and deaths.	• Number of reported family violence offenses • Number of reported criminal incidents. • Attitudes towards violence against women. • Perceptions of community safety (feeling safe walking in the day and night). • Rates of public graffiti. • Proportion of people who have experienced discrimination.

Council's Role:
D Deliver P Partner A Advocate R Regulate

Priority Area 3: Food systems and food security

A sustainable food system enables food security and nutrition for all without compromising the economic, social, and environmental outcomes for future generations. This means that it can achieve economic sustainability through profitability; social sustainability through benefits for community health and wellbeing; and environmental sustainability through positive or neutral impacts on the natural environment.

Having access to sufficient, safe, and nutritious food that meets dietary needs and preferences is strongly linked with good health and wellbeing. Food security is influenced by food availability; access (through purchase, production, or assistance); utilisation (cooking techniques, adequate storage, and safe food handling); and stability (access to food over time, including in times of crisis).

Food environments have changed substantially over time, with food consumption and production affecting health and environmental sustainability. Climate change has a significant impact on future food security, in particular changing weather patterns impact viable agricultural regions. In recent years, the cost of living has significantly impacted food security across communities, and with this comes increased demand for food relief services. The increasing cost of groceries as well as proliferation of take-away and convenience foods can impact on individual food choices. These shifts contribute to the onset of chronic diseases such as cardiovascular disease, type 2 diabetes, and some cancers.

Being able to grow and prepare healthy, nourishing, and affordable meals creates opportunities for home- or community-based food production that not only benefits individual health and wellbeing. It also benefits natural and economic environments, including shelter for homes, habitats for animals, water saving, waste reduction, reduced cost of groceries and reduced emissions by decreasing food processing packaging, transport and distribution. Circular economy principles including using food waste at home in compost (to help grow more food) is cheaper, lowers emissions and is healthier for the community.

Historically, food and other health policy has been based on weight-centred principles. Diet culture and an objectifying body culture can lead to experiences of confusion and distress about nutrition, weight and body shape. Focusing solely on weight and weight loss can lead to weight stigma, poor body image, exercise avoidance, avoiding healthcare appointments and preventative screenings, unhealthy dieting and eating behaviours as well as mental health issues including eating disorders and alcohol and drug harm.

Considering health and wellbeing more holistically and focusing on size inclusivity encourages people to appreciate their bodies primarily for what they can do their functionality and their health. Size inclusive approaches involve creating environments where people with bodies of all shapes and sizes can thrive, and where health enhancing behaviours are nurtured through self-acceptance, care, and compassion.

Data on Mornington Peninsula adults (18+ years)

	Mornington Peninsula	Victoria
Experienced food insecurity, reporting they ran out of food and couldn't afford to buy more.	5.3%	8%
Did not meet the daily fruit and vegetable consumption guidelines.	56%	51.7%
Consumed take-away meals, or snacks more than once a week.	16.8%	15.3%
Consumed sugar-sweetened beverages every day.	28.9%	34.4%
Source: ABS Census, 2021; Victorian Population Health Survey, 2022		

Data on Mornington Peninsula children (9-12 years) and young people (12-18 years)

	Girls	Boys	Young women	Young men
Eat healthy food	86%	82%	80%	89%
Poor appetite, weight loss or overeating	18%	14%	31%	16%
Source: Living Ripples Student Resilience Survey, 2024				

Snapshot of what our community told us:

- **Children (5-12 years):** 54% rated having healthy food to eat as a top three priority.
- **Young People (12-18 years):** 41% rated being able to buy and eat healthy food as a top three challenge.
- **Adults (18+ years):** 40% rated being able to access affordable, healthy food as a top three challenge.
- **Older People (60+ years):** 31% rated being able to access affordable, healthy food as a top three challenge.
- **Service Providers:** 12.1% of local health and social service providers rated healthy eating as a high priority

Mornington Peninsula is a place where all community members have equitable access to nutritious, available, safe, and affordable food.

Alignment to Council Plan:

- **Place:** Objectives 1.1 and 1.2
- **People:** Objectives 2.1 and 2.2
- **Prosperity:** Objectives 3.2

Key Plans / Policies: Food Economy and Agroecology Strategy; Healthy Food and Drink Policy; Community Garden Policy.

Objective 3.1: Enhance the local food system to increase access and availability of nutritious, locally produced food.

Strategies:

3.1.1 Participate in The Community Plate collective impact initiative aimed at improving food systems across the region. D P A

3.1.2 Support whole-of-setting approaches to providing healthy food and drink options (e.g. – workplaces, sports clubs, schools). D P

3.1.3 Implement the Shire's Best Bites program aimed at supporting local food vendors to provide safe and healthy food; accessible and safe premises; and to use environmentally sustainable business practices. D P

3.1.4 Incorporate requirement for nutritious, sustainable, and locally sourced food options in sport, recreation, and aquatic contracts. D P

3.1.5 Advocate for recycled water access for food production for agricultural regions. D P A

3.1.6 Incorporate requirements for nutritious, sustainable, and locally sourced food and drink options in Council managed meetings, programs, events and Council facilities. D

3.1.7 Partner with the Food Economy and Agroecology Taskforce to implement the Shires Food Economy and Agroecology Strategy to encourage a thriving and resilient local agrifood sector.

3.1.8 Partner with local indigenous organisations to provide opportunities for indigenous people to grow and harvest culturally appropriate foods P

3.1.9 Advocate for measures to increase the resilience of food supply chains to shocks and stresses A

Objective 3.2: Promote and support opportunities for home- and community-based food production.

Strategies:

3.2.1 Deliver programs, training and events aimed at encouraging community to grow their own food, use water wisely and reduce waste (e.g. – My Smart Garden). D P

Partners:

- VicHealth
- State Government
- Peninsula Health
- Frankston City Council
- Deakin University
- Monash University
- National Nutrition Foundation
- Sustainability Victoria
- My Smart Garden
- Sustain
- Community Support Centres
- Food Economy and Agroecology Taskforce
- Community gardens
- Cafes and restaurants
- Farm gates
- Living culture
- BLC

Council's Role:
D Deliver P Partner A Advocate R Regulate

3.2.2 Support development and sustainability of community gardens and urban agriculture initiatives. D P 3.2.3 Encourage and support community members to grow and share their own fresh food. D P 3.2.4 Promote composting through rebates and education to assist in food production at home. D P	
Objective 3.3: Support and deliver services that aim to protect physical health and wellbeing of community members.	
Strategies: 3.3.1 Ensure food for sale is safe and suitable for human consumption, as legislated under the *Food Act* 1984. D R 3.3.2 Provide appropriate information and raise awareness of food allergens amongst food vendors. D R 3.3.3 Provide breastfeeding support services and enable Council facilities, local businesses, and other relevant settings to be breastfeeding friendly environments. D P A 3.3.4 Support implementation of local emergency food relief and food rescue and re-distribution programs. D P A 3.3.5 Deliver Meals on Wheels services ensuring priority is given to nutritious and sustainable food options and packaging. D P A	

Impact Indicators (Local level and shorter term)	**Outcome Indicators** (Broader system level and longer term)
• Participation in urban agriculture and edible gardening programs and training. • Proportion of local businesses and organisations involved in Best Bites program. • Fulfilment of legislative requirements under the Food Act 1984. • Number of community settings providing nutritious, locally sourced and safe food and drink options	• Proportion of people who report they ran out of food and couldn't afford to buy more. • Proportion of people meeting daily fruit and vegetable consumption guidelines. • Proportion of adults who eat take-away meals or snacks more than once per week. • Proportion of adults who consume sugar-sweetened soft drinks daily. • Average distance to food outlets.

Council's Role:
D Deliver P Partner A Advocate R Regulate

Priority Area 4: Physical activity

Leading an active life by moving more and sitting less has a positive impact on our physical, mental, social, and emotional health and wellbeing. Regular physical activity can help prevent and treat diseases such as heart disease, stroke, some cancers, diabetes, osteoporosis, dementia, musculoskeletal conditions, and depression. It is also associated with improved mental health, positive ageing, increased happiness, better academic performance, and enhanced workplace productivity.

Townships that are designed to encourage walking, cycling and use of public transport promote positive social connections and feelings of safety and belonging; support local business activity; and reduce climate impacts from car emissions and traffic congestion.

Participation in organised and/or social sport and recreation has positive health and wellbeing benefits for community members. Participation in sport and recreation can help to create a sense of belonging, challenge and shift socio-cultural norms, help to reduce inequalities and discrimination, and enable economic benefits.

Providing sporting, recreation and aquatic facilities such as Yawa Aquatic Centre, Civic Reserve Recreation Centre, Pelican Park Aquatic Centre, Crib Point Pool as well as sporting clubs, contributes to the social fabric of the Mornington Peninsula. These facilities provide opportunities for community to be physically active and social connected through an affordable and inclusive model.

Health and wellbeing are further enhanced when community members can walk, ride or scoot to local services and infrastructure such as schools, workplaces, community facilities, public transport and open spaces. Considerations for universal design and crime prevention through environmental design underpin the quality of built environments. Characteristics of the built environment that support health and wellbeing include footpath connectivity, good lighting and sightlines, shade, connections to nature, quality public transport systems, distance to community facilities, and accessibility of infrastructure.

Data on Mornington Peninsula adults (18+ years)

	Mornington Peninsula	Victoria
Did at least 150 minutes of vigorous physical activity every week.	39.6%	35.1%
Sit for 8 hours or more on a typical day.	16.7%	27.9%
Residents who walked, cycled, or used public transport to get to work.	4.3%	7.3%
Residents who drove to work.	54.4%	46.5%
Sources: ABS Census, 2021; Victorian Population Health Survey, 2022		

Data on Mornington Peninsula children (9-12 years) and young people (12-18 years)

	Girls	Boys	Young women	Young men
Involved in one hour of physical activity per day.	86%	89%	73%	88%
Play excessive online games	NA	NA	23%	47%
Source: Living Ripples Student Resilience Survey, 2024				

Snapshot of what our community told us:

- **Children (5-12 years)**
  - 42% rated playgrounds as important for Council to deliver.
  - 32% rated being able to walk, ride, or scoot to kinder or school as a top three priority.
  - 30% rated being able to play in parks and playgrounds as a top three priority.
  - 25% rated sports fields, stadiums and courts as important for Council to deliver.
  - 19% rated skate parks as important for Council deliver.
- **Young People (12-18 years)**
  - 60% rated sustainable transport options as important for Council to deliver.
  - 24% rated being active and able to walk or ride to school and activities as a top three challenge.
- **Adults (18+ years)**
  - 61% rated keeping physically active and being able to walk or ride to places as a top three challenge.
  - 58% currently access recreation and leisure facilities.
  - 48% currently access open spaces.
- **Older People (60+ years): Ratings of their top three challenges:**
  - 64% rated keeping physically active and being able to walk or ride to places as a top three challenge.
- **Service Providers:** 13.2% of service providers rated active living as a high priority

Mornington Peninsula is a place where community have equitable and accessible opportunities to be physically active, participate in organised and social sport and recreation and travel actively.

Alignment to Council Plan:

- **People:** Objectives 2.1 and 2.2
- **Prosperity:** Objectives 3.2

Key Plans / Policies: Open Space Strategy; Pedestrian Access Strategy; Sustainable Transport Strategy; Sports Clubs Management Policy; Gender Equality Strategy; Fair Access Action Plan.

Objective 4.1: Enable opportunities for physical activity in public places and spaces.

Strategies:

4.1.1 Deliver and activate accessible and inclusive infrastructure that enables active recreation in open spaces and places (e.g. - skate parks, BMX tracks, playgrounds, parks, and nature reserves). D P A

4.1.2 Oversee management of Council owned aquatic and recreation facilities ensuring they are inclusive, accessible for all, and meet community needs. D P A

4.1.3 Manage permitting for local businesses to use open space to deliver physical activity programs and services. D P R

Objective 4.2: Support and encourage equitable community participation in sport and recreation.

Strategies:

4.2.1 Support local sporting clubs to enhance equitable delivery and promotion of core functions including options for organised and social sport. D P

4.2.2 Make considerations for health and wellbeing in planning for events, festivals, and celebrations (e.g. – healthy food options, opportunities for active play). D P A

4.2.3 Provide targeted visitor information services that promote access to active and passive recreation and tourism opportunities. D P

4.2.4 Provide and promote accessible beach infrastructure (e.g. beach matting, hoists, and beach wheelchairs) to ensure inclusive access for all. D P

4.2.5 Provide accessible information on physical activity opportunities for older people and people with disability. D P

Objective 4.3: Support and deliver initiatives that promote active travel across the municipality.

Partners:

- State Government
- VicHealth
- Belgravia Leisure
- Peninsula Health
- Sport and Recreation Victoria
- Sustainability Victoria
- Bicycle Network
- National Sporting Associations
- State Sporting Associations
- Local Sporting Leagues and Associations
- Access for All Abilities Play (AAA Play)
- Schools
- Sporting clubs
- Lifesaving clubs
- Community groups

Council's Role:
D Deliver P Partner A Advocate R Regulate

Strategies:

4.3.1 Provide and enhance the range of bicycle facilities on and off road that connect community to public transport, townships and open spaces. D P A

4.3.2 Encourage and support community settings to implement sustainable active transport and active neighbourhoods' initiatives. D P A

4.3.3 Promote and encourage use of walking and cycling paths for active transport, recreation, and tourism purposes. D P

4.3.4 Advocate for improved integration and availability of public transport. P A

4.3.5 Improve canopy and shade in urban areas, particularly along footpaths and in open spaces. D

Impact Indicators (Local level and shorter term)	**Outcome Indicators** (Broader system level and longer term)
• Use of and satisfaction with community infrastructure that supports physical activity. • Participation and satisfaction with Council owned aquatic and recreation facilities. • Participation of women and girls in organised and/or social sport and recreation. • Participation in physical activity and active transport initiatives.	• Proportion of people who do 30 minutes or more of moderate physical activity more than once per day, every day or 5/6 times per week. • Proportion of people who actively travel to work (i.e. – public transport, cycling, walking). • Proportion of people who have walked or cycled to local shops or facilities in the past week. • Proportion of households within 400m of a bus stop

Council's Role:
D Deliver P Partner A Advocate R Regulate

Priority Area 5: Alcohol, other drugs, and gambling harm

Alcohol consumption is a socially accepted activity, and responsible supply and service of alcohol can support the vitality of the local economy by generating employment and profit in the viticulture, niche manufacturing, hospitality, and tourism industries. Alcohol consumption is typically influenced by formal rules, societal norms, attitudes, and beliefs around what is socially acceptable.

Alcohol is the primary drug of concern in Victoria and Mornington Peninsula. In 2021, alcohol accounted for more than half of all drugs of concern in Mornington Peninsula - the highest of all the local governments in the Bayside Peninsula Catchment. Overall demand for alcohol and other drugs services is not currently being met in Frankston and Mornington Peninsula.

Alcohol is a known risk factor for short and long-term health problems such as cancers, cirrhosis of the liver, alcohol dependence, strokes, suicide, and injury. Harmful community impacts of alcohol include drink driving, contributing to family violence and violence in the public realm. Alcohol harm prevention requires a combination of effective measures that address social inequalities, alcohol availability, and the context and patterns of alcohol use.

In relation to the supply and consumption of alcohol, Federal and State governments hold the most powerful levers of change, such as regulating price, availability, licensing, and marketing, and providing vital services such as police and health systems. Local government plays an integral role in addressing alcohol related harm such as improving community safety and amenity, managing availability and promotion, and supporting individuals to access support.

Smoking and vaping (e-cigarettes) have significant individual, community, and environmental impacts. The physical impacts of smoking and vaping include damage to almost every organ in the body, with long-term effects including cancers, chronic respiratory diseases, and cardiovascular disease. Cigarette smoking is often interconnected with other individual behaviours such as alcohol and drug consumption and is more prevalent amongst people experiencing social and economic disadvantage.

Community impacts of smoking and vaping include exposure to second-hand smoke, particularly for vulnerable groups such as children, people with chronic disease, and older people as well as placing pressure on the public health system. Vaping is often marketed as a safer alternative to cigarette smoking however it carries similar long-term health effects. Vaping has become increasingly popular amongst young people, raising concerns about its role in nicotine addiction and the potential gateway to cigarette smoking.

Smoking and vaping contribute to environmental pollution. Cigarette butts, which are non-biodegradable, litter public spaces and harm wildlife when discarded improperly. These butts contain toxic chemicals that leach into the soil and water, affecting ecosystems. E-cigarette

pods and disposable vapes contribute to plastic pollution, and the production and disposal of lithium batteries used in vaping devices can have adverse effects on the environment.

Gambling is the act of wagering something of value, typically money, on an event or game with an uncertain outcome, driven primarily by chance. It can take many forms including electronic gaming machines (pokies), sports betting, online gambling, and casinos. While gambling is generally socially accepted as a form of entertainment or social activity, it can lead to harmful consequences.

Almost one in five (around 550,000) Victorians who gamble may be experiencing harm from gambling. Although harm from problem gambling is more severe at an individual level, harm from low-risk and moderate-risk gambling has a greater impact on the community because the number of people affected is much greater.

Gambling harm has significant impacts on the health and wellbeing of individuals, families, and communities. This includes relationship difficulties, health problems, psychological distress, financial problems, issues with work or study, cultural problems, and criminal activity. The stigma surrounding gambling harm can make it difficult for individuals to seek help, exacerbating feelings of isolation and shame.

Data on Mornington Peninsula adults (18+ years)

	Mornington Peninsula	Victoria
Residents with increased risk of alcohol-related harm	23.1%	13.1%
Alcohol related hospital admissions	775 per 100,000	NA
Residents who are daily smokers	12.9%	12%
Residents who are daily e-cigarette users	3.1%	4.5%
Expenditure on electronic gaming machines 2023-24	$87.8 million	Average of $53.1 million
Sources: Census, 2021; Victorian Population Health Survey, 2022; Victorian Gambling and Casino Control Commission, 2024.		

Data on Mornington Peninsula young people (12-18 years)

	Young women	Young men
Drink alcohol	28%	26%
Use illicit drugs	7%	9%
Gamble online	5%	20%
Smoke cigarettes	6%	8%
Vape	14%	10%
Source: Living Ripples Student Resilience Survey, 2024		

Snapshot of what our community told us:

- **Young People (12-18 years):** Ratings of top three challenges:
  - 21% rated harm caused by alcohol and drug use.
  - 20% rated harm caused by smoking and vaping.
  - 4% rated harm caused by gambling.
- **Adults (18+ years):** Ratings of top three challenges:
  - 20% rated harm caused by alcohol and drug use.
  - 18% rated harm caused by gambling.
  - 12% rated harm caused by smoking and vaping.
- **Older People (60+ years):** Ratings of top three challenges:
  - 26% rated harm caused by alcohol and drug use.
  - 23% rated harm caused by gambling.
  - 14% rated harm caused by smoking and vaping.
- **Service Providers:** Ratings of health and wellbeing high priorities:
  - 10.4% rated harm from alcohol and drug use.
  - 6% rated harm from tobacco and e-cigarette use.

Mornington Peninsula is a place where community are safe from the harmful impacts of alcohol, other drugs, and gambling.

Alignment to Council Plan:

- **Place:** Objective 1.1
- **People:** Objective 2.1
- **Prosperity:** Objective 3.1

Key Plans / Policies: Alcohol Harm Prevention Policy; Gambling Harm Prevention Policy; Smoke Free Environments Policy.

Objective 5.1: Deliver evidence-based alcohol harm prevention approaches.

Strategies:

5.1.1 Undertake social impact assessments and provide a response to the Victorian Liquor Commission (VLC) for applications to grant, vary, transfer and relocation of liquor licences and BYO permits. D P A R

5.1.2 Advocate for liquor licence and packaged liquor reforms with a focus on harm and cumulative impact. A

5.1.3 Foster local partnerships with sporting clubs, venues, business groups and industry networks to promote safer drinking cultures. D P

5.1.4 Create safe and heathy environments in the design of streetscapes that are in the immediate vicinity of venues providing for the sale and/or consumption of alcohol. D A

5.1.5 Deliver, support, and participate in alcohol harm prevention campaigns, initiatives, and networks, including liquor accords. D P A

5.1.6 Improve understanding of the impact of alcohol harm on community members, particularly vulnerable population groups. D P

5.1.7 Ensure appropriate licensing and responsible service of alcohol for sporting, recreational or community facilities which sell or provide alcohol. D P R

5.1.8 Work collaboratively with Victoria Police to regulate trading hours, licence types, patron numbers, land use mix and density of licences as well as enforcement of the local law. D P A R

Objective 5.2: Deliver evidence-based smoking and vaping harm prevention approaches.

Strategies:

5.2.1 Implement smoke and vape free signage across the municipality. D P

Partners:

- Victorian Liquor Commission
- Victorian Gambling and Casino Control Commission
- Victorian Responsible Gambling Foundation
- Alliance for Gambling Reform
- Victoria Police
- Cancer Council of Victoria
- QUIT Victoria
- VicHealth
- Turning Point
- State Government
- Federal Government
- Gambler's Help Southern
- Windana
- Peninsula Health
- Sporting clubs
- Licenced premises

Council's Role:
D Deliver P Partner A Advocate R Regulate

5.2.2 Deliver, support, and participate in smoking and vaping harm prevention and butt litter campaigns, initiatives, and networks. D P A 5.2.3 In partnership with Victoria Police, enforce the local law in relation to declared smoke and vape free areas. D P R	
Objective 5.3: Deliver evidence-based gambling harm prevention approaches.	
Strategies: 5.3.1 Support advocacy for reforms in gambling advertising, improving safety of gambling environments (including online) and investment in prevention of gambling harm. D P A 5.3.2 Deliver, support, and participate in gambling harm prevention campaigns, initiatives, and networks. D P A 5.3.3 Promote Council-run programs and events as alternative recreational activities to gambling. D P 5.3.4 Undertake social impact assessments on licence applications for electronic gaming machines. D P A	

Impact Indicators (Local level and shorter term)	**Outcome Indicators** (Broader system level and longer term)
• Completed social impact assessments on liquor licence applications. • Participation in alcohol and gambling harm prevention initiatives and campaigns. • Awareness of the impact of alcohol and gambling harm locally and support services available. • Proportion of licenced venues adhering to liquor licence conditions. • Effectiveness of collaboration with key stakeholders. • Proportion of Council facilities with installed smoke and vape free signage.	• Proportion of people experiencing alcohol-related harm. • Alcohol-related hospital admissions. • Alcohol-related ambulance callouts. • Proportion of people experiencing gambling-related harm. • Expenditure on electronic gaming machines. • Density of alcohol outlets and electronic gaming machines. • Rates of smoking and vaping.

Council's Role:
D Deliver P Partner A Advocate R Regulate

Priority Area 6: Health and wellbeing impacts of climate change

The direct health and wellbeing impacts of climate change are predicted to include deaths, injuries, and ill health due to increases in respiratory diseases, cardiovascular diseases, infectious diseases, mental illness, allergies, injuries, poisoning, dehydration and malnutrition.

In addition, climate change is expected to indirectly impact the social determinants of health, including socio-economic status, education, housing, transport, food security, and social connections. Resilience to climate change is interconnected with other social factors including income, housing security and through individual factors such as age, gender, disability, and cultural background.

Climate-related disasters can lead to existing gender inequalities worsening, greater adherence to gender roles and stereotypes and increased risk of family violence. Globally, women and children are significantly more likely than men to die during climate-related disasters, and they comprise up to 80 percent of those displaced by natural disasters. It is internationally recognised that gender must be central to efforts to adapt and build resilience, to counter the impact of climate change.

There are numerous co-benefits to addressing the health and wellbeing impacts climate change such as improved mental health, reduced deaths from extreme heat, and reduced cardiovascular and respiratory disease.

Data on Mornington Peninsula adults (18+ years)

	Mornington Peninsula	Victoria
Residents that agreed climate change has an impact on our health and wellbeing.	75%	NA
Residents that agreed climate change will moderately or significantly impact their health and wellbeing in the next 5 years.	74%	NA
Residents that do not feel prepared to cope with the changing climate.	19%	NA
Source: ABS Census, 2021; Mornington Peninsula Climate Change and Health Survey, 2023		

Data on Mornington Peninsula children (9-12 years) and young people (12-18 years)

	Girls	Boys	Young women	Young men
Are highly connected to nature	65%	57%	44%	45%
Source: Living Ripples Student Resilience Survey, 2024				

Snapshot of what our community told us:

- **Children (5-12 years)**
  - 40% rated looking after nature as a top three priority.
  - 36% rated nature parks as important for Council to deliver.
  - 30% expressed that they can help keep our community healthy by looking after nature.
- **Young People (12-18 years)**
  - 41% rated improving our natural environment as important for Council.
  - 21% rated the impacts of climate change on health as a top three challenge.
  - 17% rated being ready for impact of the changing environment as important for Council.
- **Adults (18+ years)**
  - 20% rated the impacts of climate change on health as a top three challenge.
  - 50% rated bushfires and 30% rated storm events as environmental challenges.
- **Older People (60+ years)**
  - 19% rated the impacts of climate change on health as a top three challenge.
  - 51% rated bushfires and 31% rated storm events as environmental challenges.
- **Service Providers:** 9.9% of local health and social service providers rated addressing the health and wellbeing impacts of climate change as a high priority.

Mornington Peninsula is a place where community is prepared, supported, and resilient to the health and wellbeing impacts of climate change.	
Alignment to Council Plan: • **Place:** Objective 1.1 • **People:** Objectives 2.1 and 2.2 • **Prosperity:** Objectives 3.2	**Key Plans / Policies:** Urban Forest Strategy; Food Economy and Agroecology Strategy; We All Belong Strategy.
Objective 6.1: Increase resilience and preparedness of community to proactively adapt to the health and wellbeing impacts of climate change. **Strategies:** 6.1.1 Deliver programs and events that aim to increase awareness in recognising, preparing for and responding to the health and wellbeing impacts of climate change. D P 6.1.2 Embed considerations for the health and wellbeing impacts of climate change into long term asset planning and maintenance programs. D **Objective 6.2:** Effectively prepare and respond to local emergency events and extreme climate conditions. **Strategies:** 6.2.1 Lead and coordinate emergency preparedness efforts through effective networks, partnerships, and advocacy. D P A 6.2.2 Engage, communicate, and educate community and stakeholders about emergency preparedness. D P 6.2.3 Empower communities and individuals to take responsibility and support local resilience. D P A	**Partners:** • Federal Government • State Government • State Emergency Service • Victoria Police • Ambulance Victoria • Country Fire Authority • Red Cross • Victorian Council of Churches Emergency Ministry • VicEmergency • Emergency Management Victoria • Environmental Protection Authority • South East Water • Melbourne Water • Melbourne University • Parks Victoria • Sustainability Victoria • Worksafe Victoria • Resilience, Relief and Recovery Network • Brotherhood of St Laurence • Community Support Centres

Council's Role:
D Deliver P Partner A Advocate R Regulate

Impact Indicators (Local level and shorter term)	**Outcome Indicators** (Broader system level and longer term)
• Number of local community groups and services activated to respond to emergencies and disasters.	• Perceptions and understanding of health and wellbeing impacts of climate change. • Proportion of individuals, households, communities report being more prepared for emergencies and disasters. • Proportion of people who feel prepared to cope with extreme weather events. • Proportion of individuals and households that report being more comfortable in their homes during temperature extremes.

Council's Role:
D Deliver P Partner A Advocate R Regulate

Priority Area 7: Housing and homelessness

Having a home is a secure foundation for good physical, mental and emotional health, and inclusion in our community. When everyone has a home that meets their needs, our neighbourhoods become better places to live for all of us. The primary responsibility for the provision of social and affordable housing, matched with funding capability, lies with Federal and State Governments.

The Mornington Peninsula is often perceived as a wealthy municipality, yet over 600 community members have experienced homelessness in the last year and over 100 are sleeping rough on any given night, often on the foreshore of our most iconic beaches. There is a higher proportion of community members on low incomes than Greater Melbourne, with 28 per cent of local households in the lowest income quartile as well as a high proportion of community members experiencing rental stress, compared to Victoria. Townships including Tootgarook, Rosebud, Capel Sound, Hastings and parts of Mornington experience more relative disadvantage than the Australian average.

The cost of owning or renting a home is rising fast – it is now more expensive to live on the Peninsula than in Melbourne. The current median house price on the Peninsula is $1.1 million. Fewer than one in three rental properties and only 1.7 per cent of properties sold are affordable to those on a low income. Community members on low incomes are at risk of becoming homeless and are being forced out of the region – away from their families, schools, services, and support networks.

Housing affordability is worsened by shortages of available long term rental accommodation. The Shire has a comparatively small rental market that is targeted towards tourism with over 4,500 short stay rentals across the municipality. Health, tourism, and hospitality sectors are struggling to attract workers due to a lack of affordable accommodation.

In the last year, there has been a 33 per cent increase in the number of people seeking homeless crisis support on the Mornington Peninsula. Women and children are disproportionally affected, often due to family violence. More than 60 per cent of people seeking crisis support in the last year were women. The groups most in need of housing are females aged 30-39, as well as young people and older people whose income is not keeping up with the cost of living.

Despite the growing need, the provision of social housing on the Mornington Peninsula is below the Greater Melbourne average. There are currently more than 2,800 applications on the wait list for social housing on the Mornington Peninsula including over 1,000 applications for the Western Port area. More than 50% of these applications are eligible for priority access. Homes Victoria rates the Mornington Peninsula Shire in the top 5 local government areas for highest social housing demand. The quality of social housing is also an important factor impacting health and wellbeing. There is a need for social housing to be efficient, to reduce energy bills and the impacts of hot and cold temperatures.

Data on Mornington Peninsula adults (18+ years)

	Mornington Peninsula	Victoria
Households with rental cost > 30% of household income	38.4%	30.9%
Households with a mortgage cost >30% of household income	14.9%	15.5%
Households renting social housing	1.4%	2.5%
Increase in homelessness in last 5 years	37%	NA
Households living in acute financial hardship	17.1%	NA
Number of people rough sleeping (in cars, tents, couch surfing) and were assisted by local services in 2023-24	689	NA
Source: ABS Census, 2021, Mornington Peninsula Shire Housing Research, 2024		

Snapshot of what our community told us:

- **Children (5-12 years):** 6% expressed the need to ensure housing and support for people experiencing homelessness.
- **Young People (12-18 years):** 40% rated homelessness and not having enough housing for people as a top three challenge.
- **Adults (18+ years):** 43% rated homelessness and lack of affordable and social housing as a top three challenge.
- **Older People (60+ years): 4**3% rated homelessness and lack of affordable and social housing as a top three challenge.
- **Service Providers:** Local support service providers reported a 42% increase in need for crisis support from 2022-23 to 2023-24.

Mornington Peninsula is a place where everyone has a home that meets their needs and enables them to participate meaningfully in community life.

Alignment to Council Plan:

- **Place:** Objective 1.2
- **People:** Objectives 2.1 and 2.2
- **Prosperity:** Objective 3.2

Key Plans / Policies: Triple A Housing Plan 2020-30; Affordable Housing Policy.

Objective 7.1: Advocate for and facilitate sustainable housing options for our community that are affordable, appropriate, and available.

Strategies:

7.1.1 Advocate to State and Federal government for housing system funding, reform and increased social housing stock investment. A

7.1.2 Facilitate research, information sharing and engage with key stakeholders for effective coordination and improvements in the housing system and related services. D P

7.1.3 Encourage community-led social and affordable housing initiatives including shared housing and developer contributions. D P A

7.1.4 Participate in collaborative advocacy efforts including Triple A Advisory Committee and partnering with housing agencies. P A

7.1.5 Advocate to ensure housing stock is sustainable and resilient to future climate change impacts. P A

Objective 7.2: Ensure community members experiencing homelessness or in housing stress are respected, included, and meaningfully supported.

Strategies:

7.2.1 Deliver the Functional Zero initiative aimed at promoting improved service coordination for people experiencing homeless and sleeping rough. D P

7.2.2 Subsidise and support local relief agencies to support the delivery of services such as food relief, material and legal aid, service referrals, and assertive outreach. D P

7.2.3 Encourage the voice of, tackle stigma and enable inclusion and dignity of community members who are experiencing homelessness. D P A

Partners:

- State Government
- Federal Government
- Housing Victoria
- Launch Housing
- Salvation Army
- Victoria Police
- Aboriginal Housing Victoria
- Southern Homelessness Services Network
- Peninsula Health
- Peninsula Community Legal Service
- Frankston City Council
- Bolton Clarke
- Community Support Centres
- Housing Providers
- Triple A Advisory Committee

Council's Role:
D Deliver P Partner A Advocate R Regulate

Impact Indicators (Local level and shorter term)	**Outcome Indicators** (Broader system level and longer term)
• Participation of stakeholders and community in advocacy initiatives. • Number of community members on Functional Zero by-name list. • Reach and engagement of local relief agencies.	• Proportion of households experiencing mortgage and rental stress • Number of social housing applicants on Victorian Social Housing Register. • Proportion of people experiencing homelessness. • Proportion of people rough sleeping. • Proportion of people experiencing acute financial hardship.

Council's Role:
D Deliver P Partner A Advocate R Regulate

Monitoring and Reporting

The Public Health and Wellbeing Plan will be implemented and monitored through an Annual Action Plan and Annual Report. These reports will be integrated with the monitoring processes for the Council Plan and other key strategic plans. This approach includes regular reviews of the Plan's goals, objectives, and strategies to ensure it continues to reflect and respond to the needs of our community.

Impact indicators, aligned with each priority area, will help Council where short-term change is occurring and adapt the Plan if needed. Outcome indicators will track longer- term changes. As Council's influence on these outcomes is often indirect, significant changes are not expected within the four-year timeframe of this Plan.

The Annual Plan and Annual Report will be presented to Council via the Health and Wellbeing Advisory Committee and submitted to the Department of Health, as required under the *Public Health and Wellbeing Act* 2008. These documents will also made available to the community and stakeholders on Council's website:

mornpen.vic.gov.au/healthplan

A full review of the Plan will take place at the end of its cycle in 2029. This will include a comprehensive review of health and wellbeing data, community and stakeholder engagement and review of legislative and policy frameworks.

To support delivery of the Plan, Council will also undertake equity impact assessments on all new and revised policies, programs, and services, as required under the *Gender Equality Act* 2020.

Health and Wellbeing Data Profile 2025

Mornington Peninsula

MORNINGTON PENINSULA Shire

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MORNINGTON PENINSULA Shire

1. Why do we need a Health and Wellbeing Profile?

Given their geographic focus, local governments have an important role to play in ensuring that community members are provided with an environment which allows them to maximise their health and wellbeing outcomes. As the closest level of government to the community, local governments are well placed to know about and respond to local and diverse community needs and concerns. As such, the role of local government is one of leadership and partnership, involving a range of functions, including strategic planning, advocacy, and facilitation of community participation.

Under the *Local Government Act* 2020, a Council must develop or review and adopt the Council Plan by 31 October in the year following a general election, including:

- The strategic direction of the Council;
- Strategic objectives for achieving the strategic direction;
- Strategies for achieving the objectives for a period of at least the next four financial years;
- Strategic indicators for monitoring the achievement of the objectives;
- A description of the Council's initiatives and priorities for services, infrastructure and amenity;
- Any other matters which are prescribed by the regulations.

The function of a Council under the *Public Health and Wellbeing Act* 2008 is to seek to protect, improve and promote public health and wellbeing within the municipal district by:

- Creating an environment which supports the health and wellbeing of members of the local community and strengthens the capacity of communities and individuals to achieve better health and wellbeing;
- Initiating, supporting and managing public health planning processes at the local government level; and
- Developing and implementing public health policies and programs within the municipality.

The *Public Health and Wellbeing Act* 2008 requires that Councils prepare a *Municipal Public Health and Wellbeing Plan* (MPHWP) every four years, within the 12 months after a Council election. Section 26 (2) describes the requirements of a MPHWP:

a) Include an examination of data about health status and health determinants in the municipal district;
b) Identify goals and strategies based on available evidence for creating a local community in which people can achieve maximum health and wellbeing;
(ba) Specify measures to prevent family violence and respond to the needs of victims of family violence in the local community;
c) Provide for the involvement of people in the local community in the development, implementation and evaluation of the public health and wellbeing plan;
d) Specify how the council will work in partnership with the department and other agencies undertaking public health initiatives, projects and programs to accomplish the goals and strategies identified in the public health and wellbeing plan;
e) Be consistent with—
   i. The Council Plan prepared under Section 90 of the *Local Government Act 2020*; and
   ii. The Municipal Strategic Statement prepared under Section 12a of the *Planning and Environment Act 1987*.

This Health and Wellbeing Profile aims to systematically collate and examine published data from reputable sources on social issues that impact on community health and wellbeing. This information

will be used to inform the development of the Council Plan and Municipal Public Health and Wellbeing Plan 2025-29 as well as the development of other key strategic documents over the next four years. These documents will also be informed by a public policy scan and community engagement data.

2. What is included in the Health and Wellbeing Profile?

For the purpose of this document, 'health and wellbeing' is defined in context with the Socio-Ecological Model of Health which considers the influence of broader social, cultural, economic, natural and built environments.

> *"Health is a state of complete physical, social and mental wellbeing and not merely the absence of disease or infirmity. The enjoyment of the highest attainable standard of health is one of the fundamental rights of every human being, without distinction of race, religion, political beliefs or economic and social conditions."*
>
> - World Health Organisation, 1948

The following are examples of the key data sources examined in the development of this profile:

- *Australian Bureau of Statistics (ABS) Census 2016 and 2021*
- *Victorian Population Health Survey (VPHS) 2016, 2017, 2020 and 2023*
- *Australian Early Development Census (AEDC) 2018 and 2021*
- *Crime Statistics Agency 2024*
- *Women's Health Atlas 2024*
- *Traffic Accident Commission 2024*
- *Mission Australia Youth Survey 2023*
- *Community Indicators Victoria (CIV) 2015*
- *VicHealth Indicators Survey (VIS) 2015*

The data presented is framed to consider the range of societal and individual impacts on health and wellbeing, including socio-demographic factors, daily living conditions and individual health-related behaviours, which may together lead to differences in health and wellbeing outcomes. Considering the impact of factors beyond an individual's control is essential to achieving health equity in alignment with the World Health Organisation's definition of health. It is also crucial in local government's role in creating local environments which maximise community health and wellbeing.

Different data collection methods contain inherent and systematic strengths and limitations. For instance, there are four principal sources of error in the collection of Census data including respondent error; processing error; partial response; and undercount. Further, telephone surveys carry bias associated with the participation restrictions on those with landlines, and can lead to inaccurate responses to questions on self-reported health.

In some instances, older data sources have been utilised within this profile, due to delays in the release of, or lack of, more recent data. Where possible, the profile will be updated throughout the four-year planning cycle to reflect updated data as it is released. All data sources have been indicated and full references are available. For further information pertaining to research limitations, refer to data set methodology and research statements within each data source.

MORNINGTON PENINSULA Shire

3. Snapshot of Demographic, Health, and Social Data

Estimated population: 175,153 at February 2025 48.3% male and 51.7% female	Population forecast: 177,462 by 2031 181,138 by 2036	Median age: 44 19.8% aged 0-17 34.3% aged over 60	Population of retirement age is forecast to increase by 5.3% between 2021 and 2026	1.0% Aboriginal and/or Torres Strait Islander with 63.7% aged under 35
76.6% born in Australia 23% have both parents born overseas	6% from countries where English was not their first language 5.4% speak a language other than English at home	45,345 people with a disability 10,533 require assistance with daily activities	Housing composition: 29.6% couples without children 26.2% couples with children	Average household size 2 persons Number of dwellings forecast to grow to 100,688 by 2036
48.8% have no religion 18.4% identify as Catholic and 12.6% as Anglican	51.8% of people aged over 15 years had completed Year 12 or equivalent 21.5% had a Bachelor or Higher degree qualification	75,765 people living in Mornington Peninsula were employed, 53% worked full-time and 38% part-time 3.3% of labour force are unemployed	33% of females over 15 do more than 15 hours unpaid domestic work per week	14.4% provide unpaid care for a person with a disability, chronic illness and/or aged
Median weekly individual income of $761 38.4% spend more than 30% of household income on rent (14.9% for mortgage)	14.9% of children developmentally vulnerable on one or more domains 5.8% vulnerable on two or more domains	38.1% leave municipality to work 0.9% use public transport to get to work	Average of 1.9 cars per occupied dwelling 26.7% experience transport limitations	14 deaths on roads from 2022-24 Half of these road deaths involved drivers and motorcyclists
95.8% feel safe walking during the day 60.8% feel safe walking at night	2,138 family violence incidents in 2023/24 (increase of 7.2% from previous year)	17.2% current smokers 22.7% ex-smokers 59.3% non-smokers	70% increase lifetime risk of alcohol-related harm 55.9% increased risk in a single occasion of alcohol-related harm	20.7% are obese 29.3% are pre-obese 5% have diabetes
5% experience food insecurity with hunger, 13.8% worry about food insecurity 56.1% did not meet daily fruit & vegetable recommendations	16.8% consume take-away foods >1 day/week 9.7% consume sugar sweetened soft drinks daily	38.9% were insufficiently active 42.0% sitting as main physical activity at work	30.9% have a mental health condition 12.7% sought professional help for mental health problem in past year	37.8% of women and 19.8% of men reported experiencing doctor diagnosed depression or anxiety
76.4% feel very satisfied or satisfied with life	43.4% live in households that collect wastewater	62.4% participate in at least one artistic or cultural activity per month	79.7% have access to internet at their household	Life expectancy: women 85.3 years men 81.2 years First Nations women 75.6 years First Nations men 71.9 years

4. Health and Wellbeing Profile

The Mornington Peninsula Shire (the Shire) comprises over forty towns and villages spread across the peninsula, with the majority of the residential population living near the coast. As of February 2025, the Shire's estimated resident population of 175,153 (Profile i.d., 2023). In addition, a part-time population of approximately 50,000 spend part of the week, or their holidays, on the peninsula. With its magnificent landscapes, coasts and beaches that are of state significance, the Shire attracts millions of visitors every year.

The Mornington Peninsula is located on the fringe of Melbourne's outer southern suburbs with a land area of 723.3km^2. The peninsula borders 192km of coastline fronting Port Phillip and Western Port Bays and the Bass Strait. Approximately 70% of the Shire is and will continue to be rural land, within the Green Wedge planning zone (protected by the Plan Melbourne 2017-2050 planning strategy), whilst the other 30% is taken up by towns and villages. Approximately 10.5% of the Shire is public open space. Within the Green Wedge are areas of highly productive agricultural land, as well as highly significant landscapes and ecosystems. The Mornington Peninsula and Western Port are part of the worldwide network of biosphere reserves recognised by the United Nations. The region has been recognised for its great biological diversity; many significant rare native plants and vegetation; highly scenic landscape values; and sites of historic importance.

The Mornington Peninsula has a growing and diverse economy, with a $10.6 billion Gross Regional Product supported by significant activity in tourism, visitation and hospitality, broadacre agriculture, horticulture, viticulture, the equine sector, retail, construction and manufacturing, as well as a major military training facility (HMAS Cerberus) and the Port of Hastings (REMPLAN, 2023). The Shire is also a premier holiday and retirement destination, with the population swelling by up to 30% in the summer months. This equates to an annual economic output of $21.544 billion, through a total of 62,311 jobs (REMPLAN, 2023). The Construction industry is the highest contributor to this economic output, accounting for 22.5%, whilst the Health Care and Social Assistance industry is the region's largest employer providing 9,550 jobs, or 15.33% of total employment (REMPLAN, 2023).

4.1 Population growth

The population estimate for the Shire as of 30th June 2023 is 170,243. Since the previous year, the population has grown by 0.30% whereas population growth in Greater Melbourne was 3.32%. Projections indicate that the population is forecast to grow to 181,138 by 2036, an increase of 4.69%. The average number of persons per household is projected to decrease from 2.37 in 2024 to 2.34 by 2036. The Shire has a total fertility rate of 1.75 compared to the statewide average of 1.8, with 1,417 live births in 2020 (Victorian Women's Health Atlas, 2022; Profile i.d., 2023).

The following table highlights the projected population growth within suburbs on the Mornington Peninsula Shire between 2021 and 2036 (including a five-year horizon):

Areas	2021	2026 forecast	2036	Average annual % change
Balnarring-Balnarring Beach-Merricks-Merricks Beach-Somers	5,120	5,093	5,117	+0.14

Baxter-Pearcedale	2,305	2,306	2,374	+0.30
Bittern-Crib Point	7,672	7,890	8,569	+0.90
Dromana-Safety Beach	13,053	13,690	14,634	+0.70
Flinders-Shoreham-Pt Leo	2,020	1,984	1,967	+0.07
Hastings	10,491	10,771	11,280	+0.48
HMAS Cerberus	1,137	1,137	1,092	-0.25
Moorooduc-Tuerong	1,364	1,316	1,334	+0.09
Mornington	25,909	26,717	28,080	+0.51
Mount Eliza	18,923	19,640	20,893	+0.63
Mount Martha	20,020	20,127	20,299	+0.13
Portsea-Sorrento-Blairgowrie	5,640	5,520	5,488	+0.05
Red Hill-Red Hill South-Merricks North-Main Ridge-Arthurs Seat	2,989	2,943	2,954	+0.11
Rosebud-Carpel Sound-McCrae-Boneo-Fingal-Cape Shank	24,671	25,759	27,022	+0.45
Rye-Tootgarook-St Andrews Beach	13,701	13,773	14,059	+0.27
Somerville	11,861	12,158	12,579	+0.32
Tyabb	3,515	3,472	3,396	-0.24
				(Profile i.d.)

4.2 Socio-Economic Index for Areas Index (SEIFA)

A SEIFA Index of Relative Socioeconomic Disadvantage Index score is calculated from attributes that reflect disadvantage such as low income, low educational attainment, high unemployment and jobs in relatively unskilled occupations. As highlighted in the following table, the Mornington Peninsula Shire score in 2021 was 1038.0 which represents a lower level of disadvantage compared to Victoria and other Interface Councils and a similar level compared to Greater Melbourne:

Victoria	Greater Melbourne	Interface Councils	Mornington Peninsula
1009.6	1020.3	1008.3	1038.0
			(Profile i.d., 2023)

However, it is important to consider that sub-regions of the municipality can experience different levels of disadvantage. NB: a lower SEIFA score indicates a higher level of disadvantage. This is highlighted in the following table:

	Sub-Region	Score
Higher level of disadvantage compared to municipality score	Capel Sound	941.8
	Hastings	940.0
	Tootgarook	978.2
	Rosebud	982.4

	Rosebud – Capel Sound – McCrae – Boneo – Fingal-Cape Schanck	987.8
	Baxter-Pearcedale	1003.5
	Rye-Tootgarook-St Andrews Beach	1017.4
	Bittern-Crib Point	1018.0
	Dromana-Safety Beach	1022.3
	Mornington	1029.2
	Tyabb	1033.1
Lower level of disadvantage compared to municipality score	Somerville	1039.0
	Mount Martha	1078.7
	Moorooduc – Tuerong	1083.3
	Green Wedge	1076.5
	Portsea-Sorrento- Blairgowrie	1090.5
	Balnarring – Balnarring Beach – Merricks – Merricks Beach – Somers	1091.9
	Flinders-Shoreham-Point Leo	1111.1
		(Profile i.d., 2023)

4.3 Gender

In the *Census 2021*, males and females are part of the 'sex' classification. While this is often called 'gender', this is not the same concept. The Australian Bureau of Statistics (ABS) collects male and female in the Census. While an option for 'other' sex is a part of the form, no information has been released from this characteristic so far for the *Census 2021*, and the Census does not measure gender diversity beyond this. The data released shows that the Shire is comprised 51.7% females (87,276) and 48.3% males (81,697) compared to 51% and 49% respectively for Greater Melbourne (Profile i.d., 2023).

4.4 Age

The age distribution across the Mornington Peninsula Shire provides key insights into the level of demand for services and facilities that target people at different stages of their life. As highlighted in the table below, the *Census 2021* showed the median age for the Mornington Peninsula residents as 48 years old, with 16.3% of the population aged 0-14 years and 27.3% aged over 65 years. In 2021, the largest age group in Mornington Peninsula Shire was 70 to 74 year olds. The group that changed the most since 2016 was 70 to 74 year olds, increasing by 2,575 people.

This table presents age distribution by five year age group, allowing a direct comparison between each grouping. The overall trend on the Mornington Peninsula is for an older population, with younger age groups making up less of the population compared to Victoria, and older age groups contributing higher percentages.

Age group (years)	Number	MPS %	Victoria %
0-4	7,922	4.7	5.9

5-9	9,279	5.5	6.3
10-14	10,311	6.1	6.0
15-19	9,616	5.7	5.6
20-24	7,640	4.5	6.7
25-29	6,709	4.0	7.8
30-34	7,846	4.6	8.2
35-39	8,709	5.2	8.0
40-44	9,128	5.4	6.9
45-49	10,866	6.4	6.5
50-54	11,746	7.0	6.3
55-59	11,335	6.7	5.7
60-64	11,865	7.0	5.1
65-69	11,965	7.1	4.4
70-74	12,153	7.2	3.9
75-79	9,562	5.7	2.8
80-84	6,271	3.7	2.0
85 and over	6,029	3.6	2.0
			(Profile i.d., 2023)

The following table highlights projected increases in age structures across the municipality from 2021 to 2036, using service age groups. Service age groups are constructed to reflect typical life stages, making them useful for strategic planning.

	2021		**2026**		**2036**		
Age group (years)	**Number**	**%**	**Number**	**%**	**Number**	**%**	**Change from 2021- 2036**
Babies and pre-schoolers (0-4)	8,179	4.8	8,908	5.1	9,200	5.1	+1,021
Primary schoolers (5-11)	13,638	8.0	13,230	7.6	13,952	7.7	+314
Secondary schoolers (12-17)	12,380	7.3	12,248	7.0	12,195	6.7	-185
Tertiary education and independence (18-24)	11,513	6.8	12,254	7.0	12,195	6.7	+712

Young workforce (25-34)	14,966	8.8	14,921	8.6	15,617	8.6	+651
Parents and homebuilders (35-49)	29,063	17.1	28,984	16.6	29,942	16.5	+879
Older workers and pre-retirees (50-59)	23,214	13.6	23,639	13.6	22,708	12.5	-506
Empty nesters and retirees (60-69)	23,789	14.0	24,616	14.1	26,005	14.4	+2,216
Seniors (70-84)	27,674	16.2	29,713	17.0	32,118	17.7	+4,444
Elderly aged (85 and over)	5,974	3.5	5,783	3.3	7,174	4.0	+1,200
							(Profile i.d., 2023)

4.5 People with disability and carers

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

The disability prevalence is much higher among the older population which is higher on the Mornington Peninsula, with 49.6% of Australians aged 65 years and over reporting disability compared to 11.6% among Australians aged 0-64 years (Australian Bureau of Statistics, 2019). In 2023 Victorian data, this figure was slightly lower with 36.3% of adults aged 85+ self-reporting disability and a gradual decline with age to 13.5% among 18-24 year olds (Victorian State Government, 2023). For metropolitan areas women (19.8%) were more likely to self-report disability compared with men (16.6%) (Victorian State Government, 2023).

The *Census 2021* found that 10,530 people, or 6.6% of the Mornington Peninsula population reported needing assistance with daily activities due to disability, compared to 5.5% across Greater Melbourne (Profile i.d., 2023). This was an increase from 5.5% (4.9% in Greater Melbourne) in 2016, and is projected to continue to increase by 37% (to 11,513) by 2031 (Profile i.d., 2023). The increase to date has been greatest in those aged 85 years and over (+432 persons), followed by those aged 80 to 84 (+434 persons) and 75 to 79 (+373 persons) (Profile i.d., 2023). The age-adjusted rate of severe or profound disability is 5.2% on the Mornington Peninsula, compared to 6.1% across Victoria (Social Stats, 2021). (Important note: 'Disability' measured by the 2021 Census and referred to here, relates to persons who had a disability that required them to seek daily assistance with communication, mobility and/or self-care. These persons represent only a fraction of all people with mild to profound disabilities).

On the Mornington Peninsula, women account for around 55% of the people requiring assistance on, and men for 45%, whereas across Australia disability prevalence is similar across women and men (Profile i.d., 2023; Australian Bureau of Statistics, 2019). For younger residents, men predominate slightly among those with disability, while among people aged over 75 years, women form a decisive majority, which may be due to their greater longevity (Profile i.d., 2023).

Persons requiring assistance	Mornington Peninsula	Victoria
Men	6%	5.4%
Women	8.3%	6.3%
Total	7.2%	5.9%
		(Profile i.d., 2023)

Employment and unemployment rates of people requiring assistance on the Mornington Peninsula suggest they are less likely to be employed than people requiring assistance across Victoria. This may be influenced by the Mornington Peninsula's older population.

Persons requiring assistance	Mornington Peninsula	Victoria
Employment Rate	88.6%	88.6%
Unemployment Rate	11.4%	13.2%
		(Profile i.d., 2023)

Across the wider Bayside Peninsula area, in 2024 there are 20,416 active participants in the National Disability Insurance Scheme (NDIS), which is the highest number of active participants in Victoria (NDIS, 2024). The following table shows NDIS data in Bayside Peninsula compared to Victoria and Australia at 31 December 2020:

	Bayside Peninsula	Victoria	Australia
Population	960,000	6,459765	24,992,369
NDIS participant (0-65)	11420	98,541	364,879
Average budget in current plan (0-65)	$73,000	$61,000	$67,000
Plan utilisation (0-65)	65%	66%	68%
No of providers (0-65)	1189	4826	14,534
NDIS participant (0-6)	1705	17,062	55,957
Average budget in current plan (0-6)	$26,000	$22,000	$22,000
Plan utilisation (0-6)	62%	60%	63%
No of providers (0-6)	233	1468	5,158
			(NDIS, 2020)

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The breakdown of NDIS participation in Bayside Peninsula by Primary Disability for the 2023/2024 period is as follows:

Primary Disability	Active Participants in Bayside Peninsula, VIC
ABI	670
Autism	6,674
Cerebral Palsy	571
Developmental Delay	3,077
Down Syndrome	327
Global Developmental Delay	206
Hearing Impairment	764
Intellectual Disability	2,554
Multiple Sclerosis	477
Other	263
Other Neurological	723
Other Physical	600
Other Sensory Speech	47
Psychosocial Disability	3,239
Spinal Cord Injury	132
Stroke	235
Visual Impairment	376

As shown in the *Census 2021*, there are 20,359 carers (14.4%) on the Mornington Peninsula Shire providing unpaid assistance to a person with a disability, chronic illness and/or a person who is aged, compared to 12.9% for Victoria (Profile i.d., 2023). As demonstrated in the table below, persons providing unpaid care are more likely to be women than men.

Persons providing unpaid care*	Mornington Peninsula	Victoria
Men	11.7%	10.5%
Women	16.9%	15.2%
Total	14.4%	12.9%
		(Profile i.d., 2023)
		**to a person with disability, long term illness or old age*

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4.6 Aboriginal and/or Torres Strait Islander community

As shown in the *Census 2021*, there were 1,723 people that identify as Aboriginal and/or Torres Strait Islander on the Mornington Peninsula, making up 1% of the total population (Profile i.d., 2023). Of these, 915 (53.2%) were male and 805 (46.8%) were female (Profile i.d., 2023). Overall, 53% of Indigenous residents were less than 25 years of age, compared with 27% of non-Aboriginal residents. The median age of Aboriginal and Torres Strait Islander people in the municipality is 23 years, with 64.1% (1105) aged under 34 years (Profile i.d., 2023).

As shown in the *Census 2021*, there are 867 Aboriginal and/or Torres Strait Islander households on the Mornington Peninsula, with an average of 3 people in each (Profile i.d., 2023). Overall, 42% of First Nations residents were renting their accommodation, 19.7% owned their dwelling and 34.6% were purchasing.

39% of First Nations residents over 14 years of age, had left school before completing year 11, compared to 27% of non-Indigenous residents. Further, 6.2% of First Nations residents aged 25-44 held a degree, compared with 17.2% of non-Aboriginal residents.

According to the *Frankston, Mornington Peninsula Sporting Clubs Health & Wellbeing Survey 2019*, 84% of respondents felt their club was inclusive of Aboriginal and/or Torres Strait Islander people (Peninsula Health, 2019).

4.7 Cultural Diversity

As shown in the *Census 2021*, 76.6% of people (129,352) on the Mornington Peninsula were born in Australia and 25.7% of people (79,349) had both parents born overseas (Profile i.d., 2023). The following table highlights the top five birthplaces for the Mornington Peninsula Shire, compared to the proportions of people from across Victoria born in those countries:

Birthplace	Number	MPS %	Victoria %
United Kingdom	13,924	8.2	3.3
New Zealand	2,319	1.4	1.7
Italy	1,236	0.7	1.2
Germany	935	0.6	0.4
Netherlands	862	0.5	0.2
			(Profile i.d., 2023)

As shown in the Census 2021, 10.9% of people (12,825) on the Mornington Peninsula Shire spoke a language other than English at home, while 86.7% of people (267,079) only spoke English at home (Profile i.d., 2023). The following table highlights the top five languages (excluding English) spoken at home:

Language (excludes English)	Number	MPS %	Victoria %
Greek	2,591	0.8	1.6
Italian	2,208	0.7	1.4

Mandarin	1,852	0.6	3.4
Spanish	1,124	0.4	0.7
German	1,023	0.3	0.3
			(Profile i.d., 2023)

The *Victorian Population Health Survey 2023* measured the proportion of adults who had experienced racism, with 2.1% of Mornington Peninsula residents and 6.9% of Victorians confirming that they had (Victorian State Government, 2023). Adults across metropolitan areas (8%) were more likely to experience racism compared with rural areas (3.5%), and within metropolitan areas men (8.4%) were slightly more likely to experience racism than women (7.6%) (Victorian State Government, 2023).

Respondents to the 2023 survey were also asked to respond to the indicator 'multiculturalism makes life in your area better' with 62.3% of Mornington Peninsula residents answering 'yes, definitely' and a further 22.5% answering 'sometimes'. Just 8.5% of respondents answered 'no or not often'. These responses compared with 66.5%, 21.6% and 8.1% respectively across Victoria. Responses were generally equal between men and women across metropolitan areas (7.7%, 7.1%). The youngest age group 18-24 years were the most likely to agree with this statement (73.8%) with a gradual decline to 49.9% across those aged 85+ years (Victorian State Government, 2023).

According to the *Frankston, Mornington Peninsula Sporting Clubs Health & Wellbeing Survey 2019*, 89% of respondents indicated their club was inclusive of culturally and linguistically diverse community members (Peninsula Health, 2019).

4.8 Sexual Diversity

The *Victorian Population Health Survey 2023* shows the proportion of LGBTQIA+ (lesbian, gay, bisexual, trans and gender diverse, queer, intersex, asexual +) adults living on the Mornington Peninsula to be 5.4%, compared to a Victorian figure of 11.0% (Victorian State Government, 2023). Previous estimates had suggested a lower figure of 1 in 20 Victorians identifying as LGBTIQA+

Although the Mornington Peninsula Shire is classed as a metropolitan local government area, the number of LGBTQIA+ adults living locally is also higher than the metropolitan average 11.8% (Victorian State Government, 2023). Women (12.2%) were more likely to identify as LGBTQIA+ than men (9.6%) across metropolitan regions. Further, in metropolitan areas, younger age groups were more likely to identify as LGBTQIA+ with 21.3% of 18-24 year olds and 18.2% of 25-34 year olds compared with the lowest proportion of 3.2% of 75-84 year olds (Victorian State Government, 2023).

While many LGBTIQA+ community members live healthy, connected and positive lives, the population can experience greater health inequities than those that do not identify as LGBTIQA+. These can include poor mental wellbeing, suicide, poor general health as well as alcohol and drug related harm. Mornington Peninsula and Frankston data collected from the *Private Lives 3 Survey* found that 19.7 of LGBTIQA+ residents experienced homelessness in their lifetime and 26% of those people experienced homelessness in relation to their LGBTIQA+ identity (Victorian Agency for Health Information, 2020; Profile i.d., 2023; lisahunter, 2024).

4.9 Religious diversity

As shown in the *Census 2021*, 48.8% of people (85,429) on the Mornington Peninsula stated that they had no religion, compared with 39.1% for Victoria. The table below highlights the most common identified religions in the municipality:

Religion	Number	%	% Victoria
Western (Roman) Catholic	31,022	18.4	20.3
Anglican	21,319	12.6	6.5
Uniting Church	5,018	3.0	2.4
			(Profile i.d., 2023)

4.10 Daily living conditions

This layer of influence considers the varied circumstances in which social groups are born, grow, live, work and age. The quality of these conditions can influence socioeconomic status, psychosocial control and social connection, and can be protective or damaging to health and wellbeing.

4.10.1 Education

As shown in the *Census 2021*, 51.8% of people aged over 15 years on the Mornington Peninsula have completed Year 12 or equivalent schooling (Profile i.d., 2023). Females (54%) were more likely than males (49.5%) on the Mornington Peninsula to have completed Year 12 or equivalent (Profile i.d., 2023).

As shown in the *Census 2021*, 21% of people on the Mornington Peninsula were attending an educational institution (defined as pre-school, primary school, secondary school, TAFE or university) (Profile i.d., 2023). The following table highlights the number of people in the municipality attending educational institutions by category compared to Victoria:

Institution	Mornington Peninsula		Victoria
	Number	%	%
Preschool	3,264	1.9	2.1
Primary - Government	9,549	5.7	5.5
Primary - Catholic	1,652	1.0	1.6
Primary - Independent	1,413	0.8	0.9
Secondary - Government	5,572	3.3	3.5
Secondary - Catholic	2,435	1.4	1.5
Secondary - Independent	2,720	1.6	1.3
Technical or further education	3,292	1.9	2.4

University or tertiary	4,586	2.7	5.0
Other	1,045	0.6	1.1
			(Profile i.d., 2023)

As shown in the *Census 2021*, 30,362 people (21.5%) in the Shire have a tertiary qualification (Bachelor or Higher degree and/or Advanced Diploma or Diploma) compared to 32.8% for Greater Melbourne (Profile i.d., 2023). This has increased from 22,085 people (17.2%) in the Shire, and 27.5% in Greater Melbourne in 2016 (Profile i.d., 2023). Of the total Mornington Peninsula population, 21.5% hold a Bachelor degree or higher; 21.3% vocational training; and 36.9% hold no formal qualification (Profile i.d., 2023).

As shown in the *Census 2021*, 73.9% of 15 to 24-year-olds were fully engaged in work or non-school study, compared to 77.4% in Greater Melbourne, and 7.1% were disengaged, compared to 7.0% in Greater Melbourne (Profile i.d., 2023).

4.10.2 Employment

The Mornington Peninsula economy is diverse with a value of $10.641 billion in Gross Regional Product (GRP) in 2023 (REMPLAN, 2023). There are 17,285 businesses which employ 74,058 people locally across the Peninsula, however 98% of businesses employ less than 20 people, resulting in a profile that is dominated by micro businesses (REMPLAN, 2023).

REMPLAN data shows the top employer to be health care and social assistance sector, accounting for 15.3% of jobs, closely followed by construction (14.4%) and retail trade (12.3%). Combined, these three sectors employed a total of 26,190 people, or roughly 42% of the total employed resident population (REMPLAN, 2023; Profile i.d., 2023).

Tourism is a key strength of the region, providing $813.525m annually, or 3.8% of total output (REMPLAN, 2023). The tourism industry provides 4,865 jobs, equating to 7.8% of total employment (compared with 4.9% across greater Melbourne and 5.3% across Victoria) (REMPLAN, 2023). Manufacturing is also a significant economic contributor providing 6.5% of jobs. The heath care and social assistance sector has seen the greatest growth with an additional 2,161 additional jobs since 2016 (REMPLAN, 2023). Agriculture has a rich history and connection with the Mornington Peninsula, supporting this industry to be high value add and diversify into non-traditional agricultural activities provides genuine opportunities for the economy. The combined agriculture, forestry and fishing industries represent 1581 jobs across the Peninsula (REMPLAN, 2023).

As shown in the *Census 2021*, there were 78,371 people aged over 15 years in the labour force on the Mornington Peninsula (Profile i.d., 2023). Of these, 51.7% were employed full time and 36.9% were employed part-time (Profile i.d., 2023). 3.3% of residents were unemployed.

The following table highlights rates of employment amongst people over 15 years in the labour force, compared to Victoria:

Employment Status	Mornington Peninsula		Greater Melbourne
	Number	%	%
Employed - 2016 - 2021	67,498 75,765	95.1 96.7	93.2 94.7
Full-Time - 2016 - 2021	37,954 40,506	53.5 51.7	58.0 56.9
Part-Time - 2016 - 2021	28,287 28,913	39.8 36.9	33.5 31.6
Unemployed - 2016 - 2021	3,493 2,606	4.9 3.3	6.8 5.3
			(Profile i.d., 2023)

While the municipal wide unemployment rate is lower than Victoria's, there are pockets of unemployment that are higher than the Mornington Peninsula average, such as Hastings (4.5%) (Profile i.d., 2023).

The *Census 2021* showed that the most common occupation of employment for people on the Mornington Peninsula is professional work (20.4%), the same as that of Greater Melbourne (26.8%). The most common occupations for females on the Mornington Peninsula are professional work (25.3%), clerical and administrative (19.1%); and community and personal service (18%) compared with technicians and trade workers (27.9%); managers (19.6) and professionals (15.6) for males.

Occupation	Females		Males		Total persons %	Greater Melbourne total persons %
	Number	%	Number	%		
Manager	4,318	11.7	7,602	19.6	15.7	13.8
Professional	9,364	25.3	6,052	15.6	20.4	26.8
Technicians and trades workers	1,966	5.3	10,794	27.9	16.8	12.1
Community and personal services workers	6,672	18.0	2,510	6.5	12.1	10.5
Clerical and administrative workers	7,084	19.1	1,616	4.2	11.5	12.9
Sales workers	4,403	11.9	2,741	7.1	9.4	8.3
Machinery operators and drivers	325	0.9	2,464	6.4	3.7	5.8
Labourers	2,268	6.1	4,185	10.8	8.5	7.8
Inadequately described	617	1.7	797	2.1	1.9	2.0
						(Profile i.d., 2023)

As shown in the *Census 2021*, of people aged 15 years or over, 71.5% of people (101,180) on the Mornington Peninsula did unpaid domestic work (defined as 'unpaid work that supports home or community life') in the previous week (Profile i.d., 2023). Of these, 54,986 (74.4%) are females, with 18.5% of these doing more than 15 hours per week and 46,191 (68.4%) are male, with 9.7% of these doing more than 15 hours per week. A further 14,114 females (19.1%) and 16,946 (25.1%) males did not do any domestic work (Profile i.d., 2023).

Volunteering in its many forms not only enriches the lives of those receiving help or support, but also has huge health and wellbeing benefits for the person giving that support. As shown in the *Census 2021*, 14.8% of people (20,886) on the Mornington Peninsula did voluntary work through an organization or group in the past 12 months, compared to 12.1% for Victoria (Profile i.d., 2023). Of these, 11,526 (15.6%) are female and 9,359 (13.9%) are male, with people aged 45 years being the most likely to volunteer.

As shown in the *Census 2021*, 26.5% of people on the Mornington Peninsula provide unpaid care for a child/children (Profile i.d., 2023). The table below provides a further breakdown of unpaid care for children on the Mornington Peninsula:

Type of Care	Females (Number)	Males (Number)
Own child/children only	**13,982**	**12,045**
Other child/children only	7,012	3,590
Own child/children and other child/children	641	239
Total	**21,635**	**15,874**
		(Profile i.d., 2023)

4.10.3 Income

As shown in the *Census 2021*, the median individual weekly income of people aged over 15 years on the Mornington Peninsula was $761, compared to $803 for Victoria (Australian Bureau of Statistics, 2021). Compared to Greater Melbourne, the Mornington Peninsula has a lower proportion of high income earners, and a similar proportion of low income earners (Profile i.d., 2023). Further, the median weekly income for families was $2,054 (compared to $2,136 for Victoria) and for households was $1,555 (compared to $1,759 for Victoria) (Australian Bureau of Statistics, 2021).

As highlighted in the table below, the *Census 2021* showed the differences in weekly gross income for males and females on the Peninsula:

Weekly gross income	Males	Females
Negative/Nil income	4,250	6,020
$1-$149	1,970	3,164
$150-$299	2,615	3,995

$300-$399	4,613	6,285
$400-$499	4,498	7,935
$500-$649	4,582	7,590
$650-$799	4,238	6,324
$800-$999	5,115	6,151
$1,000-$1,249	6,122	5,771
$1,250-$1,499	4,843	4,051
$1,500-$1,749	4,608	3,438
$1,750-$1,999	3,341	2,142
$2,000-$2,999	6,349	3,240
$3,000 or more	1,642	739
$3500 or more	3,747	1,444
Not stated	4,986	5,642
		(Profile i.d., 2023)

Notably, people aged 15-19 years, and over 65 years, were most likely to earn low incomes, and significantly more females than males earned a low income from ages 25-44 years and 55-64 years (Profile i.d., 2023).

The *Census 2021* showed that 38.4% of households on the Mornington Peninsula spend 30% or more of household income on rent payments, compared to 30.9% in Victoria. Further, 14.9% of households on the Mornington Peninsula spend 30% or more of household income on mortgage payments, compared to 15.5% in Victoria (Australian Bureau of Statistics, 2021).

4.10.4 Housing

The Mornington Peninsula, although not a designated metropolitan growth area, has over past decades featured areas of cheaper housing and a relatively high rate of housing growth and associated increases in resident population. These high rates of growth are currently on a decline as greenfield land within the Urban Growth Boundary is nearly exhausted and some of the demand shifts to other ‘sea-change’ and ‘tree-change’ areas.

On the Mornington Peninsula, population growth and redevelopment is now guided to existing towns with the greatest capacity (i.e. highest level of service, lowest infrastructure constraints and least character impact) to accommodate growth. The housing market on the Mornington Peninsula is atypical for the Melbourne Metropolitan area given that about 30% of the housing is estimated to be holiday housing and it also varies markedly in value across the peninsula.

Compared with Victoria, the *Census 2021* showed that the Mornington Peninsula had a much higher proportion of separate houses (86.6% compared to 71.5%), significantly lower medium density housing (12.3% compared to 18.4%) and a two thirds higher proportion of households living in caravans, cabins or houseboats (Profile i.d., 2023).

In 2024, research into the state of housing and homelessness on the Mornington Peninsula found that the number of people experiencing homelessness assisted by local services (Mornington Community

Support Centre, Southern Peninsula Community Support Centre, Westernport Community Support Centre) was 689 (Mornington Peninsula Shire, 2024). This number is likely to be underestimated due to figures relying on people being responsive to outreach or proactive in making contact. This number represented a 33-34% increase between 2021/22 and 2023/24. Previous data from the *Census 2021* identified 430 people experiencing homelessness on the Mornington Peninsula, representing a 37% increase from the previous Census in 2016 (Australian Bureau of Statistics, 2021).

Through the *Mornington Peninsula Housing and Homelessness 2024* research, it was identified that respective age groups (12-25, 25-55 and 55+) experience varying challenges and needs. Additionally, several key groups were identified within the local population experiencing homelessness, needing consideration due to changing rates or experiences of homelessness:

- Lone person households
- Women
- People impacted by family violence
- Employed people
- People with a mental health condition
  (Mornington Peninsula Shire, 2024)

In 2021, 421 residents on the Mornington Peninsula were homeless, representing a rise of 149 in the previous decade, and a rate of 2.5 homeless persons per 1,000 residents (Social Stats, 2021). There was a further 212 people who are marginally housed but not classified by the ABS as homeless (ABS, 2021). Of those considered homeless in the Mornington Peninsula, 11.9% were living in improvised dwellings, tents or sleeping out, 24.0% were living in supported accommodation, 25.4% were temporarily with other households, 21.1% were living in boarding houses, 2.9% were living in temporary lodgings and 15.2% were living in severely crowded dwellings (Social Stats, 2021). The age group of highest proportion was people aged 34-44 years, followed by 25-34 years and those aged under 12 years.

In the Mornington Peninsula at the *Census 2021*, 74% of households were purchasing or fully owned their home, 16.2% were renting privately, and 1.4% were in social housing (Profile i.d., 2023). The proportion of rentals was much lower than for Victoria which had 26.8% renting privately and 2.3% renting social housing (Profile i.d., 2023). Of those in rented accommodation on the Mornington Peninsula, 78.3% reported being satisfied or very satisfied, 11.5% reported being neither satisfied or dissatisfied and 8.4% were dissatisfied or very dissatisfied (Victorian State Government, 2023). Across metropolitan areas, men and women are equally very satisfied or satisfied with rental accommodation (81%) (Victorian State Government, 2023).

There has been a decline in housing and rental affordability associated with the Mornington Peninsula's median house and unit prices outpacing Metropolitan Melbourne as demonstrated by the Shire's *Triple A Housing Plan 2020-2030*. Updates to that data showed that by 2019 there was no town within the Mornington Peninsula that offered an affordable median house price for median income family households.

Affordable housing stock has decreased from 72.5% in 2001 to 6% in 2019 (Department of Health and Human Services, 2020). The *DHHS Rental Report* for the December 2020 quarter also showed that the rental affordability by indicative households on Centrelink incomes for the Mornington Penisula (4.9%) was considerably less than for the Melbourne Metropolitan area (7.0%) and Victoria (11.4%) (Department of Health and Human Services, 2020).

The Mornington Peninsula Shire's *Housing and Homelessness Insights 2024* identified the following issues and opportunities for housing on the Mornington Peninsula:

- Lack of affordable rentals for people to transition to after crisis housing
- Need smaller, appropriate, safe properties for rent
- High housing stress in particular areas
- More long-term supported assistance is needed to help young people build resilience
- Those with complex issues have limited support options
- More mental health outreach nurses needed
- Ensure longer-term safe crisis housing is available

4.10.5 Early childhood development

The *Australian Early Development Census (AEDC) 2021* involved a survey of 126 local teachers from 57 government and non-government schools and 1,878 children from the Mornington Peninsula in their first year of full-time school.

The following tables highlights the *AEDC 2021* results for children in the Shire who are *developmentally at risk* and children who are *developmentally vulnerable* under each of the five domains as at 2021 compared to 2018:

AEDC Domain	Developmentally at risk			Developmentally vulnerable		
	2021 %	2018 %	Significant Change	2021 %	2018 %	Significant Change
Physical	12.5	12.4	No significant chance	6.5	7.8	No significant change
Social	10.9	15.6	Decrease	5.5	8.4	Decrease
Emotional	10.4	15.6	Decrease	6.0	7.8	Decrease
Language	9.2	9.9	No Significant change	4.4	6.4	Decrease
Communication	13.6	13.3	No significant change	3.5	5.3	Decrease
(Australian Early Development Census 2021)						

In summary, 14.9% of children in the Shire are vulnerable in one or more domains (decrease from 18.2% in 2018) and 5.8% are vulnerable on two or more domains (decrease from 9.4% in 2018) (AEDC 2021). The data highlights no significant change in the percentage of children developmentally at risk in the physical health and wellbeing domain (12.4% in 2018 to 12.5% in 2021), further, there is a decrease in the percentage of children developmentally at risk in the communication skills and general knowledge domain (10.4% from 15.6% in 2018) (AEDC 2021).

Further, as shown in Victorian Government 2017-18 reporting, the total participation rate for Maternal and Child Health consultations at 3.5 years was 52.2% for the Mornington Peninsula compared to 64.2% in Victoria (Department of Health and Human Services, 2019).

4.10.6 Transport

As is common in most of Australia, people on the Mornington Peninsula depend heavily on motor vehicles for transport. As shown in the *Census 2021*, 59% of Mornington Peninsula households had access to two or more motor vehicles, compared to 53% in Victoria (Profile i.d., 2023). The pattern is similar for the proportion of households without a motor vehicle at 3.5% compared to Victoria at 7.3% (Profile i.d., 2023). Nevertheless, this represents 2,412 Mornington Peninsula households without access to a motor vehicle who may depend on the limited public transport system (Profile i.d., 2023).

As shown in the *VicHealth Indicators Survey 2011*, 26.7% of people living on the Mornington Peninsula experience transport limitations, compared with 23.7% for Victoria (VicHealth, 2012). Challenges in accessing public transport, difficulty with getting taxis (multipurpose), and reliability issues are further compounded by the vast geographical distances between townships. Difficulties in accessing public transport can impact on an individual's ability to access employment, participate in leisure activities, utilise support services and live independently.

As shown in the *VicHealth Indicators Survey 2011*, 14.3% of residents commuted two or more hours per day, which is significantly higher than Victoria at 11.6% (VicHealth, 2012). The *Census 2021* showed that while 54.5% of Shire residents both live and work in the area, there are 38.1% or 24,844 people who live in the area and travel outside the area to work (Profile i.d., 2023). Further, *Census 2021* data highlights the following modes used by people on the Mornington Peninsula to get to work (Profile i.d., 2023):

- 54.4% by car, as a driver
- 22.6% worked at home
- 3.3% by car, as a passenger
- 2.3% walk
- 0.4% by train
- 0.7% by truck
- 0.4% by bus
- 0.3% by bicycle

By comparison, the most common modes of travel to work in Greater Melbourne were car, as a driver (46.5%), worked at home (28.8%) and train (3.6%) (Profile i.d., 2023).

The Mornington Peninsula experiences high levels of road trauma. According to Traffic Accident Commission (TAC) data, over the past 5 years, 32 people have been killed and more than 650 have been seriously injured in road accidents on the Peninsula. In the past 15 years, 105 people were killed and over 2,300 seriously injured in road accidents on the Peninsula (Traffic Accident Commission, 2025). Among Victoria's 79 municipalities, the Peninsula ranks high in terms of road deaths during this period.

While this level of road trauma is concerning, Council is dedicated to improving road safety across the network. Despite an overall increase in road fatalities across Victoria in recent years, the number of deaths and serious injuries on roads in the Mornington Peninsula has shown a downward trend.

For context, approximately 55% of road deaths and 60% of serious injuries on the Mornington Peninsula occur on roads managed by the Victorian Department of Transport & Planning.

4.10.7 Social participation

The *Victorian Population Health Survey 2023* asked respondents whether they feel valued by society, as a measure of civic trust. The majority of Mornington Peninsula residents answered "yes, definitely" (48.5%) followed by "sometimes" (37.3%) and "no or not often" (10.1%). These results were relatively similar to those across Victoria being 47.9%, 34.3% and 14.6% respectively (Victorian State Government, 2023).

Across all metropolitan areas, men and women had similar levels of feeling valued by society (48.3% and 47.6% respectively) (Victorian State Government, 2023). Generally across Victoria, various adult age groups had similar experiences of feeling valued, with the exception of the 18-24 years age bracket who tended to feel less valued by society (Victorian State Government, 2023).

According to *Census 2021* data, 14.8% of Mornington Peninsula residents volunteered in the previous year, compared to 12.1% across Victoria. The highest rates of volunteering occurred in those aged 40-44 (27.7%), 70-74 (27.4%) and 45-49 (26.5%) (Profile i.d., 2023).

Across the Mornington Peninsula, 36.1% of residents aged 15+ years are considered disengaged, meaning they are not in engaged in any education or employment. The highest levels of disengagement are seen in people aged 65 years and over (77.1%) and 55-64 years (30.4%) (Profile i.d., 2023).

Community Indicators Victoria (2017) show 72.4% of residents feel themselves to be part of the community, while 94.4% say they can get help from friends, family or neighbours when needed. This was in comparison to 65.2%, and 89.8% of Greater Melbourne residents respectively. Further, the Victorian Population Health Survey 2020 showed that 95.9% of respondents from the Mornington Peninsula have close friends or family whom they talk to regularly and 42.5% speak to friends every day, compared to 95.2% and 33.1% of Victorians respectively.

As shown in the *VicHealth Indicators Survey 2011*, 56.6% of people in the labour force on the Mornington Peninsula disagreed or strongly disagreed that their work and family life often interfere with each other and felt that they had a good balance of work and family. This is compared to 54.9% in the Southern Metropolitan Region and 53.1% in Victoria (VicHealth, 2012).

The following table highlights the social participation of people on the Mornington Peninsula, as shown in the *VicHealth Indicators Survey 2011*:

Indicator of Social Participation	Examples	% residents who participated in previous year	% Victoria
Citizen engagement	Council meeting, public hearing, politician meeting, signed petition.	50.5	50.5
Arts and culture	Art and craft, performing, music, writing, painting, drawing.	62.4	63.6
Volunteering	Helping out as a volunteer	38.6	34.3

The arts have a unique capacity to connect people from diverse backgrounds, with the *Connecting Australians: National Arts Participation Survey 2022* found that arts have a place in the lives of 97% of Victorians and in 2022. Over 4.47 million (4,473) Victorians acknowledge the significant positive impact that the arts have, or 84% of the population aged 15 years and over. This is consistent with 84% in 2019. This is also consistent with the overall Australian data (84% in 2022, 84% in 2019).

Further findings from the study found that two in three of us believe the arts help us to understand other people and cultures and allow us to connect to others as well as that significant percentages of

Victorians understand the impact of the arts on their expression (71%); wellbeing and happiness (61%); dealing with stress, anxiety or depression (61%); and shaping and expressing Australian identity (59%) (Australia Council for the Arts, 2022).

The survey demonstrated that Australians engage in the arts more frequently and with greater breadth than they realise, and that online arts experiences are growing and expanding on existing live attendance opportunities (Australia Council for the Arts, 2022).

4.10.8 Health and social services

The accessibility of health care services (including preventative and treatment) can impact on whether people utilise them and how regularly. Mornington Peninsula residents are more likely to have private health insurance than the average Victorian (57.4% compared to 52.3%). Across all metropolitan areas, women (57.2%) are more likely than men (52.6%) to hold private health insurance (Victorian State Government, 2023).

In 2023, 17.6% of local adults said that a member of their household did not go to a general practitioner when needed (Victorian State Government, 2023). Of these, 33.8% couldn't get an appointment when needed and 17.1% said that cost was the reason (35.5% and 22.9% respectively across Victoria). Many respondents (29.7%) said that they had waited longer than they felt was acceptable to see a GP in the preceding 12 months, and across all metropolitan areas this figure was higher for women (34%) than men (26.9%) (Victorian State Government, 2023).

Across all metropolitan areas, significantly more women (21.8%) than men (15.2%) did not go to a GP when needed. Young adults aged 18-24 years were generally less likely to go to the GP when needed, compared to middle and older age groups (Victorian State Government, 2023).

Based on the results of the *Victorian Population Health Survey 2014*, the following table shows the duration of time since Mornington Peninsula Shire residents last visited a general practitioner:

Duration since last visit	% residents	% Southern Metro Region	% Victoria
Less than 3 months ago	51.3	58.2	59.9
3 months to less than 6 months ago	26.8	18.5	17.9
6 months to less than 12 months ago	8.2	12.3	11.1
12 months ago or more	13.7	10.0	10.4
			(Victorian State Government, 2014)

Based on the *Victorian Population Health Survey 2017*, the following table shows that the Mornington Peninsula Shire residents were more likely to have undertaken biomedical checks (blood pressure, cholesterol and/or blood sugar) in the previous two years, compared to both the region and Victoria:

Biomedical checks in previous two years	% residents	% Southern Metro Region	% Victoria
Blood pressure check	83	79.9	80

Cholesterol check	58	59.8	57
Blood sugar (diabetes) check	50	51.7	51
			(Victorian State Government, 2020)

The *Victorian Population Health Survey 2017* showed that 62% of those aged 50 years or older had a faecal occult blood test (60% for Victoria) to detect early signs of bowel cancer. Furthermore, 44% of people on the Mornington Peninsula had a bowel exam to detect cancer (in the last 5 years), which is lower than Victoria at 47% (Victorian State Government, 2020).

As shown in the *Victorian Population Health Survey 2014*, women aged 50-79 years on the Mornington Peninsula are slightly more likely to have had a mammogram than women in the same age group across Victoria (92% compared with 90%) (Victorian State Government, 2014). These are most commonly undertaken with BreastScreen Victoria (79.6%), with a public hospital (8%) or a private provider (6.6%). These figures decreased according to the *Victorian Population Health Survey 2017*, with 68.9% of Mornington Peninsula women having had a mammogram in the past 2 years (compared with 79% across Victoria) (Victorian State Government, 2020).

The *Victorian Population Health Survey 2023* found that 4.2% of people cancelled or postponed a surgery in the preceding 12 months, while 4.4% had a planned surgery cancelled by a hospital or doctor in this time (Victorian State Government, 2023). Across metropolitan areas, women (3%) were slightly more likely than men (2%) to cancel a surgery (Victorian State Government, 2023). On the Mornington Peninsula, 4.1% had cancelled or postponed a cancer screening appointment and 1.2% had such procedures cancelled or postponed by a medical facility (Victorian State Government, 2023). These results were slightly higher than those across Victoria which were 3.6% and 3.1% respectively. Further, women (3.6%) were more likely to cancel a screening than men (1.5%) across metropolitan areas.

The *Victorian Population Health Survey 2017* showed 20% of residents on the Mornington Peninsula sought help for a mental health related problem which is slightly higher than Victoria at 18% (Victorian State Government, 2020). In 2023, the Mornington Peninsula percentage dropped to 16.8% whilst the Victorian figure increased to 20.1% (Victorian State Government, 2023). Across metropolitan areas, women (23.9%) were significantly more likely than men (15.1%) to seek help for a mental health related problem (Victorian State Government, 2023). Across Victoria, younger age groups 18-24 years, 25-34 years and 35-44 years were far more likely to seek this help (23.3-28.4%) and older groups aged 65-74 years, 75-84 years and 85+ years were far less likely (3.7-8.3%) (Victorian State Government, 2023).

4.11 Natural Environment

The following data highlights the presence of, and appreciation for, the unique natural environment of the Mornington Peninsula:

- 43.4% live in households that collect wastewater.
- 43.7% of household waste collected in kerbside collections was recycled in 2010-11.
- 43% dwellings in the residential zones are more than 30 years old. Ageing housing stock has poor energy efficiency.
- Approximately 22,000 hectares (30%) of native vegetation remaining, of which:

- 57% is on private land;
- 18% is within national and state parks; and
- 9% is bushland reserves managed by the Shire

- Over 60 Ecological Vegetation Communities (EVCs) occurring within five major vegetation types.
- Three vegetation communities listed as threatened under the national Environment and Protection and Biodiversity Conservation Act (1999) and two under the state Flora and Fauna Guarantee Act (1988).
- Flora and fauna species of regional, state, national and international significance.
- One internationally significant Ramsar wetland in Western Port.

In 2019:

- 53% of household waste was diverted from landfill via recycling or green waste collection, an increase from 43.7% in 2010-11
- 51% of our rubbish bin contains organic waste (food and garden waste) that could be recovered and composted
- 51% of households surveyed from the Beyond Zero Waste Strategy reported composting at home and 12% use a worm farm
- Approximately 40% of urban households have opted-in for a green waste bin

4.11.1 Impacts of Climate Change

Climate change has been described as the greatest threat to public health in the 21st century (World Health Organisation, 2015). It has significant human, environmental and economic impacts (World Health Organisation 2003). Since the industrial revolution, global temperatures have increased by an average of 1° C which has already resulted in extreme climatic changes such as extended heatwaves, droughts, intensified floods and storms, new infectious diseases and destabilised food systems (Sustainability Victoria, 2021). The impacts of these changes on health and wellbeing can be both direct and indirect.

The *Mission Australia Youth Survey 2023* found that 24% of Mornington Peninsula young people aged 15-19 years have experienced the impacts of climate change. Considering issues of personal concern, 21% of local young people are extremely or very concerned about climate change, with a further 42% being somewhat or slightly concerned (Mission Australia, 2023).

The *Mornington Peninsula Shire Climate Change and Health Survey 2023* found from 118 local responses, 75% of respondents agreed that climate change has an impact on our health, with a further 12% selecting 'maybe'. Respondents were asked to select the ways that climate change has impacted their health, with the option to select as many responses as needed. The majority of responses related to financial impacts e.g., rise in insurance premiums, increase in the cost of food and lack of availability of food due to extreme weather events and difficulty heating or cooling the home during weather extremes (Mornington Peninsula Shire, 2023).

Heatwaves directly and indirectly impact community health, particularly vulnerable populations such as the elderly (over 65 years), children and those with pre-existing medical conditions (Victorian State Government, 2020). During the Victorian heatwave of 2009, there were 374 additional deaths and a 12% increase in hospital admissions, and the potential for these events is likely to increase: by the 2050's under current emissions, it is expected that the Greater Melbourne region will experience between 13 and 21 days over 35° C (Victorian State Government, 2020). It is estimated that by 2050

an extra 402 deaths may occur per year in Victoria if no adaptation measures are taken (Victorian State Government, 2020).

Extreme weather events such as flooding, bushfire or storms, as well as extreme heat and humidity, can impact mental health through triggering anxiety, depression, grief, post-traumatic stress syndrome (PTSD), survivor guilt, vicarious trauma, recovery fatigue, substance abuse and suicidal ideation. An increase in extreme weather events such as bushfires and flood has also been shown to result in an increase in family violence. The social dislocation, reduced community cohesion, economic hardship are all factors likely to increase aggression and family violence (Victorian State Government, 2020).

In their report *Linking Climate Change and Health Impacts*, Sustainability Victoria (2020) describe the survey results from both community members and healthcare professionals, which found:

- 51% of Victorians are in housing that gets too cold during winter and too hot during summer.
- 45% of Victorians residing in public housing have reported leaving their homes during extreme temperatures due to thermal discomfort.
- Victorian healthcare professionals are already seeing climate change-related health conditions in their communities such as thunderstorm asthma, heat stress or heatstroke, pollen-related allergies, and lung conditions from increased air pollution.
- Depression or severe anxiety related to climate change was noted by half of surveyed healthcare professionals.
- Approximately one third (higher in regional areas) of healthcare professionals report dealing with insect-borne diseases and illnesses caused by contaminated food or water.
- Young people are more aware of climate change-related health impacts and more likely to experience strong negative emotions.
- Around half of young Victorians report extreme feelings of frustration, fear, sadness and outrage.
- One third of healthcare professionals believe poor quality housing is already a “major health problem” in Victoria.
- Victorians’ knowledge of healthy indoor temperatures is dangerously low with around half significantly over or underestimating healthy temperatures during summer and winter.

(Sustainability Victoria, 2021)

4.12 Individual health-related behaviours

This layer of influence relates to how an individual’s health-related knowledge, attitudes and behaviours result from, and are responses to, the wider social determinants of health. Health inequities are influenced by damaging behaviours, including tobacco use, harmful alcohol consumption, unhealthy eating, and inadequate physical activity.

4.12.1 Community Safety

As shown in the *VicHealth Indicators Survey 2015*, 95.8% of Mornington Peninsula Shire residents agreed that they felt safe walking alone during the day, higher than the Victorian estimate of 92.5% (VicHealth, 2016). Further, 60.8% of Shire residents agreed that they felt safe walking alone in their local area after dark, compared with the Victorian estimate of 55.1% (VicHealth, 2016). There was no significant change in this rate between 2007 and 2015.

For the year ending March 2024, a total of 7,705 offences were recorded in the Mornington Peninsula Shire, an increase of 10.5% from 6,974 in 2019 (Crime Statistics Agency, 2024).

The following table shows the number of criminal incidents for the Mornington Peninsula Shire in 2023-24 as reported by Victoria Police:

Type of crime	2024 (Number of criminal incidents)	2023 (Number of criminal incidents)
Crimes against the person (homicide, assault, sexual offences, robbery, abduction, extortion, blackmail, stalking, harassment, endangering people)	1,231	1,164
Property and deception offences (arson, property damage, burglary/ break & enter, theft, deception, bribery)	4,656	3,882
Drug offences (dealing and trafficking, cultivating/manufacturing, use and possession, other)	311	285
Public Order and Security Offences (weapons and explosives, disorderly and offensive conduct, public nuisance, public security)	336	431
Justice procedures offences (justice procedures, breaches of orders)	1,137	1,180
Other offences (regulatory driving, transport regulation, other government regulatory, miscellaneous)	34	32

For the year ending March 2024, the top five offence subgroups were:

1. Theft (2,486 up from 1,949 in the previous year)
2. Breaches of orders (987 up from 970 in the previous year)
3. Burglary/ Break and enter (949 up from 799 in the previous year)
4. Property Damage (798 up from 761 in the previous year)
5. Assault and related offences (794 up from 746 in the previous year)

(Crime Statistics Agency, 2024)

In 2022, the number of reported incidents of sexual offences on the Mornington Peninsula for females was 172 and males, 33. The Victorian State average was 100.3 females and 17.3 males (Victorian Women's Health Atlas, 2022).

4.12.2 Social Connectedness

The *Victorian Population Health Survey 2023* found that one in five (20.3%) of Mornington Peninsula residents are experiencing loneliness, compared with 23.3% across Victoria (Victorian State Government, 2023). Across metropolitan areas, men and women experienced loneliness at similar levels (22.6% and 24.4%) (Victorian State Government, 2023).

The *Victorian Population Health Survey 2020* measured multiple indicators representing social capital, with results including the following:

Indicator	Mornington Peninsula Shire	Victoria
Social Capital – Feeling of trust – Most people could be trusted. Response: Yes, definitely	32.0%	36.1%
Social Capital – Tolerance of diversity – Multiculturalism makes life in your area better. Response: Yes, definitely	61.5%	63.5%
Social Capital – Feelings of being valued by society. Response: Yes, definitely	48.9%	51.6%
		(Victoria State Government , 2020)

While the above table shows strong social connectedness results, it also highlights significant proportions of people who do not trust others, appreciate multiculturalism or feel valued by society The *Victorian Population Health Survey 2023* identified that 13.1% of Mornington Peninsula residents had experienced discrimination, and 15.8% across Victoria (Victorian State Government, 2023). Women (17.8%) were more likely to experience discrimination than men (14.3%) across metropolitan regions (Victorian State Government, 2023).

4.12.3 Family Violence and Gender Equality

Rates of family violence are reported as ‘family incidents’ which refers to an incident attended by Victoria Police where a Victoria Police Risk Assessment and Risk Management Report (also known as an L17 form) was completed. A family incident can involve one or more affected family members and/or one or more other parties. Data from the Crime Statistics Agency highlights there were 2,138 Family Violence Incidents recorded by police on the Mornington Peninsula from March 2023 - March 2024, compared to 1,995 in 2022-23 which is an increase of 7.2% over one year (Crime Statistics Agency, 2024). Of these, 1,581 of affected family members were females and 554 were males (Crime Statistics Agency, 2024). Breaches in family violence orders were the fourth most common crime reported on the Mornington Peninsula in 2023-24, and rose from 574 in the previous year, to 590 (Crime Statistics Agency, 2024).

As the above data demonstrates, women are overwhelmingly the victims of violence. For women aged 15-45 years, family violence is the leading cause of death and disability and the greatest contributor to ill-health and poor mental health, more damaging to the health of this age group than any other factor including obesity and smoking (Women's Health Atlas, 2022). It is also the leading driver of homelessness among all women, and leads to at least one Australian woman being killed each week by a current or former partner (Women's Health Atlas, 2022). While men are also victims

of family violence, women are three times more likely than men to be victims and most perpetrators of violence are men (Women's Health Atlas, 2022).

For Mornington Peninsula residents, the *Women's Health Atlas* highlights that:

- 41.2% of women felt 'very safe' or 'safe' walking along in their local area after dark, compared to 82.3% of men.
- For women on the Mornington Peninsula in 2022, an average of 10.18 victim reports were made per 10,000 residents, compared to the state average of 13.6 per 10,000. For men on the Mornington Peninsula, this was 1.95 reports per 10,000 residents, compared to 2.3 across the state.
- Female victims of sexual offences outnumber male victims by a ratio of more than 6 to 1. In the 2-year period 2021-2022, 75.6% of alleged sexual offenders were known to female victims.
- For women on the Mornington Peninsula, there were 4.79 female victim reports per 10,000 total persons for stalking, harassment and threatening behaviours in 2022. This compares to 2.72 reports per 10,000 persons for men on the Mornington Peninsula.
- Family violence is the most common form of men's violence against women in Victoria: For women on the Mornington Peninsula, there were 85.11 reports of family violence per 10,000 people in 2022, a decrease from 90.90 per 10,000 in 2018. For men on the Mornington Peninsula, the rate of family violence reports was 31.84 per 10,000 persons in 2022, compared with 27.61 in 2018.
- Women on the Mornington Peninsula made 53.15 reports of intimate partner violence per 10,000 people in 2022, compared to 14.21 per 10,000 people for men.

(Women's Health Atlas, 2022)

Seven Years of Elder Abuse Data in Victoria, published by Seniors Rights Victoria in partnership with the National Ageing Research Institute, analysed seven years of advice call data to inform the report and found:

- 63% of clients experienced psychological abuse, 62% experienced financial abuse, 16% experienced physical abuse and 11% experienced social abuse.
- 91% of all abuse was perpetrated by a family member, with 39% being sons and 28% daughters.
- The majority of perpetrators were men (54%).
- Drug, alcohol or gambling issues contributed to an average of 35% of perpetrators.

(Seniors Rights Victoria, 2020)

An Australian Bureau of Statistics report based on findings from the *Personal Safety Survey 2016* found that 5.7% of Australians with a disability or long-term health condition had experienced violence including 5% physical violence, 1.4% sexual violence and 1.8% violence from a co-habiting partner (Social Stats, 2021). Women with a disability or long-term health condition were substantially more likely to experience violence than others, whereas men with a disability or long-term health condition

experienced fairly similar levels of violence to those without disability. Both women and men with an intellectual or psychological disability were more likely to have experienced violence than others, particularly women.

Gender Equity Victoria highlights some of the key economic gender inequities:

- Nationally, women's retirement superannuation balances are 47% lower than men's.
- The current gender pay gap for full-time work is 15.3% with women earning an average of $253.70 less a week than men.
- Women spend an average of 64.4% of their weekly working time on unpaid care work compared to men at 36.1%.

(Gender Equity Victoria, 2020)

As shown in the *VicHealth Indicators Survey 2015*, 28.5% of Mornington Peninsula Shire residents received low scores on attitudes towards gender equality in relationships, compared to 35.7% in Victoria (VicHealth, 2016). The *VicHealth Indicators Survey* showed that 92.3% of Shire residents would intervene in a family violence situation, compared to 93.1% for Victoria (VicHealth, 2016).

According to the *Frankston, Mornington Peninsula Sporting Clubs Health & Wellbeing Survey 2019*, 78% of respondents indicated that women were equally represented at their sporting club (Peninsula Health, 2019). The top three ways women were equally represented were as volunteers (76%); in general committees (73%); and as players (73%). 27% of respondents indicated 'no', and 19% 'unsure' when asked if their club had appropriate facilities for women's teams. Respondents highlighted improvements were needed for change rooms, toilets and lighting at their sporting clubs. Overall, 80% of respondents felt their club was inclusive of gender diversity, while 76% felt their club was inclusive of different sexual orientations (Peninsula Health, 2019).

VicHealth's *Coronavirus Victorian Wellbeing Impact Study* (2020) found 72% of females indicated that they were spending the most time helping their child with school at home, while 16% indicated it was a shared responsibility (VicHealth, 2020). Similarly, 10% of female respondents indicated child supervision was primarily their partner's responsibility during the first lockdown. Contrastingly, only 26% of male respondents reported they were responsible for the majority of childcare during the first lockdown.

4.12.4 Sexual Health

In 2021, the rate of chlamydia in the Mornington Peninsula Shire was 12.25 cases per 10,000 women and 8.76 cases per 10,000 men, compared to 11.7 per 10,000 and 12.5 per 10,000 respectively in Victoria (Women's Health Atlas, 2022). There was a 31% reduction in total notifications between 2019 (25,093), 2020 (19,974) and 2021 (17,243). This decrease is likely due to changed health behaviours during the COVID-19 pandemic.

The rate of gonorrhoea amongst Mornington Peninsula residents in 2021 was 1.72 cases per 10,000 women and 1.89 cases per 10,000 men (Women's Health Atlas, 2020). There was an overall 19% reduction in total Victorian notifications between 2019 (8,745), 2020 (6,473) and 2021 (7,050).

Oral contraceptives are the most commonly prescribed form of contraception in Victoria, although health professionals regard Long Acting Reversible Contraceptives (LARC) as best practice (Women's Health Atlas, 2022). In 2022 on the Mornington Peninsula, 5.68 per 1,000 women used an IUD (Intra Uterine Device), while 4.45 per 1,000 women used a contraceptive implant (Women's Health Atlas, 2022).

Nationally, 38.4% of sexually active students in years 10, 11 and 12 practice safe sex by always using a condom, compared to 12.8% who never use a condom (La Trobe University, 2019). Furthermore, the most common forms of contraception used in this age group are condoms (53.5%), the contraceptive pill (41%) and the withdrawal method (19.6%) (La Trobe University, 2019). Notably, it has been found that 36.5% of sexually active adolescents in Victoria do not practice safe sex (Social Stats, 2021).

The *Victorian Population Health Survey 2014* showed that 86.1% of Shire residents have had a pap test compared to 83.1% in Victoria (Victorian State Government, 2014). Of those, 79.0% had the pap test in the last 2 years, higher than Victoria at 72.1%. In 2014-15, 63.8% of eligible women aged 20-69 years in Mornington Peninsula had a cervical screen which is higher than the Victorian average of 60.5%.

4.12.5 Physical Activity

The *Victorian Population Health Survey 2023* found that 39.6% of Mornington Peninsula residents did at least 150 minutes of moderate to vigorous physical activity every week, greater than the Victorian average of 35.1% (Victorian State Government, 2023). However, a larger proportion (45.9%) did less than 150 minutes, and the remaining 13.3% did not do any moderate to vigorous physical activity. This compared to 47.1% and 16.8% across Victoria.

Since 2017, the proportion of local residents who did not do enough physical activity had significantly increased, with 38.8% being insufficiently physically active, and 1.7% being sedentary at that time Men (49%) were less likely to be sufficiently physically active compared with women (56%) (Victoria State Government , 2020).

The *VicHealth Indicators Survey 2015* also showed that 35.8% of Shire residents participated in any organised physical activity and 76.9% in any non-organised activity, compared to 28.7% and 70.5% for Victoria respectively (Victorian State Government, 2014). Of these, 9.0% undertake physical activity organised by a fitness, leisure or indoor sports centre, while 11.4% are organised by a sports club or association, compared to 9.2% and 9.8% respectively for Victoria. The most common non-organised physical activities were walking (59.0%), jogging or running (12.1%) and cycling (11.9%) compared to 51.2%, 14.0% and 11.8% respectively for Victoria.

Australia's *Physical Activity and Sedentary Behaviour Guidelines for Young People* recommends that young people should accumulate at least 60 minutes of moderate to vigorous intensity physical activity every day. The *Communities That Care Youth Survey 2018* found that 35.7% of year 6 students, 23.9% of year 7 students, 21.3% of year 8 students and 16.2% of year 9 students on the Mornington Peninsula achieved these recommendations (Mornington Peninsula Shire, 2018).

VicHealth's *Coronavirus Victorian Wellbeing Impact Study* (2020) found coronavirus restrictions negatively impacted Victorian's physical activity levels, as 37% of Victorians exercised less in the first

lockdown compared to February 2020 (VicHealth, 2020). Of these, 1 in 3 individuals did not have regular access to a space where they could exercise at home. In addition, 1 in 5 of those who exercised less has no one to exercise with, or did not feel safe outside, 26% were concerned about catching coronavirus, and 39% had low motivation. Conversely, those who increased their levels of physical activity during lockdown did so due to having more time (34%), wanting to improve their health (33%), and to get out of the house (31%) (VicHealth, 2020).

4.12.6 Sedentary Behaviour

The *Victorian Population Health Survey 2023* shows a relatively broad spread of hours spent sitting by Mornington Peninsula adults as outlined in the table below:

Number of hours spent sitting on an average weekday	Mornington Peninsula Shire	Victoria
Less than two hours	3.1%	3.8%
Two to three hours	27.7%	21.3%
Four to five hours	28.1%	26.3%
Six to seven hours	17.9%	15.4%
Eight or more hours	16.7%	27.9%
		(Victorian State Government, 2023)

Across metropolitan areas, men (31.6%) were more likely to spend eight or more hours sitting, compared with women (27.9%) (Victorian State Government, 2023).

Previously, the *Victorian Population Health Survey 2017* also showed 35% of Shire adults spend 2 to < 4 hours per day sitting compared to 27.1% of all Victorians, with 20% of Shire residents spending more than 7 hours sitting on an average weekday (Victorian State Government, 2020).

The *Communities that Care Youth Survey 2018* found 67.4% of year 6 students, 56.4% of year 7 students, 49.4% of year 8 students and 39.8% of year 9 students meet Australia's *Sedentary Behaviour Guidelines for Young People*, which recommend young people spend no more than 2 hours a day using electronic media for entertainment (Mornington Peninsula Shire, 2018).

4.12.7 Healthy Eating and Food Security

As shown in the *VicHealth Indicators Survey 2015*, Shire residents:

- Ate an average of 2.2 serves of vegetables per day, which is the same as Victoria.
- Ate an average of 1.6 serves of fruit each day, which is the same as Victoria.
- Drank 4.6 cups of water per day, which is significantly lower than Victorian average of 5.4.

(VicHealth, 2016)

The *Victorian Population Health Survey 2017* reinforces these findings, as outlined below:

	Mornington Peninsula %			Victoria %	
	Women	**Men**	**Total**	**Women**	**Men**
Meet daily fruit consumption guidelines	47	35.1	41.5	46.8	39.3
Meet daily vegetable consumption guidelines	6	3.5	4.9	8.4	2.2

Take-away food consumed >1 day/week	16.8	15.3
Daily consumer of sugar sweetened soft drinks	9.7	10.1
		(Victorian State Government, 2020)

Over half (56%) of Mornington Peninsula residents did not meet fruit and vegetable consumption guidelines, which was slightly more than Victoria (51.7%)The majority of residents consumed 1-2 serves of vegetable per day (63.8%) and less than 2 serves of fruit per day (58.3) (Victorian State Government, 2020). This highlights that less Mornington Peninsula Shire residents meet daily fruit and vegetable consumption guidelines than residents across the region and the state.

The *Communities That Care Youth Survey 2018* shows that the percentage of students who consume the daily recommended amount of fruit and vegetables is as follows:

- Year 6 students: 25.8%
- Year 7 students: 21%
- Year 8 students: 17.5%
- Year 9 students: 19.1%

(Mornington Peninsula Shire, 2018)

Subsequently the *Victorian Population Health Survey 2023* provides updated data on the frequency of sugar-sweetened beverages consumption, as follows:

	Mornington Peninsula	**Victoria**
Never	33.1%	23.2%
Less than once a week	25.0%	24.7%
About once a week	13.1%	17.6%
Daily or several times a week	28.9%	34.4%
		(Victorian State Government, 2023)

Across metropolitan regions, men (40.8%) were far more likely than women (26.6%) to consume sugar-sweetened beverages daily or several times a week (Victorian State Government, 2023). For men, this figure was highest in the 18-24 years age group (59.9%) and declined gradually with age. Women followed a similar pattern from 46.2% in the 18-24 year age group and decreasing with age (Victorian State Government, 2023).

The *Victorian Population Health Survey 2023* assessed food insecurity, asking residents whether they ran out of food and couldn't afford to buy more. On the Mornington Peninsula, 5.3% of people answered 'yes' to this question, while across Victoria the figure was 8% (Victorian State Government, 2023). Men and women across metropolitan regions experienced equal levels of severe food insecurity in the previous year (7.8-7.9%) (Victorian State Government, 2023). Earlier data from the *Victorian Population Health Survey 2014* showed that the Mornington Peninsula proportion remained relatively similar from 5%, whereas the statewide prevalence was previously 3.6% demonstrating a significant increase in food insecurity across Victoria (Victorian State Government, 2014).

Both surveys also investigated the number of people who worried about food insecurity. In 2023, 9.1% of Mornington Peninsula residents had 'definitely' worried about running out of money to buy food in the last 12 months, with a further 10.2% 'sometimes' worrying about this (compared with 9.7% and 15.4% respectively across Victoria) (Victorian State Government, 2023). Across all metropolitan

areas, 8.3% of men definitely worried about food insecurity, compared to 10.1% of women (Victorian State Government, 2023).

In 2014, 13.8% of adults on the Mornington Peninsula worried about food insecurity (Victorian State Government, 2014). The *Victorian Population Health Survey 2014* also investigated the reasons for not always being able to access healthy food, with Mornington Peninsula responses below:

Reason	Mornington Peninsula %
Can't always get variety	7.8
Some foods are too expensive	21.1
Can't always get the right quality	14.0
Inadequate and unreliable public transport	4.6
(Victorian State Government, 2014)	

Results from VicHealth's *Coronavirus Victorian Wellbeing Impact Study* (2020) showed an increase of food insecurity, with 17% of respondents said they worried about having enough money to purchase food during the initial lockdown period, compared to 9% in February (VicHealth, 2020). Furthermore, 23% of respondents said they had to rely on low-cost unhealthy food due to financial concerns during lockdown. Seven per cent of people ran out of food and couldn't afford to buy more, a substantial increase from 4% in the 2014 comparison survey (VicHealth, 2020).

Data from the *Frankston, Mornington Peninsula Sporting Clubs Health & Wellbeing Survey 2019* shows that 79% of respondents believe sporting clubs have a responsibility to promote healthy food and drinks (Peninsula Health, 2019). Eighty-seven per cent of respondents purchased food from their sporting club canteens, and 63% purchased drinks. When asked which healthier options they would purchase, 48% of people said sandwiches/wraps/rolls without processed meats, 38% said they would purchase steamed/oven baked item as opposed to deep fried goods, and 30% said pies/sausage rolls/pasties with less fat and salt while 15% said they would not purchase healthier products.

4.12.8 Oral Health

A healthy mouth, gums and teeth are essential not only independently, but also as part of overall health with impacts on eating and nutritional intake as well as speaking and socialising. On the Mornington Peninsula, 40% of adults self-reported their dental health as very good or excellent, while 32.2% said their dental health was good and 22.9% fair or poor (Victorian State Government, 2023). A further 4.9% had no teeth or used dentures. These figures followed a similar trend across Victoria.

Across metropolitan areas, women (43%) are far more likely to have very good or excellent dental health compared with men (36.2%) (Victorian State Government, 2023). On the Mornington Peninsula, 17.6% of adults identified gum health problems such as loose teeth, bleeding or painful gums, lower than the Victorian average of 20.3% (Victorian State Government, 2023). Across metropolitan areas men (21.1%) were slightly more likely to have gum problems than women (19.8%) (Victorian State Government, 2023).

Cost can be an important factor in dental care, as demonstrated by one third of Mornington Peninsula residents (33.1%) having delayed dental care, similar to the Victorian average of 32.3% (Victorian State Government, 2023). Across metropolitan areas women (33.5%) were more likely to delay dental care due to cost, than men (30%) (Victorian State Government, 2023).

Children across the Mornington Peninsula experience similar, but slightly lower rates of tooth decay compared with the Victorian average (Dental Health Services Victoria, 2023). Tooth decay increases with age, from 28.9% of 3-5 year olds, to 43.2% of 6 year olds and 50% of 12 year olds (30.1%, 47.7%, 54.4% across Victoria) (Dental Health Services Victoria, 2023). Although the rate of tooth decay is higher at 12 years old, the severity of tooth decay is higher at 6 years old. The average number of decayed, missing or filled teeth is 1.59 in 6 year olds, followed by 1.31 in 12 year olds and 1.08 in 3-5 year olds (2.19, 1.54, 1.30 respectively across Victoria) (Dental Health Services Victoria, 2023).

4.12.9 Alcohol and Drug-Related Harm

Alcohol is the primary drug of concern in Victoria and Mornington Peninsula. In 2022/23, alcohol accounted for more than half of all drugs of concern in Mornington Peninsula. This was the highest of all the local governments in the Bayside Peninsula Catchment. The municipality has a high rate of ambulance attendances (391.8 per 100,000 people) and alcohol-related hospital admissions (778.3 per 100,000 people) compared to metropolitan Melbourne (285.4 per 100,000 people and 578.7 per 100,000 people respectively) In 2021 the rate of deaths connected to alcohol consumption, was 207 per 100,000 population (Turning Point, 2024).

Alcohol indicators include risk of short-term harm from alcohol consumption (five drinks or more on a single occasion), very high risk of short-term harm from alcohol consumption (11 or more drinks on a single occasion) and respondents' attitude towards getting drunk to the point of losing balance.

The *Victorian Population Health Survey 2023* found that while 12.1% of Mornington Peninsula residents did not consume alcohol in the preceding year (21.2% for Victoria), 23.1% of local residents were at increased risk of harm from alcohol-related disease or injury (significantly higher than 13.1% across Victoria). Mornington Peninsula figures were also significantly higher than those across metropolitan areas which showed 16.5% of men and 7.4% of women were at increased risk of harm (Victorian State Government, 2023).

The *Victorian Population Health Survey 2017, 70% of Mornington Peninsula community members had an increased lifetime risk of alcohol related harm and 55.9% have* an increased risk of alcohol-related harm on a single occasion (Victorian State Government, 2020). The following table highlights findings regarding the proportion of adults, by lifetime risk of alcohol-related harm as found in the *Victorian Population Health Survey 2017* and *VicHealth Indicators Survey 2015*:

	Mornington Peninsula Shire %	Victoria %
Reduced risk	15.2	16.6
Increased risk: Yearly	17.4	18.2
Increased risk: Monthly	14.0	16.6
Increased risk: Weekly	38.7	24.7
Abstains or no longer consumes alcohol	13.0	21.8
Increased risk of injury from a single occasion of drinking	56%	43%

(Victorian State Government, 2020; VicHealth, 2016)

	Mornington Peninsula Shire %		Victoria %	
	Women	Men	Women	Men
Increased lifetime risk of alcohol-related harm – yearly	24.1	9.8	19.5	16.9
Increased lifetime risk of alcohol-related harm – monthly	17.2	11.0	15.7	17.6
Increased lifetime risk of alcohol-related harm – weekly	23.2	54.8	15.4	34.5
Increased lifetime risk of alcohol-related harm – either yearly, monthly or weekly	64.4	75.5	50.6	69.0
Reduced lifetime risk of alcohol-related harm	20.4%	9.8%	21.0%	12.0%
Abstains or no longer consumes alcohol	14.5%	11.5%	26.4%	16.8%
(Victorian State Government, 2020; VicHealth, 2016)				

The *National Drug Strategy Household Survey 2019* found that across Australia, the volume of alcohol consumed in a single episode tended to be higher among males and among younger people (Australian Institute of Health and Welfare, 2020). The survey also found that whilst daily alcohol consumption tends to rise steeply with age, the consumption of 11 or more standard drinks on at least a monthly basis declined steeply with age.

The *Frankston, Mornington Peninsula Sporting Clubs Health & Wellbeing Survey 2019* found that 42% of respondents consume alcohol from clubs, with 11% of respondents indicating alcohol consumption or related harm is an issue (Peninsula Health, 2019). Comments left by survey participants indicated that parents/adults consuming alcohol at games in view of children, especially at junior sporting games, was an issue. Furthermore, the general drinking culture and youth drinking habits was of concern. Recommendations made based on survey responses included limiting alcohol consumption at junior sporting events, creating a positive culture that promotes responsible drinking and exploring alternative fundraising sources to alcohol (Peninsula Health, 2019)l.

While a proportion of the community, particularly people aged 30 years and over, is at risk of chronic alcohol-related harms, younger people are at risk of acute alcohol-related harms particularly during peak tourist season and schoolies. Analysis of the socio-economic determinants of harm within the municipality indicates the communities in Hastings, Rosebud, Tootgarook and Capel Sound are at an elevated risk of alcohol related harms. Analysis of the three venue specific risk factors, namely venue size, trading hours and operating as a gaming venue indicates there is a concentration of high-risk venues in Mornington and Hastings.

4.12.10 Gambling-Related Harm

There are currently 17 gaming venues and 825 operating electronic gaming machines (EGMs). In Victoria EGMs are only permitted in hotels, clubs and racing clubs. In the 2023-24, the expenditure on EGMs for Mornington Peninsula was $87,818,239. This was higher than the average for Victoria ($53.1 million) and metropolitan municipalities ($77.6 million).

A general population survey, undertaken in 2018, assessed types of gambling participation and found that 20.4% played the pokies and that there was a growth in online gambling with 19.2% of Victorian adults who gambled betting online (Victorian Responsible Gambling Foundation, 2019).

EGMs were found to account for 37.7% of gambling harm in Victoria. About 6.1% of Victorian adults were found to be harmed by someone else's gambling. In addition, 70% of gambling harm was found to be experienced by people whose behaviour was not classified as problem gambling. In general, the study demonstrated that self-reported life satisfaction is likely to be lower for people engaged in gambling. People in the problem gambling category were also likely to have higher alcohol consumption and daily smoking (Victorian Responsible Gambling Foundation, 2019).

Just two per cent of respondents in the *Frankston, Mornington Peninsula Sporting Clubs Health & Wellbeing Survey 2019* reported gambling to be an issue at their club (Peninsula Health, 2019).

4.12.11 Smoking

The *Victorian Population Health Survey 2020* found that 12.9% of Mornington Peninsula Shire residents reported being a daily smoker, 4.3% an occasional smoker and 22.7% an ex-smoker (Victorian State Government, 2020). This is in line with Victoria at 12.0% for daily smoker, 4.4% occasional smoker and 22.8% for ex-smoker. The *Victorian Population Health Survey 2023* found that the number of daily smokers on the Mornington Peninsula had remained relatively consistent at 12.1%, while across Victoria this number had dropped to 10%. Across metropolitan areas this number was 9.4%, with men 10.9% more likely to smoke tobacco daily than women (7.8%) (Victorian State Government, 2023).

The total number of people who smoke or vape on the Mornington Peninsula was 17.9%, similar to the Victorian average of 18.5% (Victorian State Government, 2023). Across metropolitan areas this number was significantly higher for men (22.4%) than women (14.7%). Across metropolitan areas, men (5.7%) were more likely to use e-cigarettes than women (4%) (Victorian State Government, 2023).

E-cigarettes simulate tobacco smoking, with a battery-operated vaping device taking the place of burning tobacco to heat up a liquid which is then inhaled by the user as a vapor. The practice of e-cigarette use, or 'vaping', has attracted wide concern in recent years, owing to its adverse health impacts, and its escalating popularity among younger people.

The *Victorian Population Health Survey 2023* found that 3.1% of Mornington Peninsula residents used e-cigarettes daily, slightly below the Victorian average of 4.5%. Weekly or monthly frequency of use data was not available for the Mornington Peninsula, however this percentage was 1.9% for Victoria (Victorian State Government, 2023).

The *Victorian Smoking and Health Survey 2022* reached 12,000 adults and found that the use of e-cigarettes was most widespread among young adults, particularly males, with 11.2% of 18-24-year-old males and 9.2% of females the same age, currently using these products (Cancer Council Victoria, 2022).

According to the *Communities That Care Youth Survey 2018*:

- Prevalence for lifetime tobacco use increases with increasing year level from less than 1% in year 6 to more than 10% in year 9
- Prevalence for past-month tobacco use increases from 0% in year 6 to 6.1% in year 9
- Lifetime tobacco use has decreased in year 7 from 2012 (7.8%) to 2018 (3.8%)
- Lifetime and past-month tobacco use has decreased in year 9 students from 26.4% and 12.3% in 2012 to 12.7% and 6.1% in 2018 respectively

(Mornington Peninsula Shire, 2018)

The *Frankston, Mornington Peninsula Sporting Clubs Health & Wellbeing Survey 2019* showed 8% of respondents were current smokers, while 39% indicated smoking at their clubs was a source of bother (Peninsula Health, 2019). The majority of respondents (90%) indicated that they thought the clubs had a responsibility of protecting members from second-hand smoke harm.

The *National Drug Strategy Household Survey 2019* found that in general, Australian males are more likely to smoke than females (Australian Institute of Health and Welfare, 2020). The survey also found that smoking surges among people aged 18-24 years, and remains relatively stable before subsiding in older age. Across Australia, the survey found that 11% of people aged 14 years or more had ever smoked e-cigarettes, and 2.5% were current users.

4.13 Differences in health and wellbeing outcomes

This layer of influence highlights the differences in health and wellbeing outcomes, as seen in life expectancy, mortality rates, morbidity rates and self-rated health, which are viewed as a result of the social determinants of health inequities (outlined in the layers above).

4.13.1 Life expectancy

According to the Australian Institute of Health and Welfare, for those born in 2020-2022 the life expectancy is 81.2 years for men and 85.3 years for women (Australian Institute of Health and Welfare, 2024). For First Nations people born in 2020-2022, males can expect to live to the age of 71.9 years and females can expect to live to the age of 75.6 years.

4.13.2 Mortality

According to the Australian Bureau of Statistics, there were 1,550 deaths in 2019 on the Mornington Peninsula, with a standardised death rate of 4.7 per 1,000 people (Australian Bureau of Statistics, 2019). This compares to a Victorian standardised death rate of 5.3 in 2019.

4.13.3 Morbidity

The table below outlines the proportion of Mornington Peninsula and Victoria residents who are overweight or obese. The number of people who are overweight on the Mornington Peninsula has

increased between 2020 and 2023, at a much faster rate than those across Victoria. The proportion of people who are obese has also increased, but at a much closer rate to the statewide increase (Victoria State Government , 2020; Victorian State Government, 2023).

	Mornington Peninsula Shire		Victoria	
Year	2020	2023	2020	2023
Overweight (BMI 25-30)	29.3%	35.8%	30.1%	31.4%
Obese (BMI 30+)	20.7%	22.7%	20.9%	23.0%
(Victorian State Government, 2020; Victorian State Government, 2023)				

Across metropolitan areas, men were far more likely to be overweight (BMI 25+) compared with women (58.8% compared with 46.3%) (Victorian State Government, 2023). For both men and women, the highest rates of overweight were seen in the middle age groups of 45-54, 55-64 and 65-74 with rates ranging from 68.7-71.8% for men and 54.7-59.7% in women within these age groups (Victorian State Government, 2023).

The 2021 Census found the most common long-term health condition In Mornington Peninsula Shire, was arthritis, while 37.0% of the population reported one or more health conditions, a higher rate than in Greater Melbourne (29.5%).

Long term health conditions			
Mornington Peninsula Shire - Persons (Usual residence)	2021		
Long-term health conditions	Number	%	Greater Melbourne %
Arthritis	19,782	11.7	6.9
Asthma	15,094	8.9	7.9
Cancer (including remission)	7,858	4.7	2.5
Dementia (including Alzheimer's)	1,839	1.1	0.7
Diabetes	7,726	4.6	4.5
Heart disease	9,434	5.6	3.3
Kidney disease	1,824	1.1	0.8
Lung condition	3,661	2.2	1.2
Mental health condition	16,505	9.8	8.1
Stroke	2,256	1.3	0.8
Other long-term health condition	14,271	8.4	7.8

4.13.4 Self-rated health status

The *Victorian Population Health Survey 2023* measured the proportion of people experiencing poor to excellent self-reported health status. On the Mornington Peninsula, the majority of residents reported excellent or very good health status (42.2%) followed by good health status (38.3%) and finally fair or poor health status (17.9%). These results compared with 39.8%, 38.3% and 20.9% respectively across Victoria. Across all metropolitan regions, men and women reported equal health status to each other and the Victorian results (Victorian State Government, 2023).

Self-reported health status was previously measured in the *Victorian Population Health Survey 2017*, with those results highlighted in the following table:

	Mornington Peninsula		Victoria	
	Women	**Men**	**Women**	**Men**
Excellent/Very Good	47.7	42.4	41.5	41.8
Good	30.8	33.2	37.2	37.9
Fair/Poor	21.4	24.4	20.8	19.7
(Victorian State Government, 2020)				

VicHealth's *Coronavirus Wellbeing Impact Study 2020* found that subjective wellbeing (when measured out of 100) decreased from 65 in the first survey, to 62 in the second survey (VicHealth, 2020). Lower subjective wellbeing was more likely to be reported by those with a self-reported disability, those who were unemployed in September 2020, those living alone, those earning less than $40,000, those living in a share house, and those eligible for JobSeeker. Additionally, declines in subjective wellbeing between the first and second survey were most common in people performing home duties, those eligible for JobSeeker, parents with no children under 18 at home, and SEIFA level 3 (VicHealth, 2020).

As shown in the *Victorian Population Health Survey 2020*, Mornington Peninsula Shire residents reported their mental health and wellbeing - self reported health status:

- Excellent/ very good 40.6% compared to 40.5% in Victoria
- Good 35.8% compared to 37.7% in Victoria
- Fair/poor 23.5% compared to 21.4% in Victoria

(Victoria State Government , 2020)

Subsequently, the *Victorian Population Health Survey 2023* measured levels of psychological distress with the following results for Mornington Peninsula residents:

- 56.1% reported low psychological distress, compared with 49.7% across Victoria
- 24.3% reported moderate psychological distress, compared with 25.2% across Victoria
- 15.1% reported high or very high psychological distress compared with 19.1% across Victoria

(Victorian State Government, 2023)

The *Mission Australia Youth Survey 2023* showed the following for Shire residents:

- 25% of young people identify as a person with a mental health condition
- 43% of young people are extremely or very concerned about coping with stress
- 37% of young people are extremely or very concerned about body image

(Mission Australia, 2023)

Further, data from the *Communities that Care Survey 2018* shows the following prevalence for depressive symptoms for each year level:

- 15.6% for year 6 students
- 24.2% for year 7 students
- 28.7% for year 8 students
- 29.7% for year 9 students

(Mornington Peninsula Shire, 2018)

Subsequently, the *Victorian Population Health Survey 2023* measured life satisfaction in Mornington Peninsula residents as well as across Victoria, with results as follows:

	Mornington Peninsula	**Victoria**
Low	5.2%	6.5%
Medium	13.7%	15.5%
High	49.6%	50.7%
Very High	29.8%	26.0%
(Victorian State Government, 2023)		

This study also found that across metropolitan regions, men were slightly less likely than women to experience very high life satisfaction (24.3% to 26.4%) and slightly more likely to experience low life satisfaction (6.4% to 5.9%) (Victorian State Government, 2023).

MORNINGTON PENINSULA Shire

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MORNINGTON PENINSULA Shire

Community Engagement Findings Report

Council Strategic
Planning Project 2025-2029

MORNINGTON
PENINSULA
Shire

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Introduction

This engagement report presents findings from the community engagement activities undertaken during February and March 2025, in support of Council's development of our legislated strategic plans.

In accordance with the Local Government Act (Vic) 2020 and the Municipal Public Health and Wellbeing Act (Vic) 2008, Councils are required to develop a Council Plan, Financial Plan, Asset Plan and Public Health and Wellbeing Plan by 31 October 2025. These plans need to be developed based on input from the community through deliberative engagement practices.

Council undertook both deliberative and broad community engagement from 19 February to 21 March 2025.

The purpose of the engagement was to explore our evolving community needs , acknowledging the challenges and opportunities we share.

Council wants community to be involved, as much as possible, in decisions that affect them, and this engagement was in recognition of that, gathering community input to help shape our key strategic plans.

As part of the engagement, we heard from over 3,000 people, through:

- A broad community engagement survey
- Broad community engagement outreach
- An activity run in kindergartens
- Postcards completed by primary school aged children
- A youth survey
- Three (deliberative) Community conversations

This report outlines the findings from these engagement activities.

These findings have been considered in the development of the Council Plan and other strategic plans.

Engagement Findings

Summary Findings

Community engagement highlighted that residents prioritise infrastructure maintenance, improved Council operations, roads, and environmental stewardship.

Service delivery should adapt to changing community needs, with a focus on partnerships and funding community-led initiatives. Asset investment should target high-need areas and prioritise renewal, while also exploring community involvement in management.

Key concerns span environmental issues like waste and erosion, health and wellbeing challenges such as mental health and food access, and social issues including safety and housing affordability.

Engagement with specific demographics revealed varying priorities, with younger residents focused on affordability and older residents on core services.

Deliberative engagement, through the Community Conversations, revealed similar themes for Council to prioritise to the broader engagement survey. These themes were used to inform the strategic objectives and strategies in the Council Plan. The conversations also confirmed the broader engagement that there is support for Council to explore better partnering with Community in the management of assets.

Broad Community Engagement Survey

General

- **1,569** responses to the survey (p. 12)
  (56% women, 40% men, 4% gender diverse or prefer not to say)
- Community's top priorities for Council: (p. 14)
  Infrastructure maintenance; Improving Council operations; Improving the roads; Looking after the environment
- **25 priority themes** identified to be considered in the Council Plan.
  (details on pages 15 to 20)

Services and Finances

- Main services identified by community that they access: (p. 21)
  Recreation and leisure; Libraries; Open space
- Main reasons Council should consider changing a service: (p. 22)
  Community needs have changed, or a significant need is not being met
- Most supported options for Council to explore to improve service delivery: (p. 22)
  Partnering with community groups; Encouraging philanthropic investment; Council providing funding to community groups to deliver services; Partnering with neighbouring councils

Assets

- In considering asset investment, Council should: (pp. 24-25)
  Invest where it is needed most; Invest in assets used by the most people; Invest in renewal rather than new; Partner with Community to manage facilities
- There was a balanced response on asset investment for whether: (pp. 24-25)
  We invest in single or multipurpose facilities; Maintain current service levels or lower some to improve others; Build based on best practice or in the most cost-effective manner

Health and Wellbeing

- Community's highest environmental concerns: (p. 26)
  Waste pollution; Coastal erosion; Bushfires; Decreasing biodiversity
- Community's highest health and wellbeing concerns: (p. 27)
  Keeping physically active; Mental wellbeing; Accessing health and social services; Access to affordable and healthy food
- Community's highest social concerns: (p. 28)
  Crime and anti-social behaviour; Feeling safe at home; Homelessness and lack of affordable housing; Cost of living

Disaggregated Data

Demographic group	Findings
Women (pp. 30-32)	• Similar priorities for Council to general population. Greater importance on environment and lesser importance on Council operations. • Similar concerns to general population from an environmental, health and wellbeing and social perspective.
Men (pp. 33-35)	• Similar priorities for Council to general population, though a significantly higher priority on infrastructure, Council operations, and roads and less focus on environment. • Similar concerns to general population from an environmental, health and wellbeing and social perspective.
Under the age of 60 (pp. 36-38)	• Top priorities for Council similar to general population, however, significantly more focus on affordable housing, safety, sports and recreation, and children and youth. • Significantly more concern for access to affordable, healthy food than the general population. • Significantly more concern for cost of living than the general population.
60 years and older (pp. 39-41)	• Similar priorities for Council to general population, though significantly less focus on sports and recreation, children and youth, and affordable housing. • Similar concerns to general population from an environmental, health and wellbeing and social perspective.

Aboriginal / Torres Strait Islander* (pp. 42-44)	• Similar priorities for Council to general population, though significantly greater focus on improved Council operations. • Significantly more concern for access to affordable, healthy food than the general population than the general population. • Significantly more concern for increased flooding and heatwaves than the general population. • More concern for cost of living, feeling safe, and abuse or disrespect than the general population.
LGBTIQA+* (pp. 45-47)	• Significantly more focus on community services, affordable housing, accessibility and inclusion, climate change, arts and culture and tourism and events as priorities for Council as compared to the general population. • Significantly more concern for access to affordable, healthy food, and the impact of climate change than the general population. • Significantly more concern for decreasing biodiversity and increased storm events than the general population. • Significantly more concern for homelessness, cost of living, family violence, gender inequality and discrimination than the general population.
Multicultural communities (pp. 48-50)	• Similar priorities for Council to general population, though significantly greater focus on the environment, affordable housing, beaches and coasts, and tourism and events. • Less concern for decreasing biodiversity than the general population. • More concern for cost of living than the general population.
Disability or chronic illness (pp. 51-53)	• Similar priorities for Council to general population, though significantly greater focus on active transport, community services, affordable housing, health and wellbeing, and accessibility and inclusion. • Similar concerns to general population from an environmental, health and wellbeing and social perspective.

**Note: low sample sizes, may limit the representation of the available data*

Broad Community Engagement Outreach

Complimenting the online survey, 18 community pop-ups were held across the Mornington Peninsula on various times of day and days of the week to capture harder to reach voices.

- **~930** responses (p. 55)
  (66% women, 30% men, 1% gender diverse, 3% prefer not to say)
- Main services identified by community that they access: (p. 56)
  Open Space; Recreation and Leisure; Libraries
- Similar thoughts on asset investment to the general engagement survey: (pp. 57-58)
- Top challenges impacting our community: (p. 59)
  Roads and transport; Environment and open space; Health and wellbeing; Community safety

Kindergarten Activity

- **44** participants
- Most important things for Council to do: (p. 65)
  Playgrounds; Nature parks; Helping to care for our beaches; Art galleries and outdoor artwork; Skate parks

Childrens Postcards

- **262** postcards
- Most important things for Council to do: (p. 68)
  Playgrounds; Nature parks; Footpaths, roads walking/riding tracks; Libraries; Garbage trucks and keeping our streets clean
- Most important things for keeping us happy and healthy: (p. 69)
  Healthy food to eat; Spending time with family/friends; Looking after nature; Feeling safe
- Most important things we can all do to keep the peninsula great: (p. 69)
  Look after nature; Clean the beach; Walk/ride a bike

Youth Survey

- **70** responses
- Most important thing for Council to do: (p. 76)
  Look after everyone's health, wellbeing and safety as well as making sure they feel connected and ready for climate change
- Health and wellbeing issues most important to youth: (p. 76)
  Mental health; Connection to friends/family
- Social issues most important to youth: (p. 77)
  Feeling safe; Gender inequality; Homelessness and housing; Racism and discrimination
- Most supported options for Council to explore to improve service delivery: (p. 77)
  Working with community groups; Working with nearby Councils; Selling unused land or buildings
- Most supported options for Council to explore to support the community's future: (p. 78)
  More events and festivals; Supporting local business
- Most supported services: (p. 78)
  Making sure there are enough houses; Increasing employment and education opportunities
- Most supported priorities for Council to protect our environment: (p. 79)
  Sustainable transport options; Renewable energy generation

Community Conversations

- Generated themes and discussion that was used to inform development of the strategic objectives (session 1) and the strategies (sessions 2 and 3) for the Council Plan.
- Explored asset investment options. Most support for exploring a shared model of managing and maintain facilities with community. Least support for a reduction in maintenance levels on assets.
- Explored options for improving the long term financial sustainability. More support for a rate cap variation and increasing user fees than found in the broader engagement survey. Most support for exploring options to generate revenue from tourists. Least support for lowering service levels.

Broad Community Engagement Survey

Overview

The broad engagement survey was delivered via an online survey on the Shire's engagement platform, Shape.

It was open from 19 February to 21 March 2025,consisting of four sections, one associated with each of our key strategic plans.

Data collected was supported by the collection of demographic data to allow for disaggregation of the results.

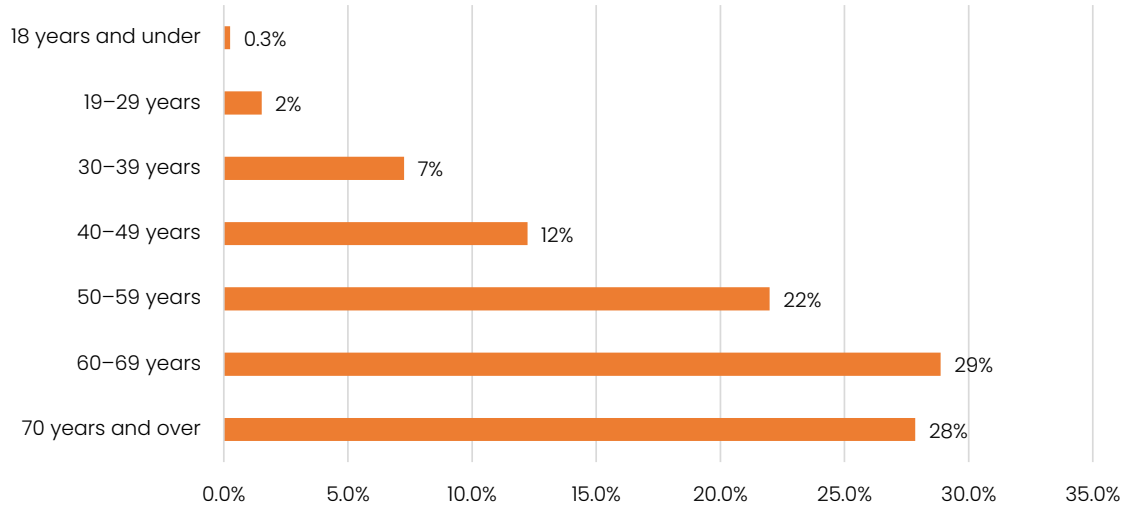
The survey was promoted via a media release, in the Shire's eNewsletter (PenBuzz) and direct emails, through PenWide, social media and on the Shire's website.

The results from the survey are presented on the following pages. The word cloud below is based on the key words from verbatim comments provided as additional feedback.

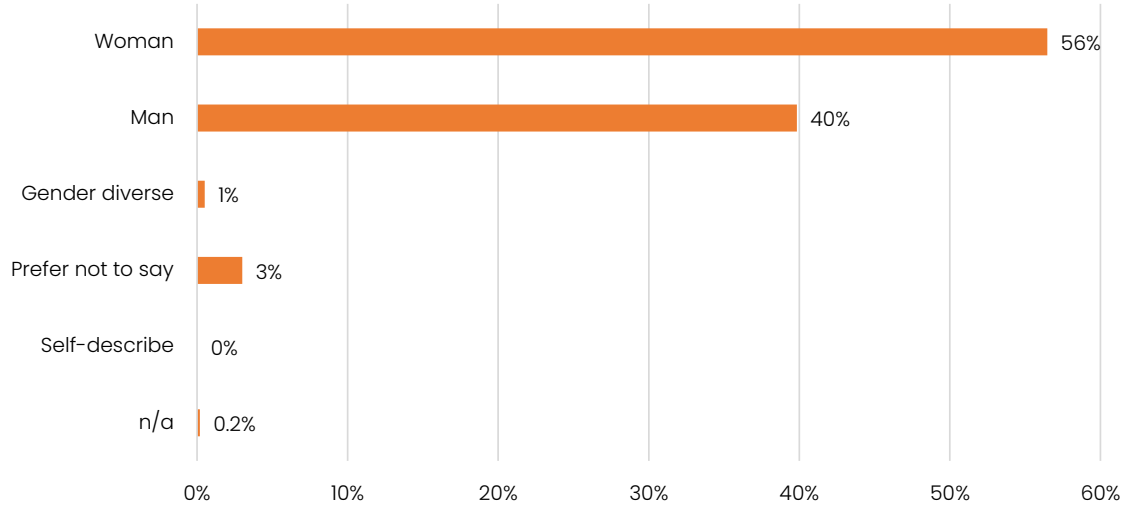
Demographics

Total Responses: **1,569**

Age:

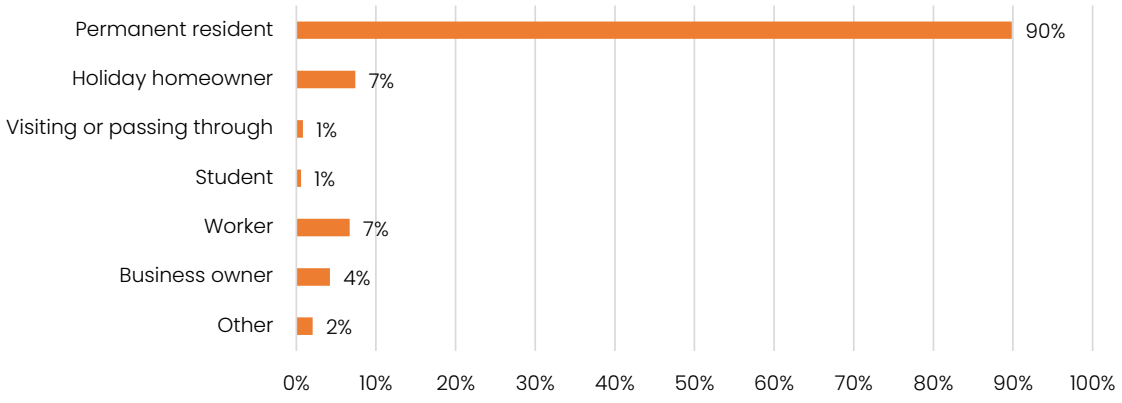


Gender:

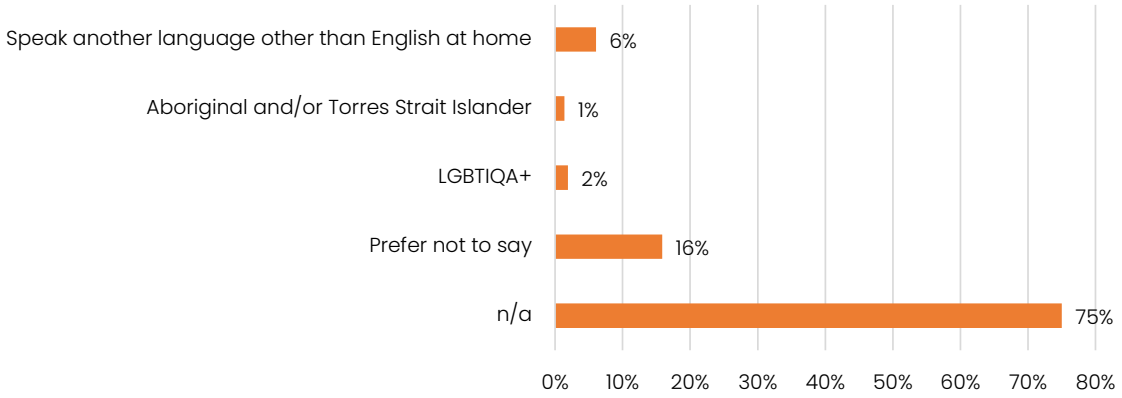


Broad Community Engagement Survey

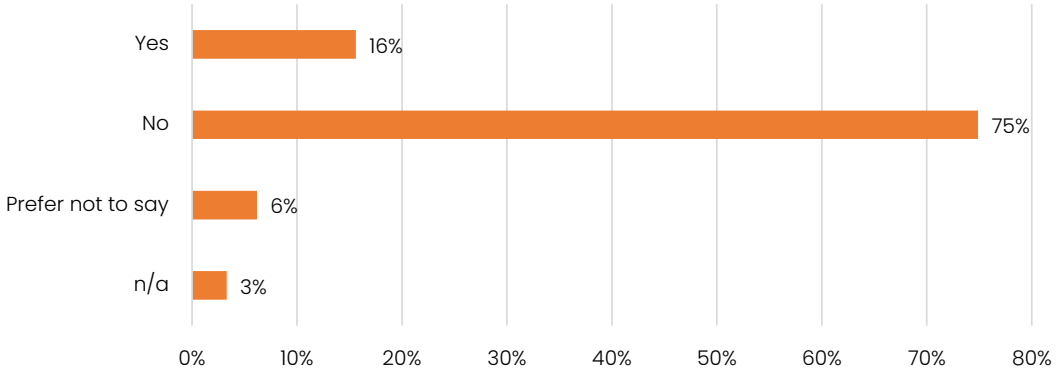
Connection to the Mornington Peninsula:



Do you identify with any of the following?



Do you have a disability or chronic illness that impacts your everyday life?

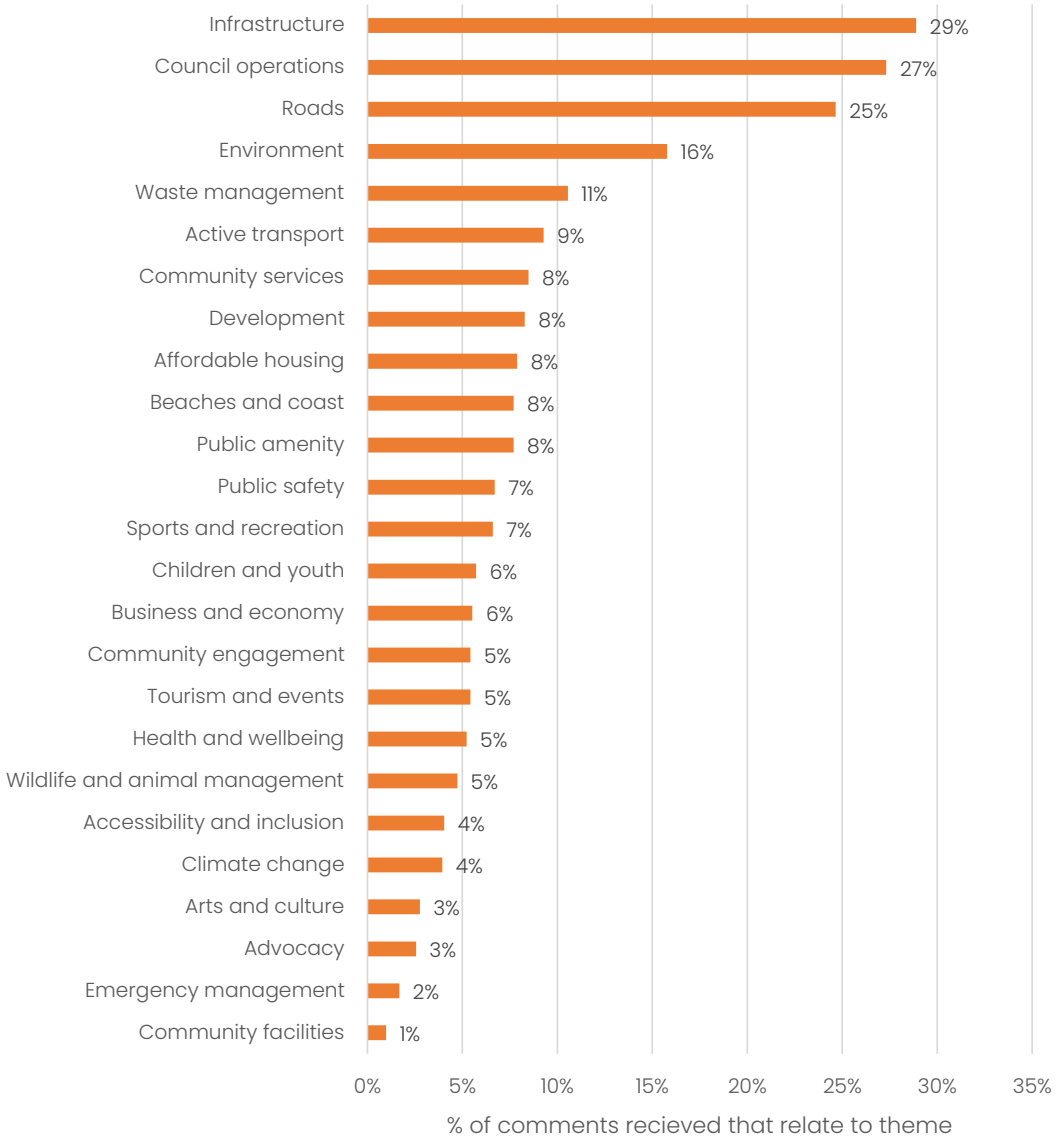


Open Comments:

What do you see as a priority for Council over the next four years?

The verbatim comments received for the above questions were coded into the 25 most commonly occurring themes. These 25 themes are listed below.

The table on the following pages outline a summary of comments related to the theme along with representative quotes from the feedback received and identifies the link to strategies included in the Council Plan.



Broad Community Engagement Survey

Theme (linked strategies)	%	Summary
Infrastructure see Strategy: - 1.2.2	29%	Infrastructure comments highlight the need for investment in and maintenance of infrastructure. Reliable and well-maintained infrastructure is a priority. *"council needs to invest more heavily in maintenance. maintenance investment will ensure facilities and infrastructure are maintained at less cost than building new facilities"* *"maintaining ... infrastructure in public areas in a timely manner"* *"footpath maintenance including overhanging foliage reduction"*
Council Operations see Strategy: - 4.1.1 - 4.1.2 - 4.1.5 - 4.2.2	27%	Council operations comments relate to governance, efficiency, decision making and focusing on core service delivery. There are concerns regarding transparency, decision-making processes, operational efficiency, and the need for the council to be accountable to residents. Residents seek better management, value for money, and a focus on core services. *"I would like to see council fulfil its responsibilities to rate payers"* *"focus on basic, tangible council services"* *"I think there needs to be a focus on the quality of services delivered, not just the cost of those services"* *"core responsibilities of council are executed well and consistently"*
Roads see Strategy: - 1.2.4	25%	Roads comments centre on the maintenance, safety, and capacity of the road network. A significant portion of the feedback focuses on the poor condition of roads, with frequent mentions of potholes, deteriorating surfaces, and the need for improved maintenance. *"better road management, potholes and road surface safety"* *"concentrate on getting the roads in a good condition"* *"there needs to be an upgrade of streets and footpaths. many of the smaller roads have large weeds growing through the bitumen"*
Environment see Strategy: - 1.1.1 - 1.1.4 - 1.1.5	16%	Environment comments generally express concern for preserving natural spaces and managing environmental impacts. There is a desire for sustainable practices and conservation efforts to protect the local ecosystem and its beauty. *"Council needs to start treating the local environment as its (and our) biggest asset"* *"regenerate our native vegetation and waterways and foreshore"* *"manage the peninsula to cater for the future, control loss of habitat and environmental destruction"*

Waste Management see Strategy: - 1.1.6	11%	Waste management comments discuss the efficiency and environmental impact of waste services. There is interest in improving recycling programs, reducing litter, and finding sustainable waste disposal solutions. *"Council should prioritise the basic services - i.e. waste management"* *"maintenance of general rubbish everywhere"* *"increase composting, decrease waste"*
Active Transport see Strategy: - 1.2.3 - 1.2.5	9%	Active transport comments highlight the need for better active transport options. There are concerns about traffic congestion, the efficiency of public transport, provision of footpaths and trails, and the safety and accessibility of pathways. *"work with the state government to improve public transport"* *"ensure the bay trail is a continuous link"* *"more paths, walking trails on the peninsula"* *"safe pedestrian paths on major roads, cycle paths"*
Community Services see Strategy: - 2.1.2	8%	Community services comments emphasise the importance of support services for vulnerable populations, including aged care, disability services, homelessness, and family support. There is a focus on ensuring that community services are accessible, inclusive, and meet the diverse needs of residents. *"targeting social housing, community services, youth services, social spaces"* *"family violence services"* *"focus on improving social welfare services for those in need, across all ages"* *"the welfare of our older residents is no longer a major priority for council as it once was"*
Development see Strategy: - 1.2.1	8%	Development comments reflect a mix of concerns about growth and the need to manage development appropriately. Issues such as over-development, the impact of new constructions on neighbourhood character, and the balance between development and the environment are common. There is a desire for managed growth that enhances the community rather than detracts from it. *"preventing overdevelopment and maintaining green wedge"* *"preventing over-development and population which is not supported by social infrastructure"* *"control and limit urban development and overpopulation of the Mornington peninsula and the side effects of more traffic and loss of nature"*

Affordable Housing see Strategy: - 2.1.5	8%	Affordable housing comments emphasise the challenges of housing availability and cost. Residents are concerned about the lack of affordable housing options and the high cost of living, which is impacting the community. *"addressing the cost of living issues will have flow on effects to many of the other issues faced by the community"* *"cost of living, affordable housing, loosening permits for affordable housing and other improvements"* *"homelessness must be a priority for Council"*
Beaches and Coast see Strategy: - 1.1.2	8%	Beaches and coast comments focus on balancing recreational use with conservation. There are concerns addressing erosion, improving access, managing development impacts, and maintaining beach quality for both residents and tourists. *"keeping our bay and beaches clean"* *"more funding should be directed towards securing the peninsula from inundation and coastal damage"* *"manage the coastal erosion and facilities at beaches"*
Public Amenity see Strategy: - 1.1.3	8%	Public amenity comments focus on the quality and maintenance of public spaces and services. There is a desire for clean, safe, and attractive public areas that enhance the overall liveability of the community. *"making sure our amenity (roads, streetscapes, shopping villages) are the best they can be"* *"I would like to see priority given to maintenance and improvement in public spaces"* *"concentrate on keeping the areas clean and litter free"*
Public Safety see Strategy: - 2.1.4	7%	Public safety comments focus on maintaining a safe and secure community environment. There are concerns about crime prevention and ensuring public spaces are safe for all residents. *"work with police to lower crime rate"* *"ensuring adequate street lighting and lighting in public parks"* *"work with the appropriate government bodies and police"*
Sports and recreation see Strategy: - 2.2.2	7%	Sports and recreation comments highlight the importance of accessible and well-maintained recreational facilities. There is a desire for diverse sports programs, parks, and spaces that cater to all ages and abilities to promote healthy lifestyles and community engagement. *"keeping sports facilities in all suburbs accessible"* *"improve sporting facilities"* *"improved playgrounds, sports and leisure facilities for young families and youths"* *"updating and creating safer playgrounds throughout the Shire"*

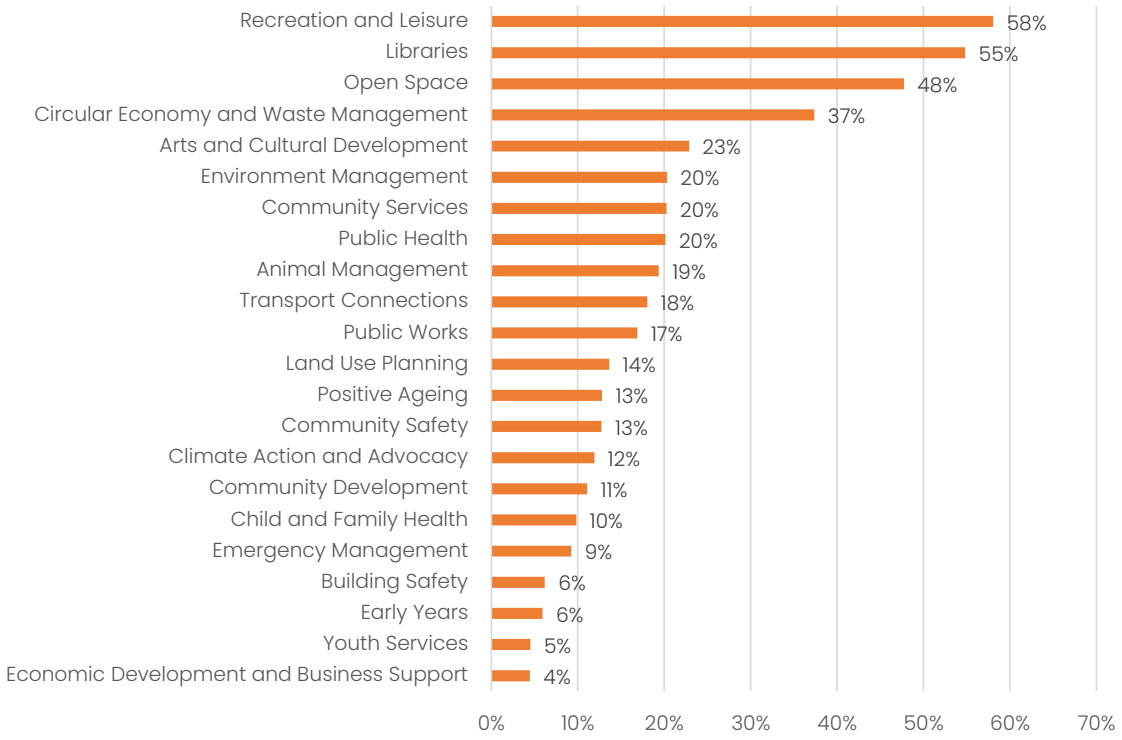
Children and Youth see Strategy: - 2.1.2 - 2.2.1 - 2.2.4	6%	Children and youth comments emphasise the need for facilities, programs, and support for young people. There is a focus on creating a supportive and enriching environment for the younger population through education, recreational spaces, and opportunities for youth development. *"supporting the young and next generation and provide opportunities to develop and grow in a safe and inclusive environment"* *"we need more support and activities for young people"* *"I would like to see more 'play' areas for older children. there is plenty of playgrounds for the younger children, but we need areas for older children"*
Business and Economy see Strategy: - 3.1.1 - 3.1.2 - 3.1.4 - 3.1.5	6%	Business and economy comments discuss the need to support local businesses, stimulate economic growth and create job opportunities. There is interest in strategies that enhance the local economy and promote a vibrant business environment. *"support small businesses which have been hit hard on the peninsula"* *"Council's priority should include support of local business"* *"more support for businesses. working together, because ultimately businesses can contribute and help solve some of the community's issues"* *"economic health of the Peninsula"*
Community Engagement see Strategy: - 2.2.5 - 4.2.1 - 4.2.3	5%	Community engagement comments stress the importance of open communication and consultation between the council and residents. There is a desire for more inclusive decision-making processes and greater involvement of the community in local affairs. *"the Council should have better approach to provide input, encourage community consultation on such important topics"* *"more public participation"* *"community centric and focussed organisation in everything it does and how it engages with the community"*
Tourism and Events see Strategy: - 3.1.3	5%	Tourism and events comments reflect the community's interest in balancing the benefits of tourism with the impact on local resources and lifestyle. There are discussions about promoting sustainable tourism, managing crowds and enhancing local attractions. Residents are concerned about balancing economic benefits with preserving the local character of the peninsula. *"management of increased numbers of tourists especially during peak season"* *"will encourage tourists to visit which will help local economy "* *"Provide more free community events like new year, Australia Day, Christmas carols"*

Health and wellbeing see Strategy: - 2.1.1	5%	Health and wellbeing comments emphasise the importance of access to healthcare services, mental health support and promoting healthy lifestyles. There is a focus on creating a community that supports the physical, mental, and social wellbeing of all residents. Residents are concerned about healthcare accessibility and the availability of support services. *"please ensure public health is offered as mental health crisis is affecting us"* *"accessible primary health service delivery to support health and wellbeing of the families of our community"* *"focus on providing a fun, safe enjoyable peninsula lifestyle"*
Wildlife and Animal Management see Strategy: - 1.1.1	5%	Wildlife and animal management comments focus on the interaction between the community and local fauna. Concerns about protecting wildlife habitats, managing animal populations and addressing issues like pest control and domestic animal welfare are typical. *"weed and animal pest control"* *"protecting our wildlife, e.g. koalas, dolphins, kangaroos"* *"raise awareness and improve the health of wildlife"* *"more protection for native flora and fauna"*
Accessibility and Inclusion see Strategy: - 2.1.2 - 2.1.3 - 2.2.1	4%	Accessibility and inclusion comments focus on creating a community that is welcoming and accessible to all residents, including people with disabilities, genders, ages, identities and diverse cultural groups. There is a desire for inclusive policies, accessible infrastructure and programs that promote equity and social inclusion. *"the Council needs to engage more with first nations groups"* *"we need to encourage community inclusion to reduce loneliness"* *"acceptance and promotion of cultural diversity"* *"increase community services and also events that foster respect and inclusivity for all minorities, i.e. gender, race, people with disability"*
Climate Change see Strategy: - 1.1.5 - 1.1.6 - 2.1.6	4%	Climate change comments reflect concerns about the environmental impact of climate change and the need for local action to mitigate its effects. There is interest in sustainable practices, renewable energy and policies that address climate resilience. *"economic risks of climate change"* *"climate change and the environmental impact on wildlife and humans"* *"climate change and sea level rise are going to be crucial issues that we need to respond to now"*

Arts and Culture see Strategy: - 2.2.3	3%	Arts and culture comments highlight the value of cultural activities, public art, and community events in enriching community life. There is a desire for greater support for local artists, cultural initiatives and spaces that celebrate the community's heritage and diversity. *"continued investment in public arts programming such as the Mornington peninsula regional gallery, public murals, and temporary art such as short term sculpture instillations"* *"a vibrant community enriched by culture is better connected, healthier and happy and the arts is a way"* *"uplifting the arts and our cultural impact"*
Advocacy see Strategy: - 3.2.5	3%	Advocacy comments discuss the role of the Council in representing the interests of the community to other levels of government and advocating for local needs. There is a focus on effective representation, community empowerment and ensuring that local voices are heard. *"strong lobbying for much improved public transport to service the Mornington Peninsula better … continued lobbying for a new public hospital at rosebud to meet the needs of our growing"* *"advocate with state and federal governments to prioritise free and affordable care for all"* *"lobby government to get a fair share of infrastructure works"*
Emergency Management see Strategy: - 1.1.6 - 2.1.6	2%	Emergency management comments emphasise the importance of preparedness, response and recovery efforts to ensure community safety during emergencies. There is a focus on effective planning, communication, and coordination to protect residents and minimise the impact of disasters. *"a planned fire prevention scheme"* *"flood mitigation and drain maintenance is a major concern"* *"improve action for timely clean up after storm events for households & communities"*
Community Facilities see Strategy: - 1.2.2	1%	Community facilities comments discuss the need for accessible and well-maintained public spaces. There is interest in ensuring that community facilities meet the needs of residents and support social interaction and community activities. Residents want facilities that are inclusive, modern and well-maintained. *"fix or replace current council buildings, especially libraries"* *"please focus on the facilities, services … build on these, expand into community assisted running"*

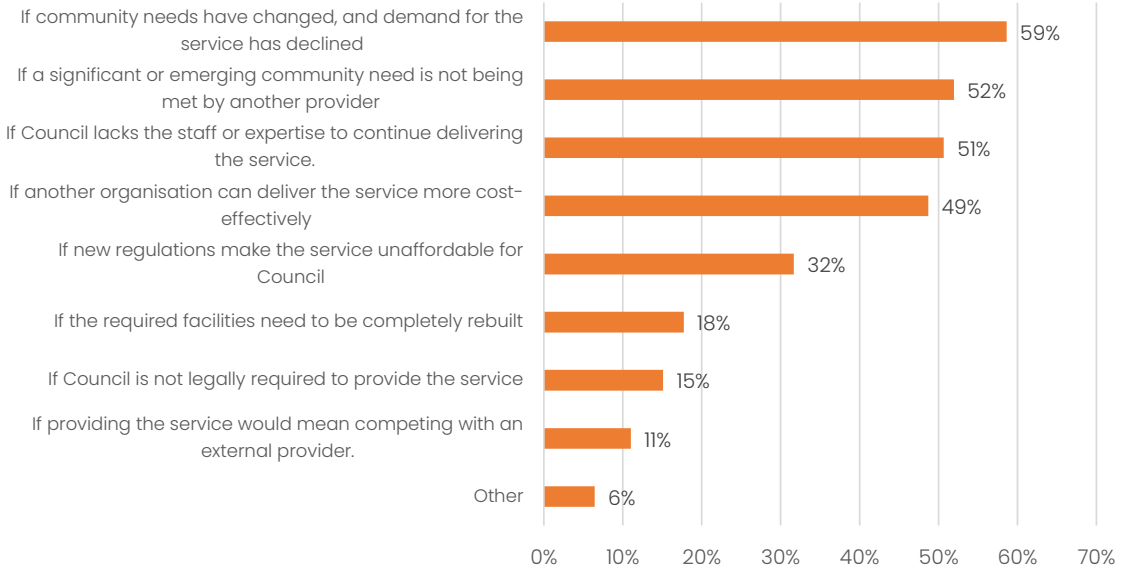
Targeted Questions – Services and Finances

What services do you access that are provided by Council?

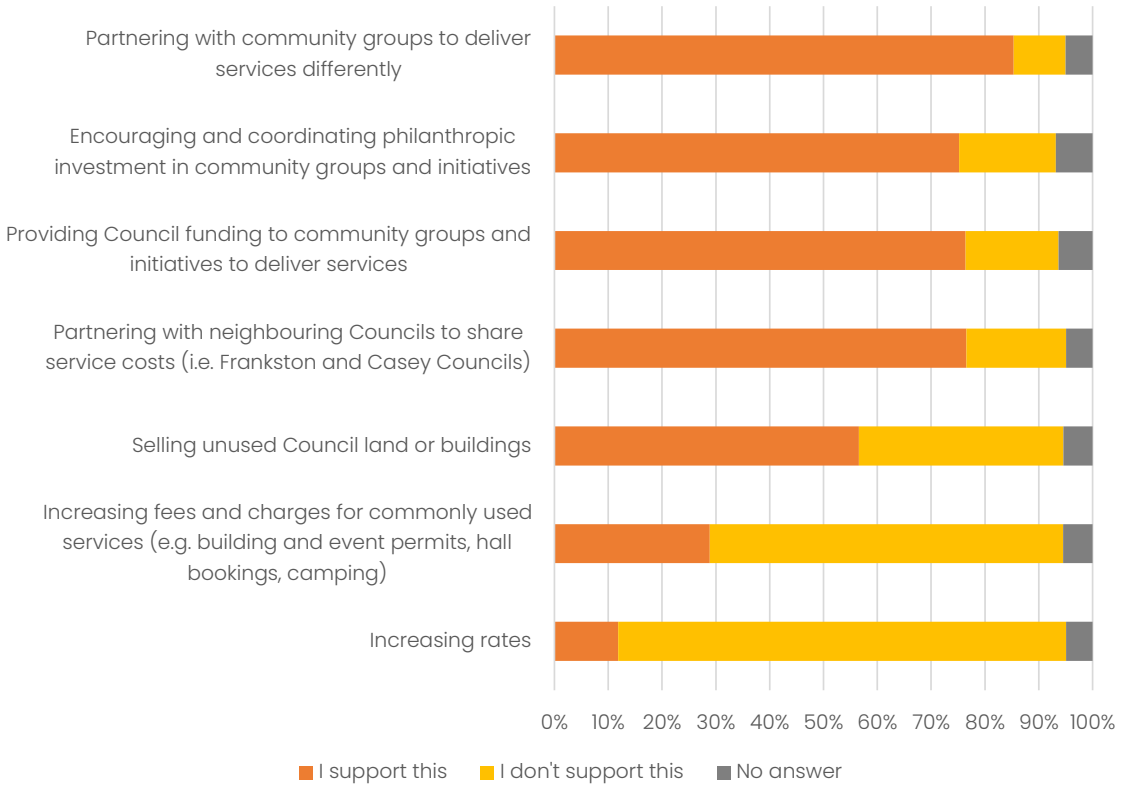


Broad Community Engagement Survey

When should Council consider changing the services it delivers?

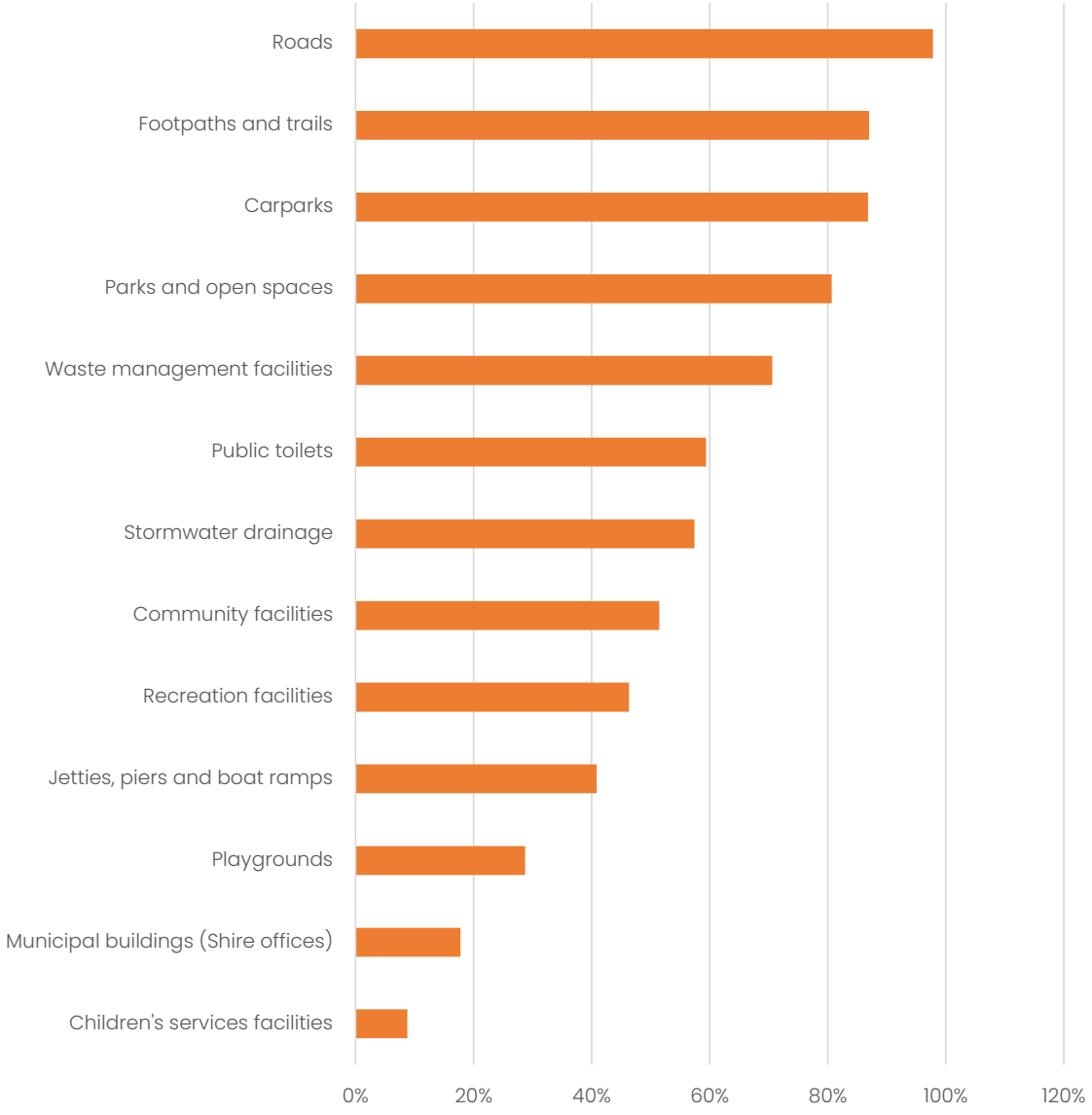


Which of the following should Council explore to improve service delivery?



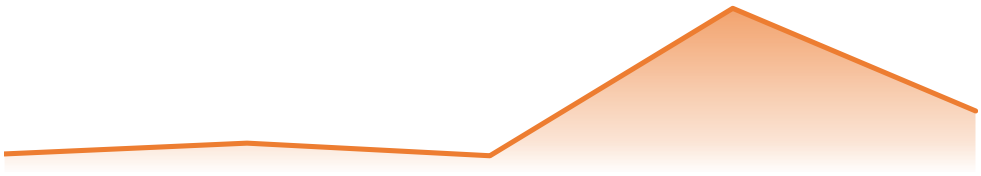
Targeted Questions - Assets

Which of these assets and facilities do you use regularly?



Broad Community Engagement Survey

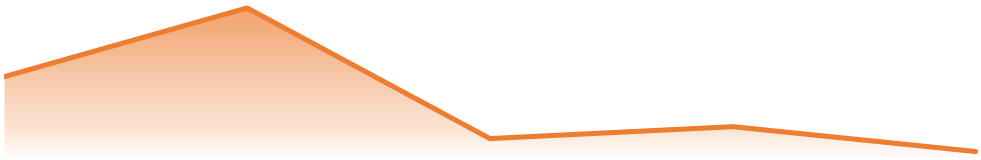
Should Council:



Spread investment evenly across the Peninsula

OR

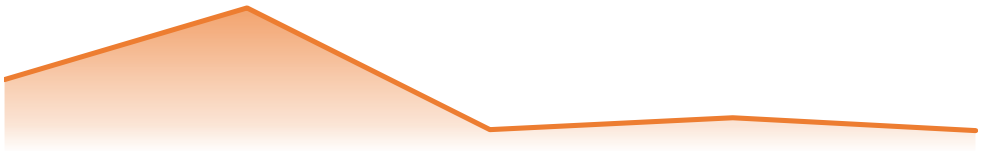
Invest where it is needed most



Invest in assets used by many people

OR

Invest in specific activities, even if only used by a few



Invest in renewing and upgrading

OR

Invest in building new assets and facilities

Keep and maintain smaller, single-purpose facilities

OR

Create larger, multi-purpose facilities

Broad Community Engagement Survey

Should Council:

Maintain assets and facilities at current service levels

OR

Reduce some service levels to improve others

Build in line with best practice (environmental, sustainable, accessible, etc.)

OR

Build in the most cost-effective way

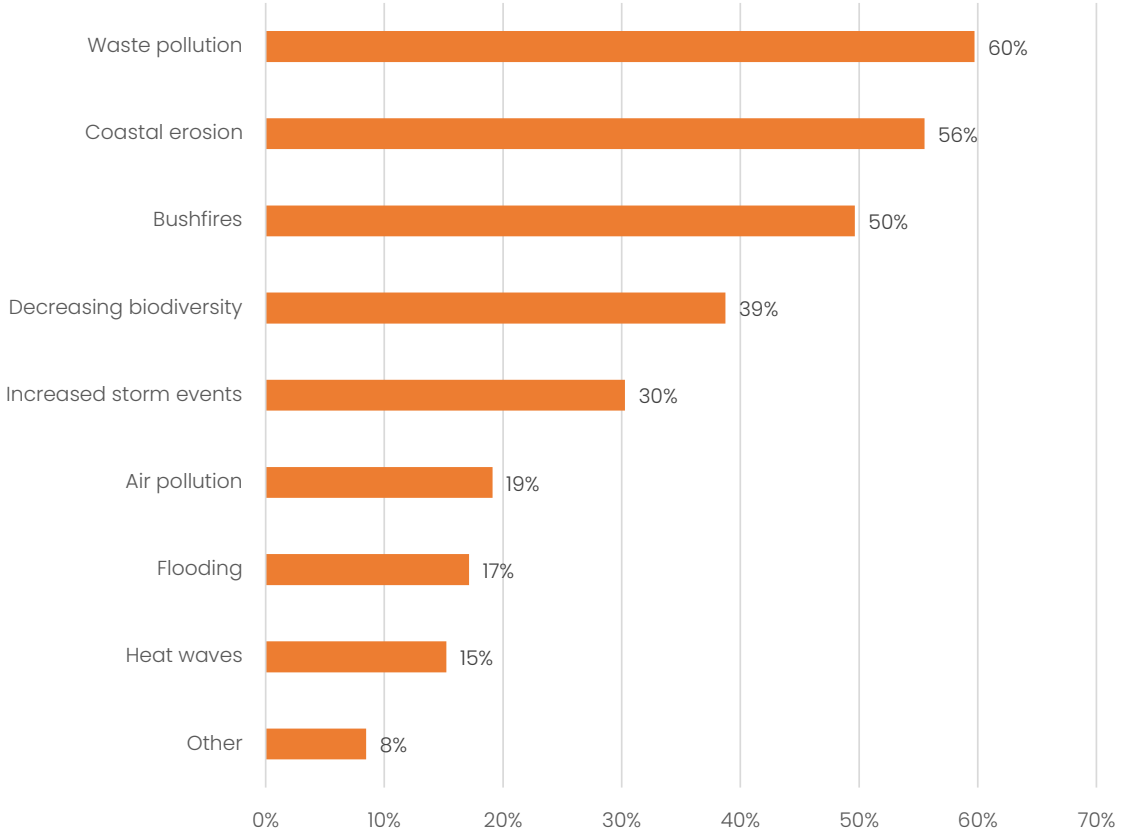
Manage and maintain facilities

OR

Partner with the community to help manage and maintain facilities

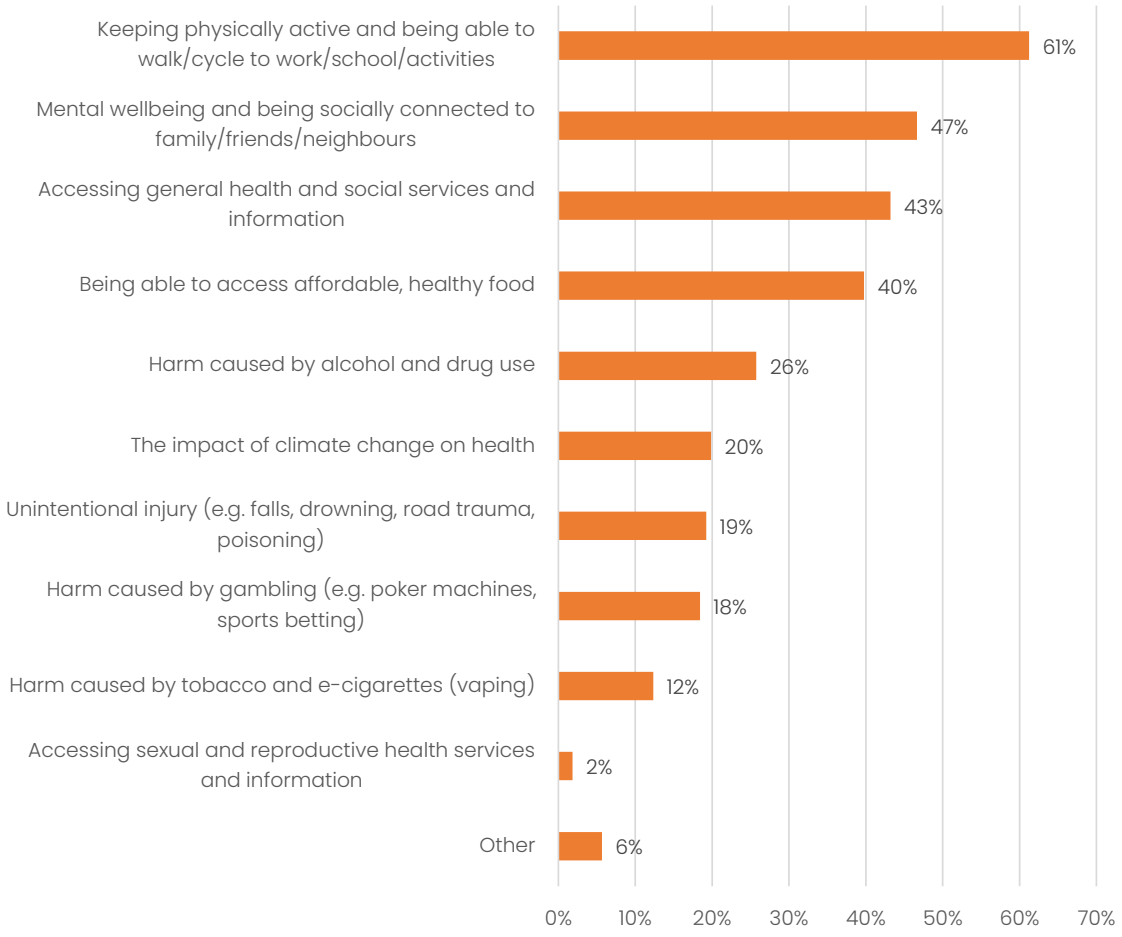
Targeted Questions – Health and Wellbeing

Which of the following environmental impacts concern you the most?



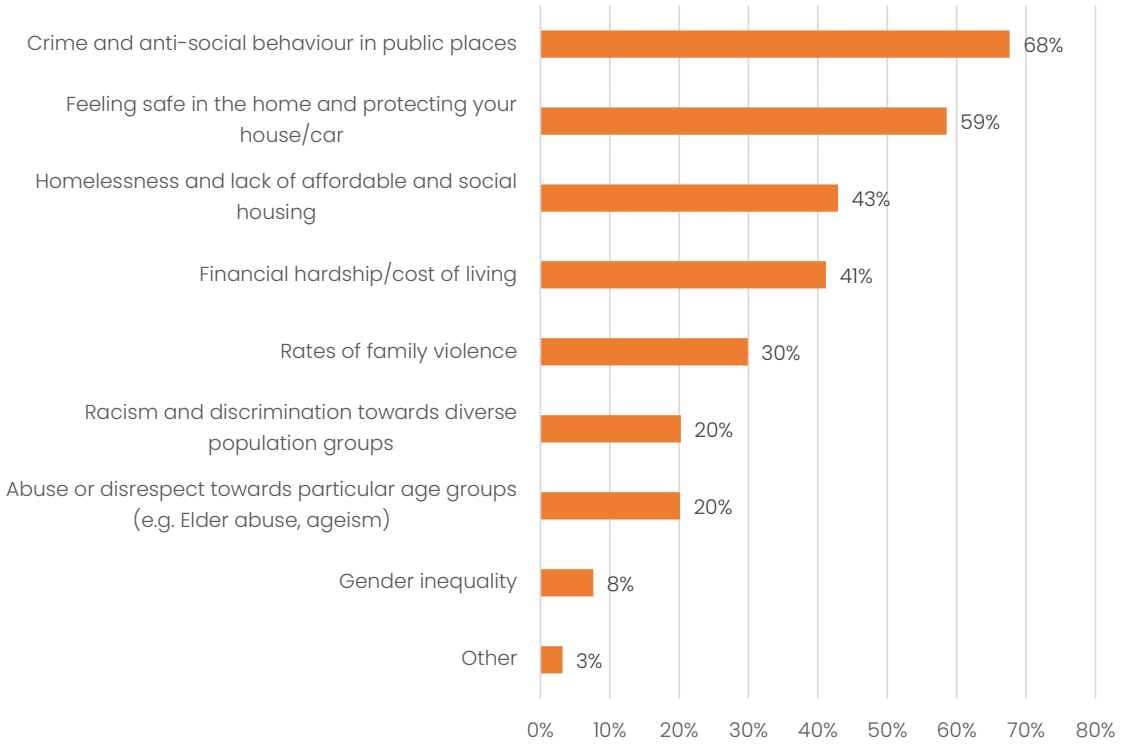
Broad Community Engagement Survey

Which of the following health and wellbeing issues concern you the most?



Broad Community Engagement Survey

Which of the following social issues concern you the most?



Broad Community Engagement Survey – Disaggregated data

Overview

The data from the broad engagement survey has been disaggregated by key demographic groupings below. The groupings included are:

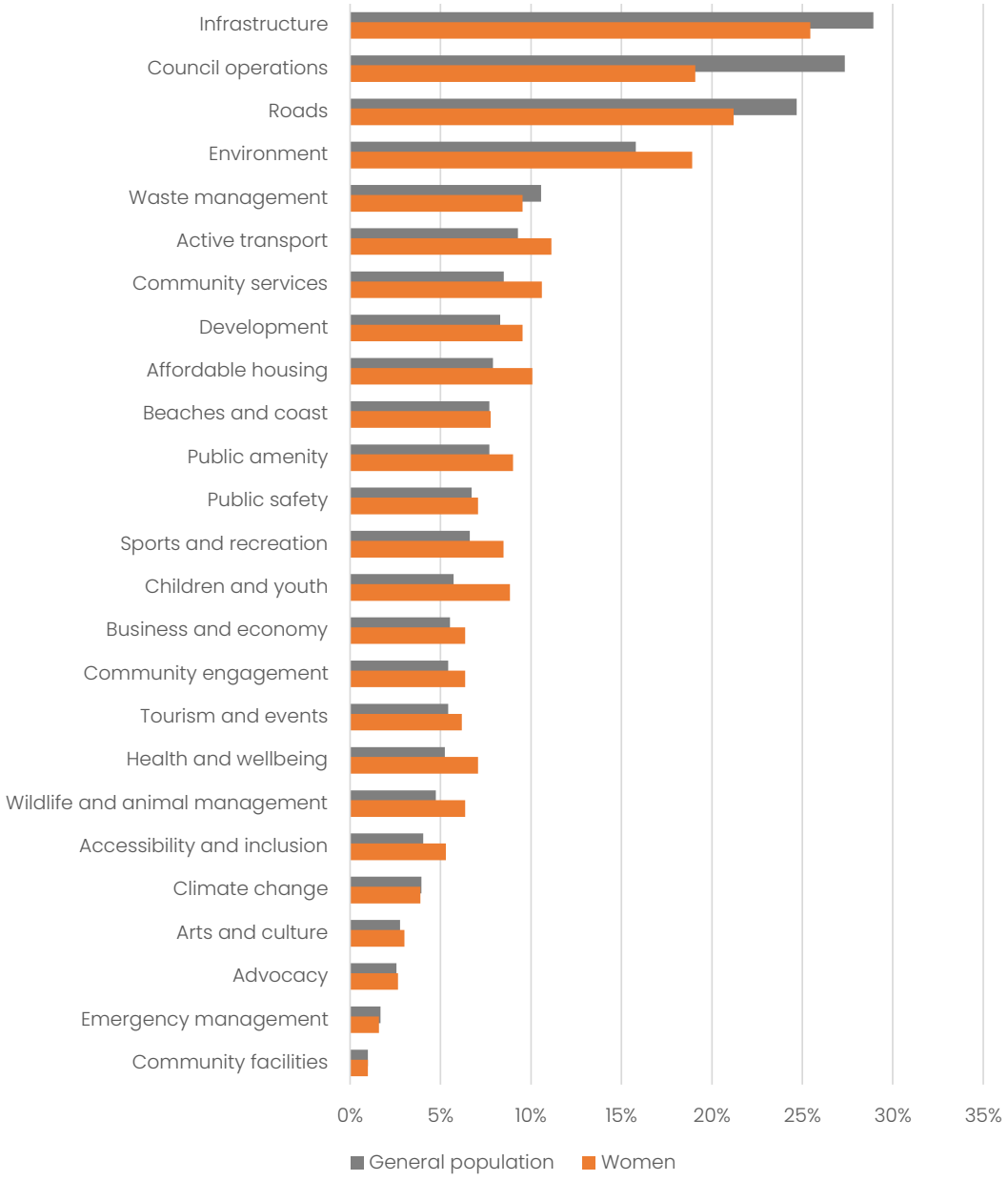
- Women
- Men
- People under the age of 60
- People 60 years and older
- People identifying as Aboriginal and/or Torres Strait Islander
- People identifying as LGBTQIA+
- People who speak another language other than English at home
- People who identify as being disabled or having a chronic illness.

The findings from each of these groupings (compared to the general population) are provided on the following pages.

Broad Community Engagement Survey
Disaggregated Data
Women

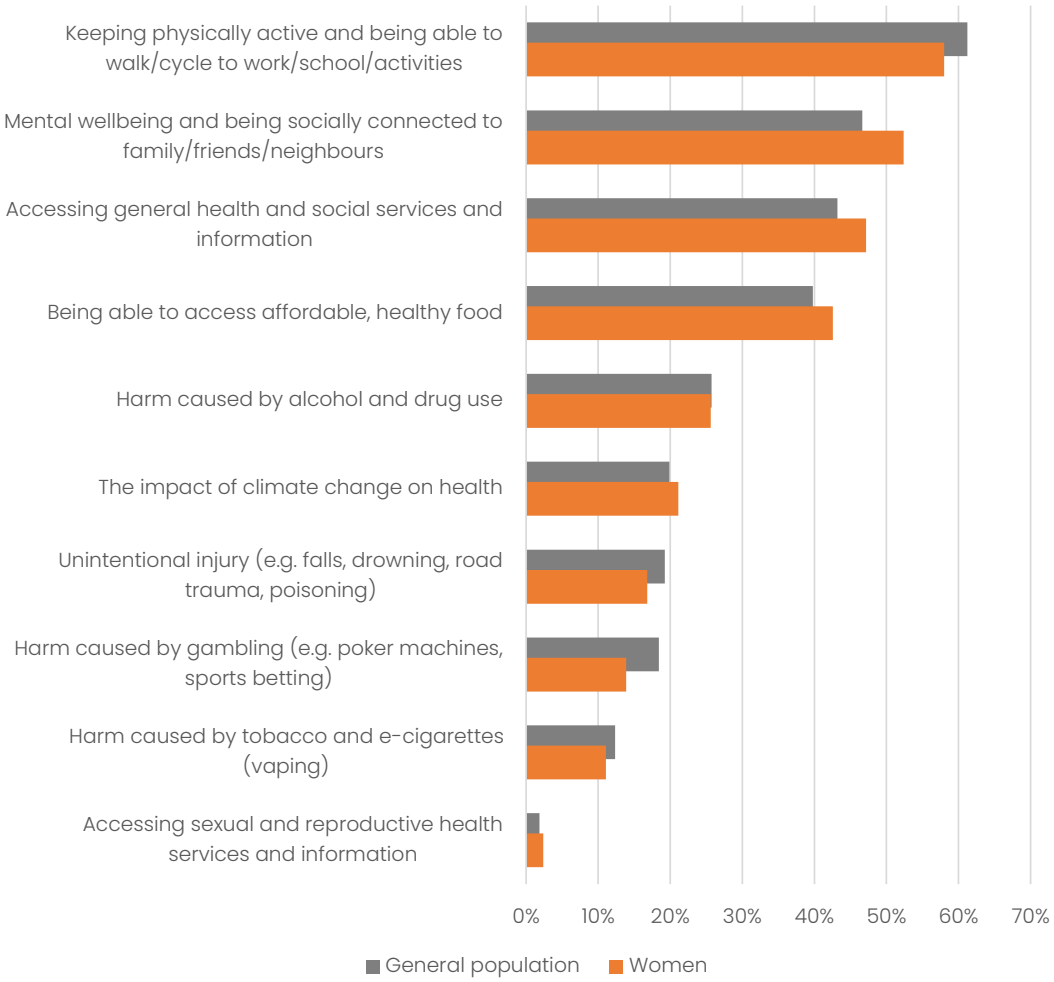
People identifying as a woman

What do you see as a priority for Council over the next four years?



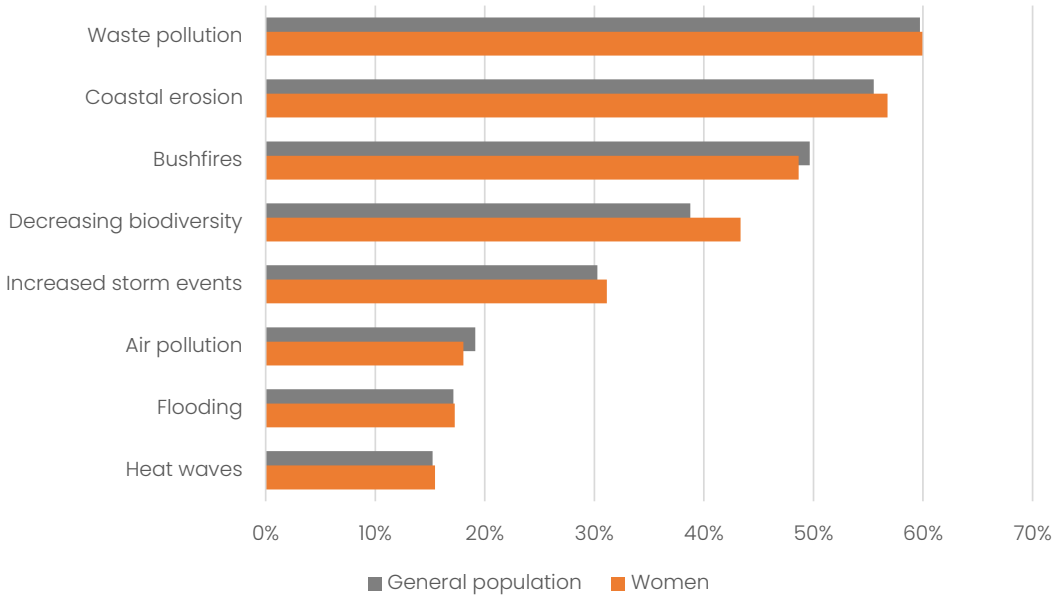
Broad Community Engagement Survey
Disaggregated Data
Women

Which of the following health and wellbeing issues concern you the most?

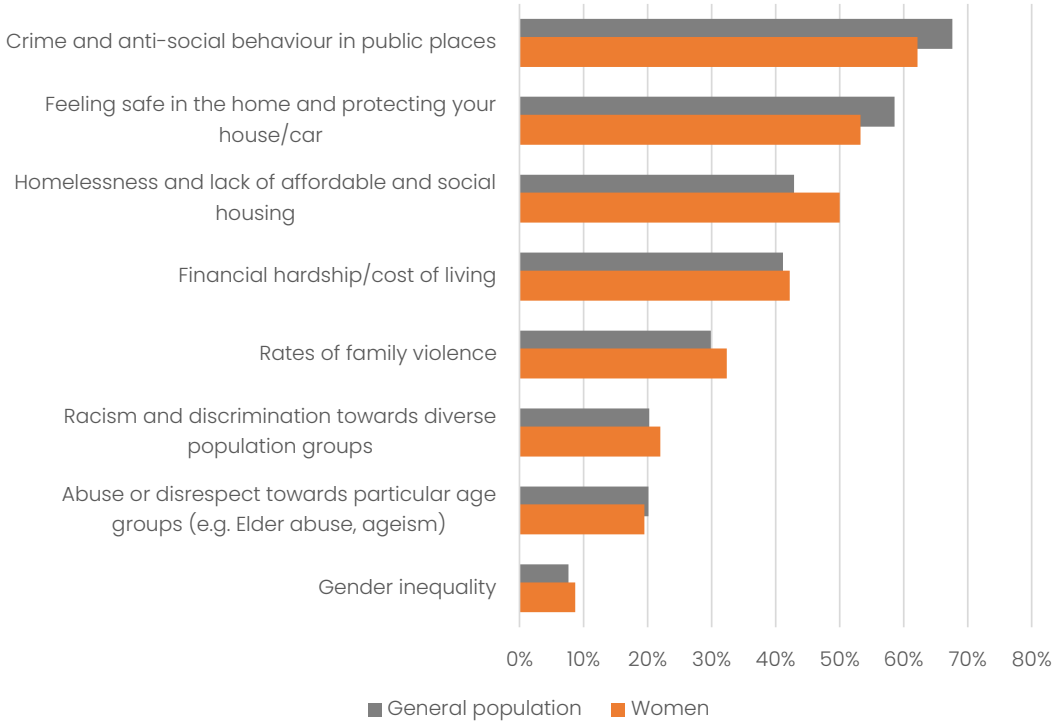


Broad Community Engagement Survey
Disaggregated Data
Women

Which of the following environmental impacts concern you the most?



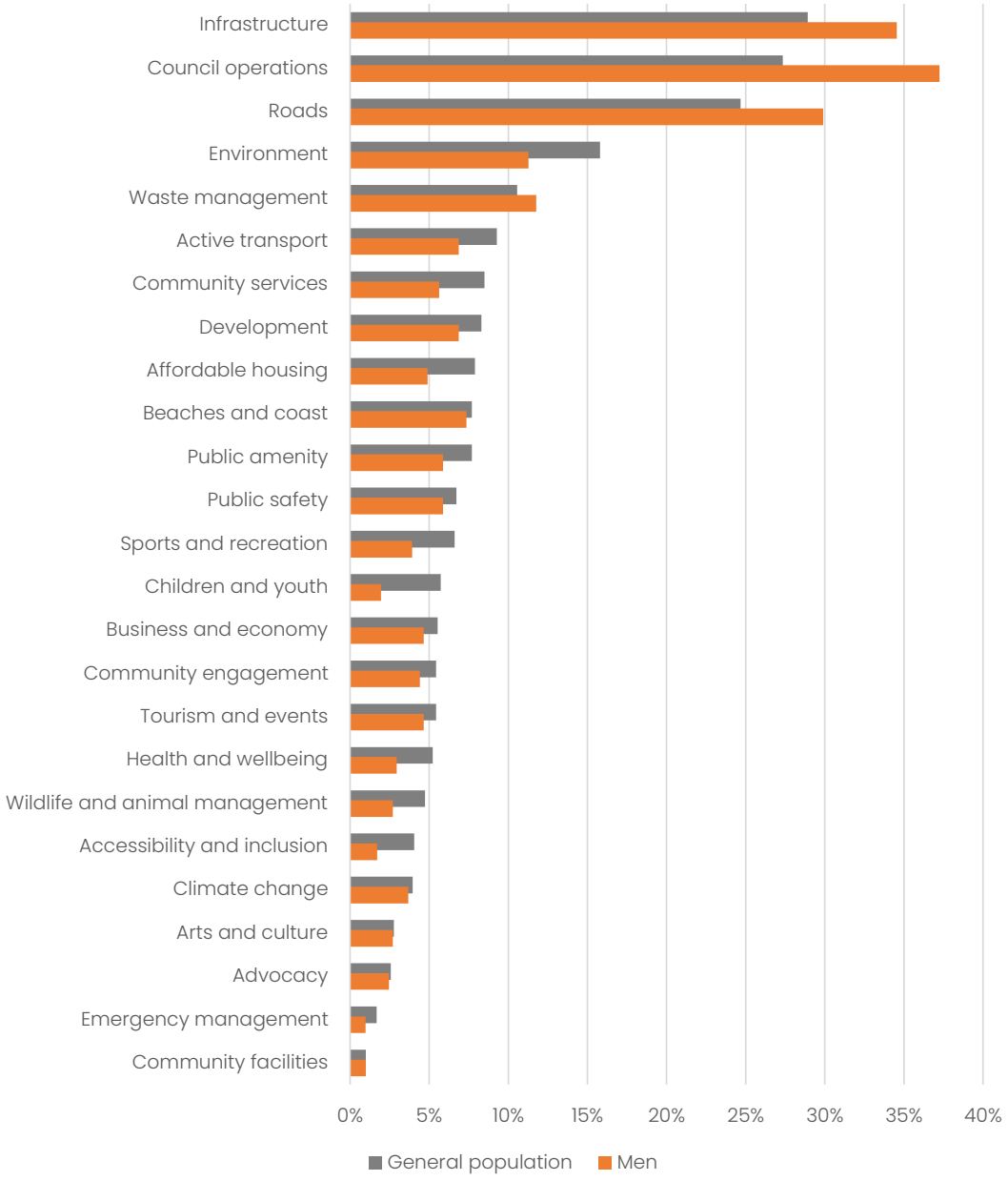
Which of the following social issues concern you the most?



Broad Community Engagement Survey
Disaggregated Data
Men

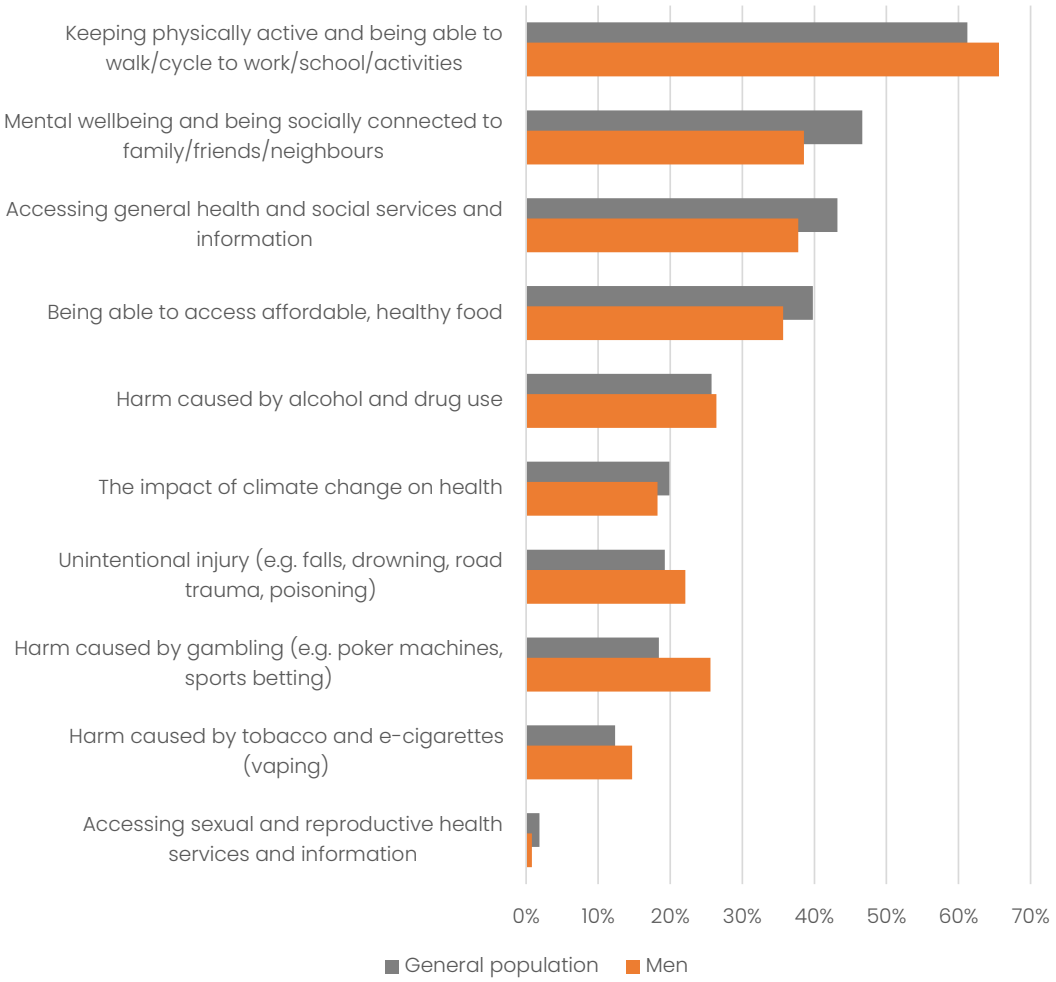
People identifying as a man

What do you see as a priority for Council over the next four years?



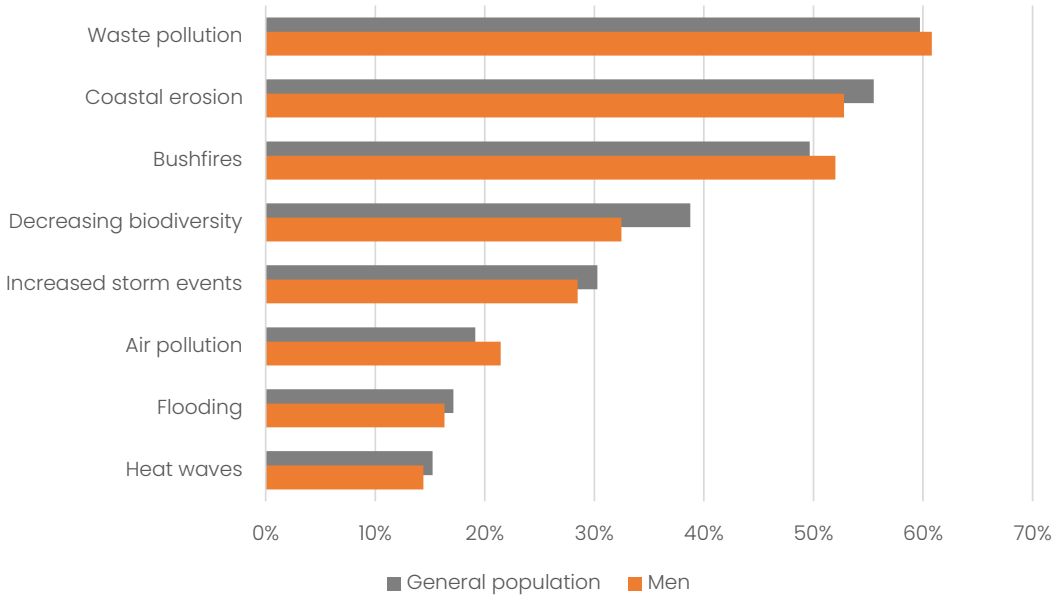
Broad Community Engagement Survey
Disaggregated Data
Men

Which of the following health and wellbeing issues concern you the most?

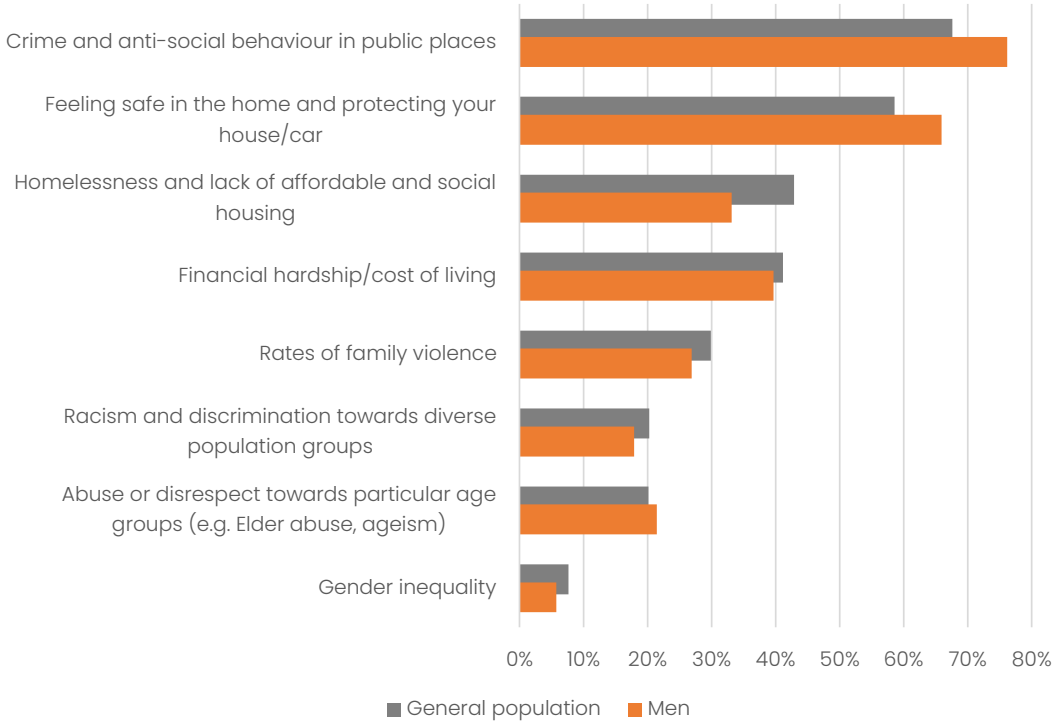


Broad Community Engagement Survey
Disaggregated Data
Men

Which of the following environmental impacts concern you the most?

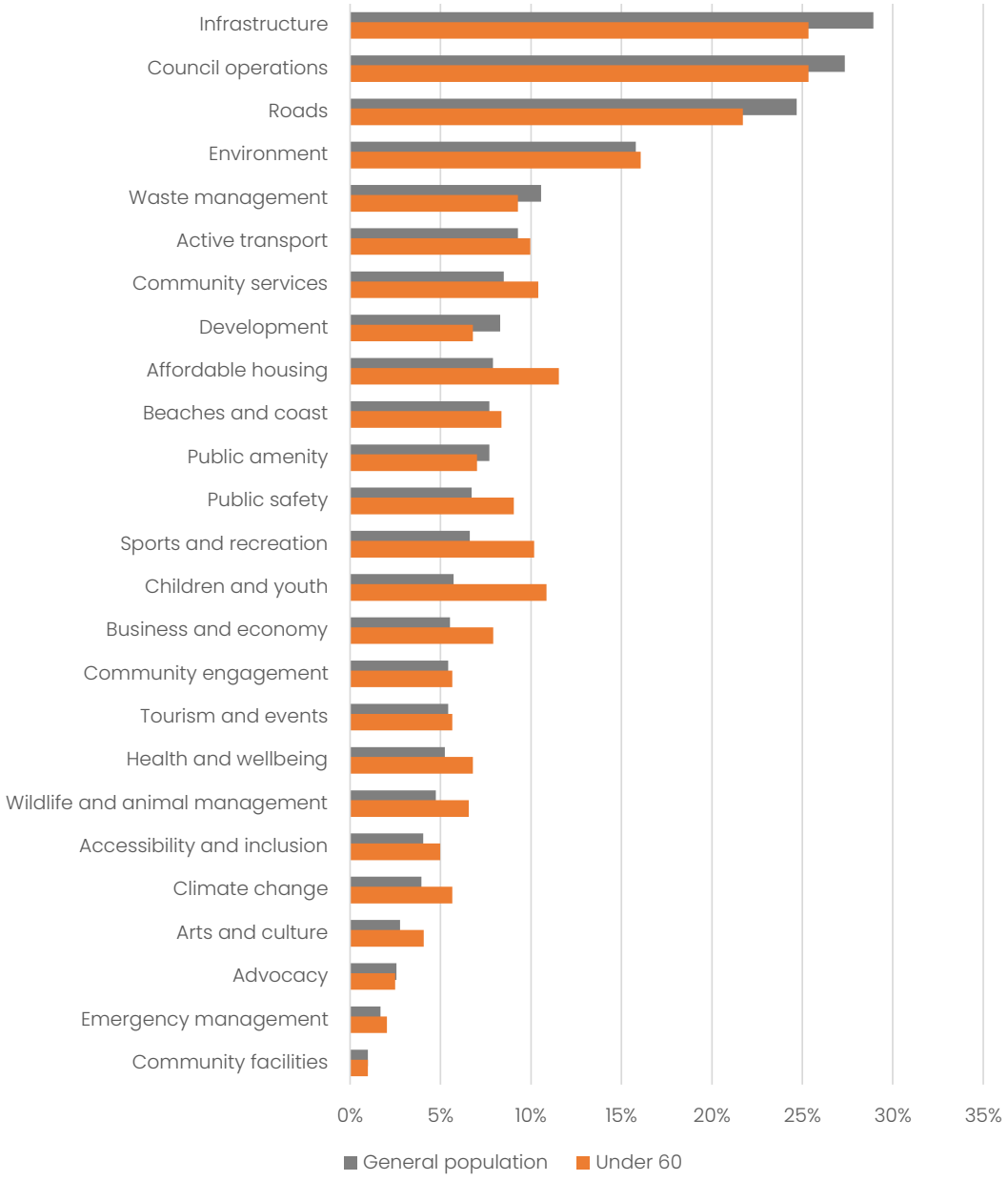


Which of the following social issues concern you the most?



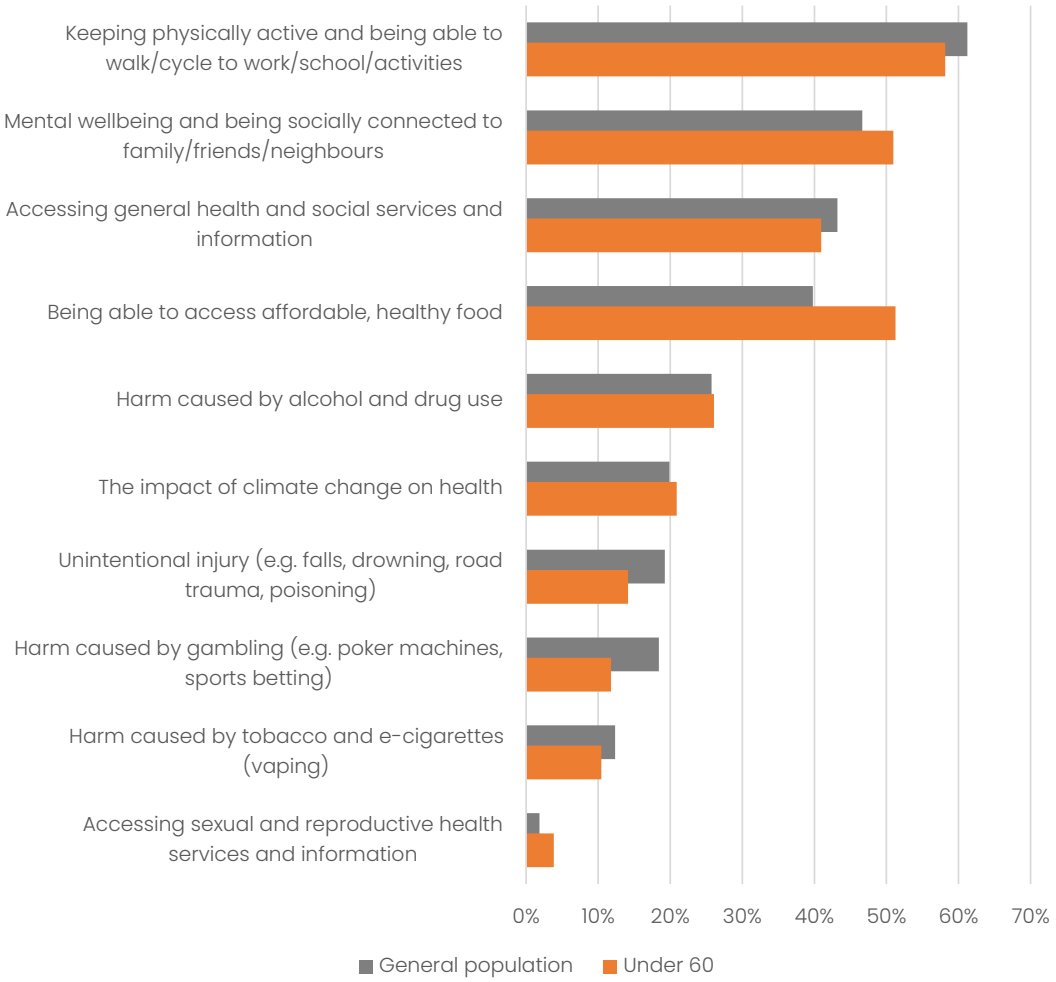
People under the age of 60

What do you see as a priority for Council over the next four years?



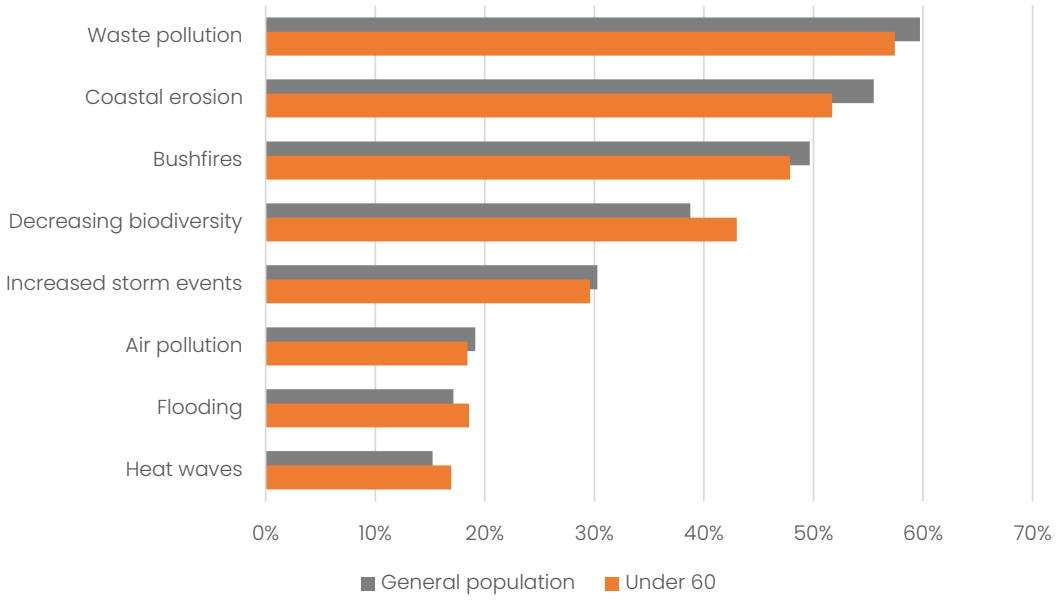
Broad Community Engagement Survey
Disaggregated Data
Under 60

Which of the following health and wellbeing issues concern you the most?

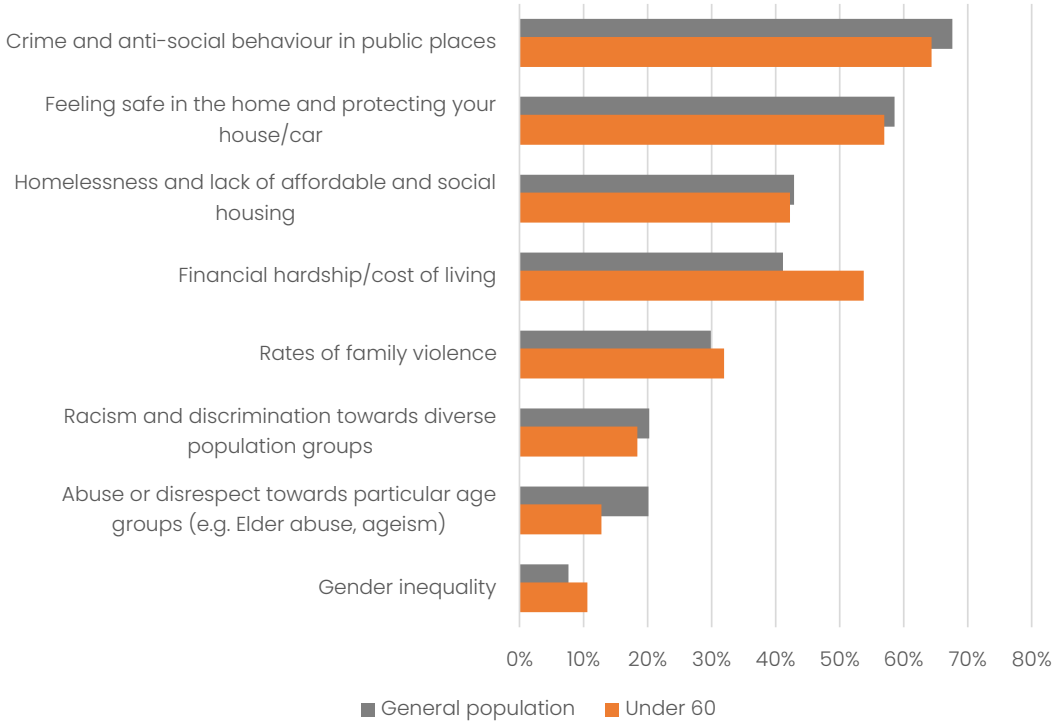


Broad Community Engagement Survey
Disaggregated Data
Under 60

Which of the following environmental impacts concern you the most?



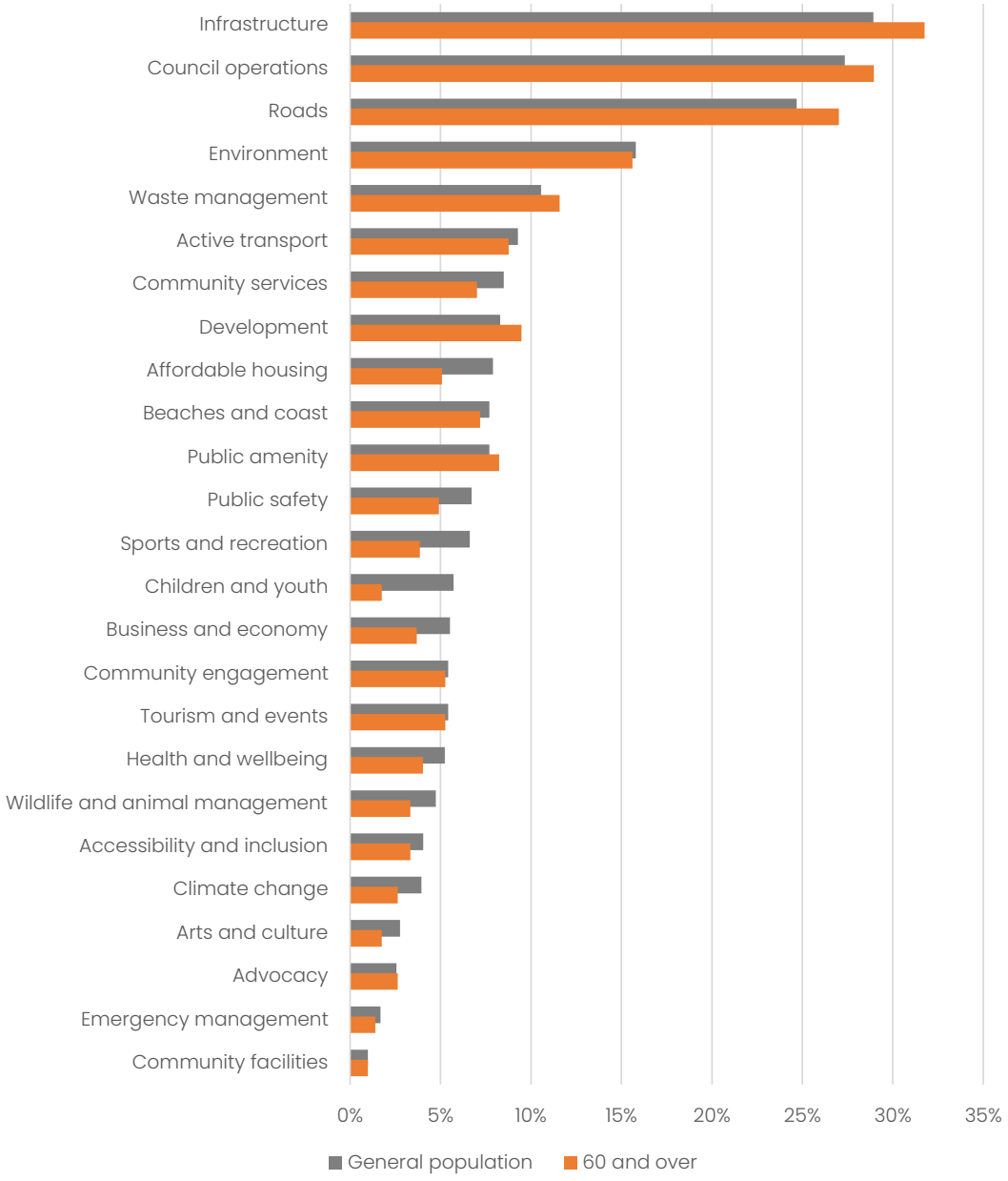
Which of the following social issues concern you the most?



Broad Community Engagement Survey
Disaggregated Data
60 and over

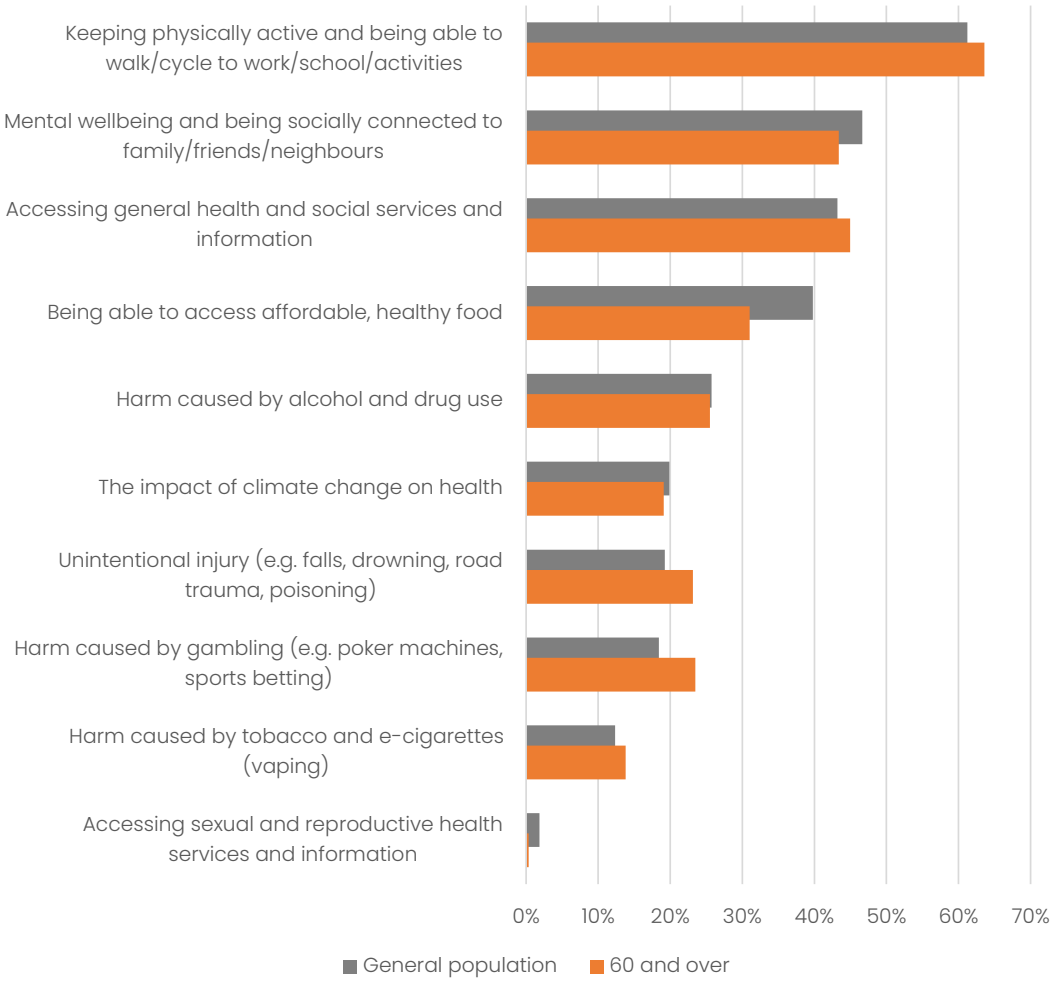
People 60 years and older

What do you see as a priority for Council over the next four years?



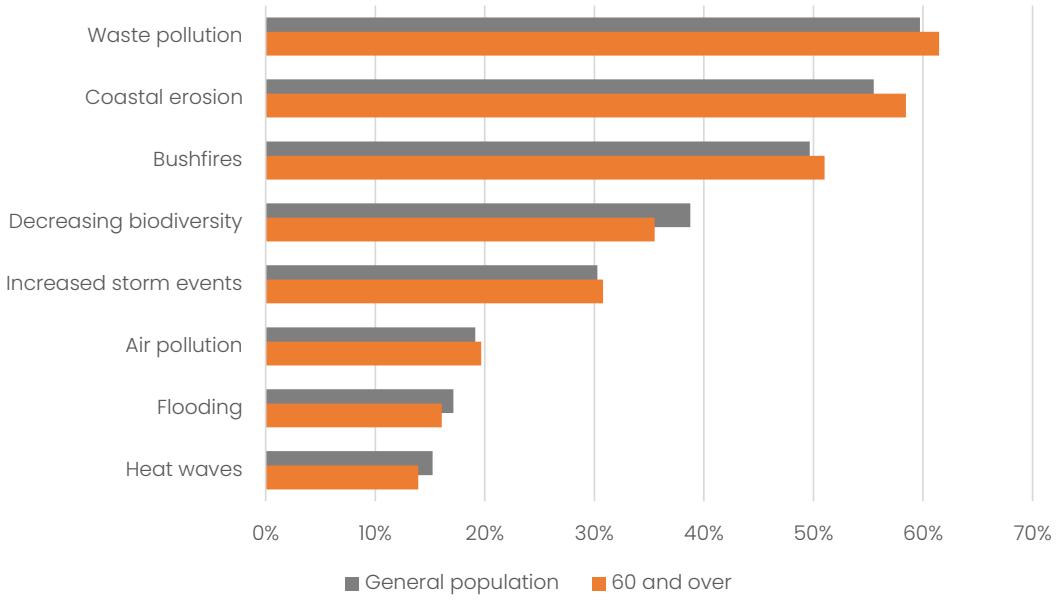
Broad Community Engagement Survey
Disaggregated Data
60 and over

Which of the following health and wellbeing issues concern you the most?

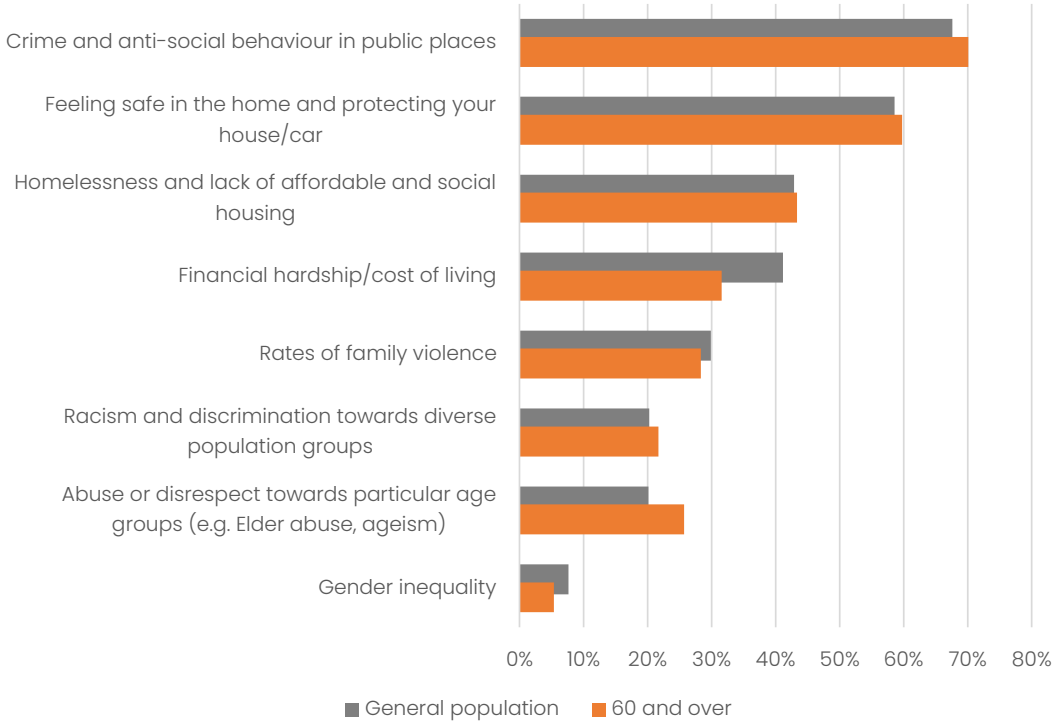


Broad Community Engagement Survey
Disaggregated Data
60 and over

Which of the following environmental impacts concern you the most?



Which of the following social issues concern you the most?

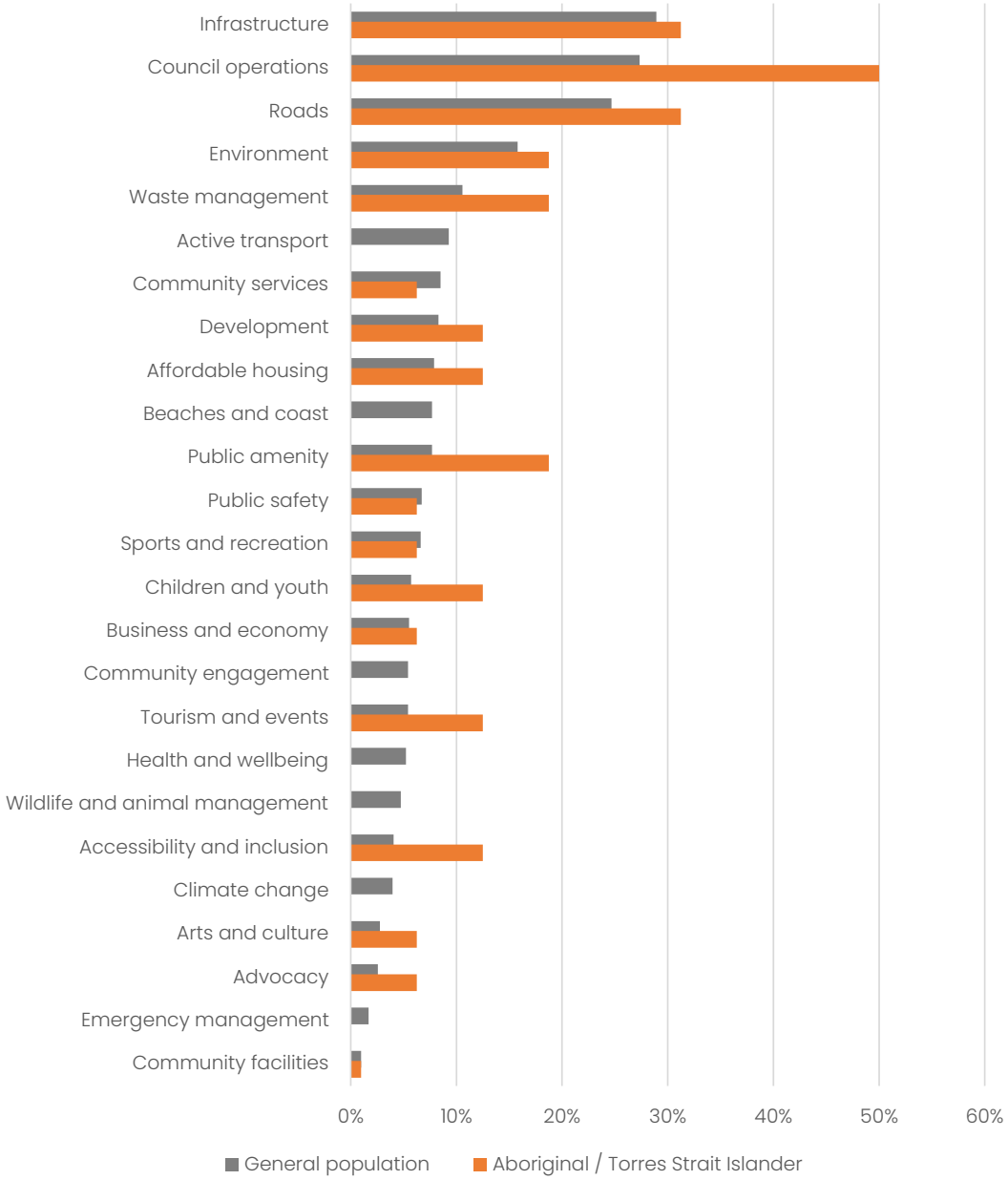


Broad Community Engagement Survey
Disaggregated Data
Aboriginal / Torres Strait Islander

People identifying as Aboriginal and/or Torres Strait Islander

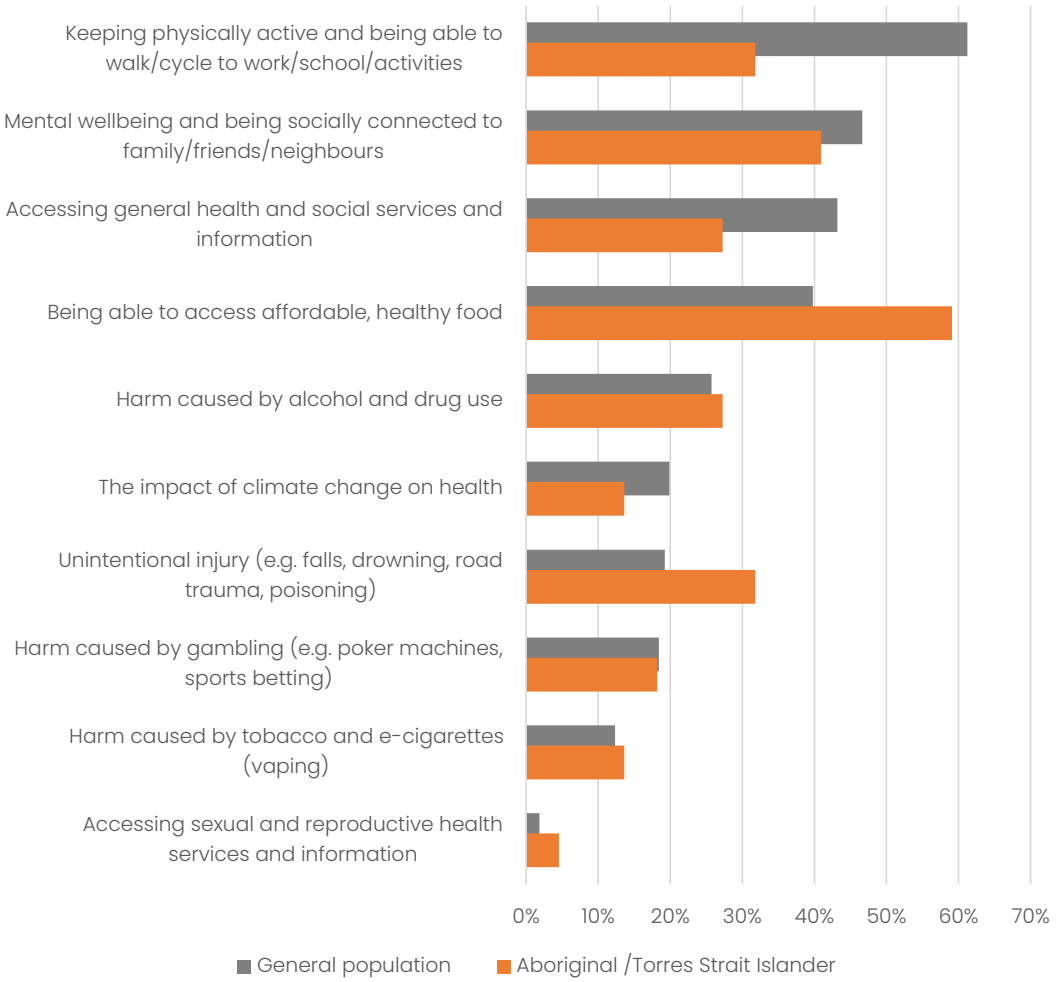
NOTE: Low sample size (22 responses) increasing the margin for error in the data

What do you see as a priority for Council over the next four years?



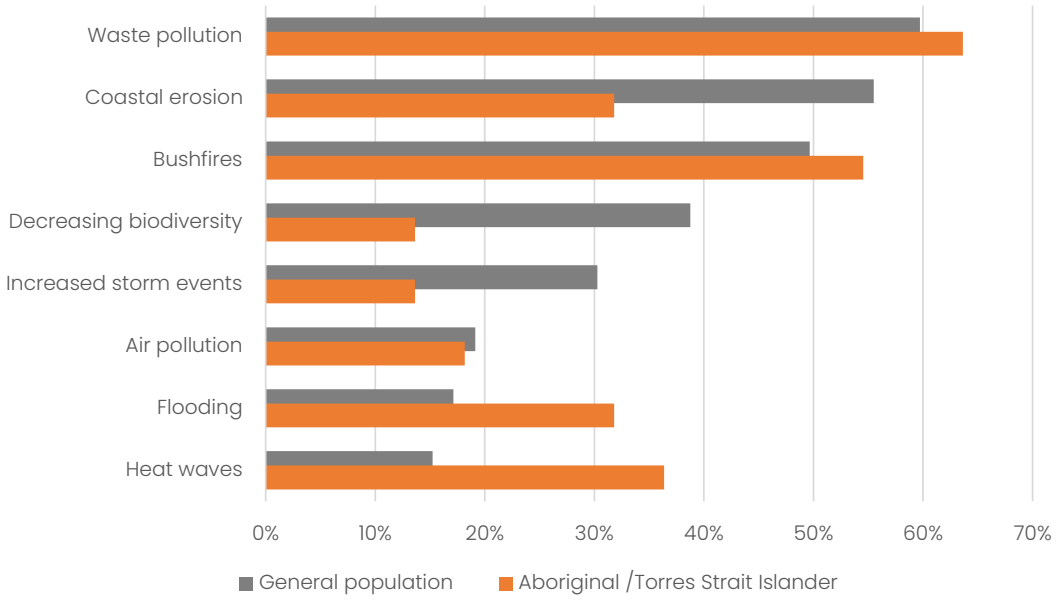
Broad Community Engagement Survey
Disaggregated Data
Aboriginal / Torres Strait Islander

Which of the following health and wellbeing issues concern you the most?

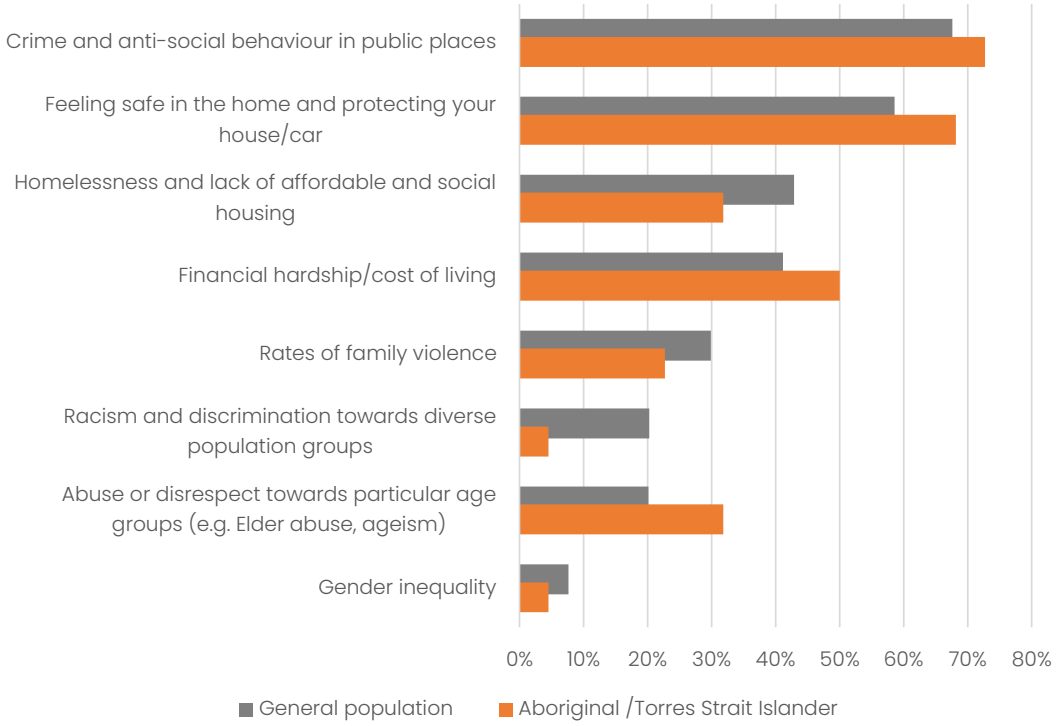


Broad Community Engagement Survey
Disaggregated Data
Aboriginal / Torres Strait Islander

Which of the following environmental impacts concern you the most?



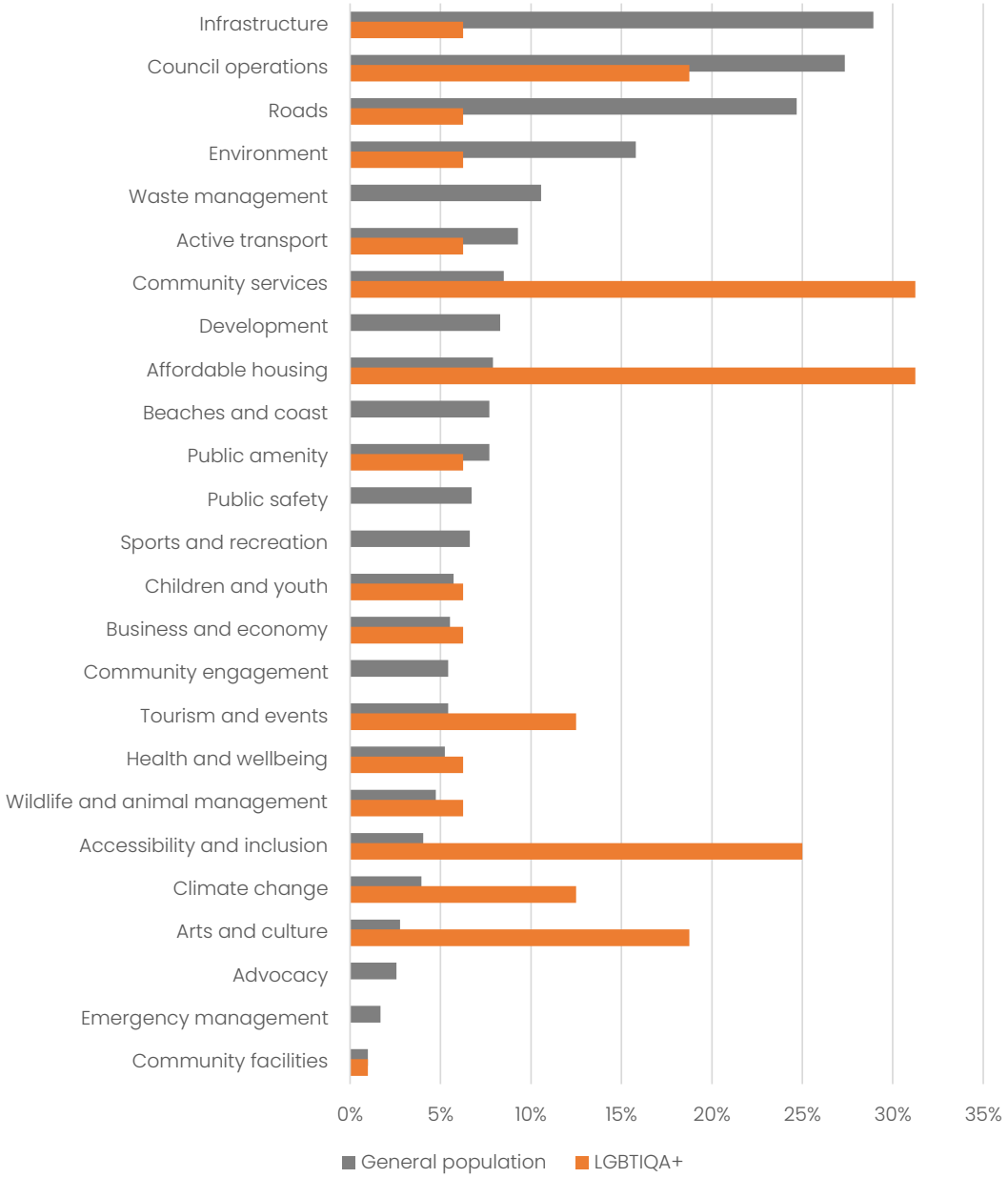
Which of the following social issues concern you the most?



People identifying as LGBTQIA+

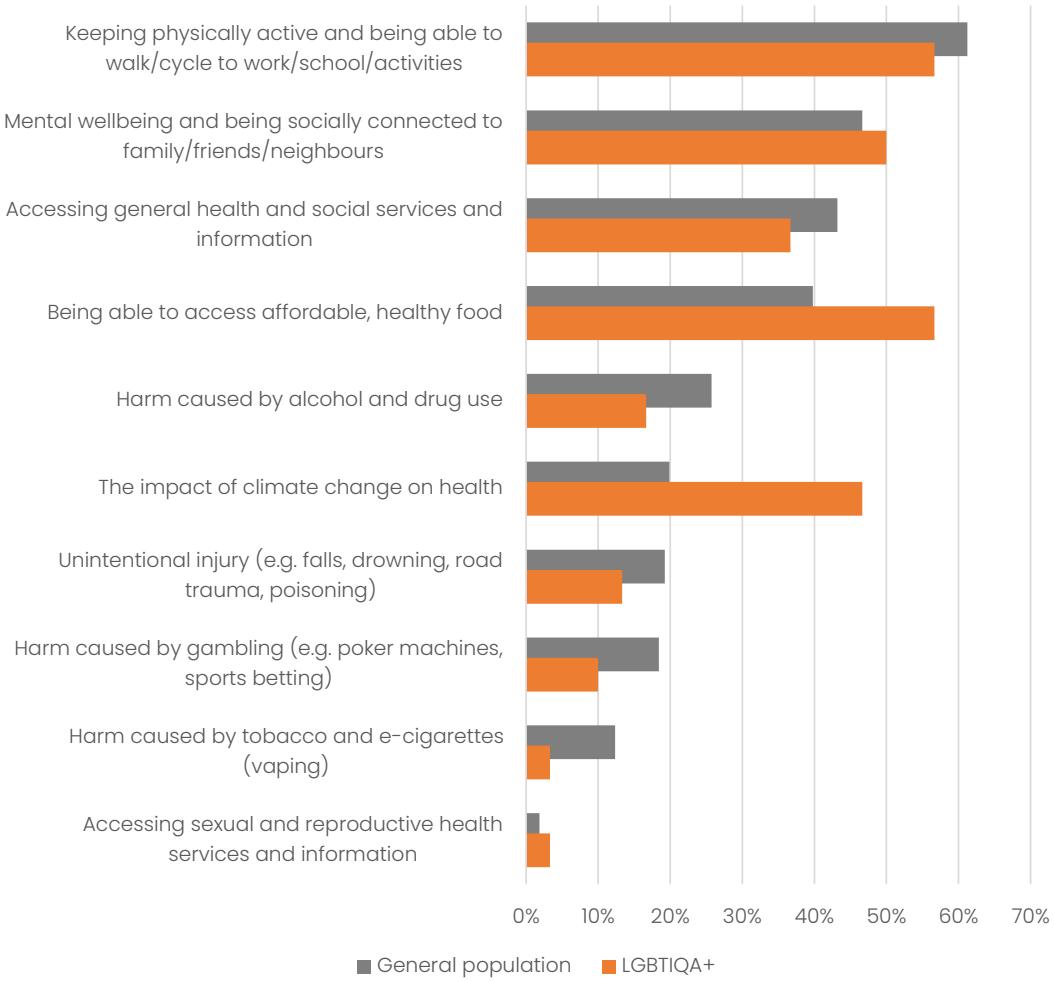
NOTE: Low sample size (30 responses) increasing the margin for error in the data

What do you see as a priority for Council over the next four years?



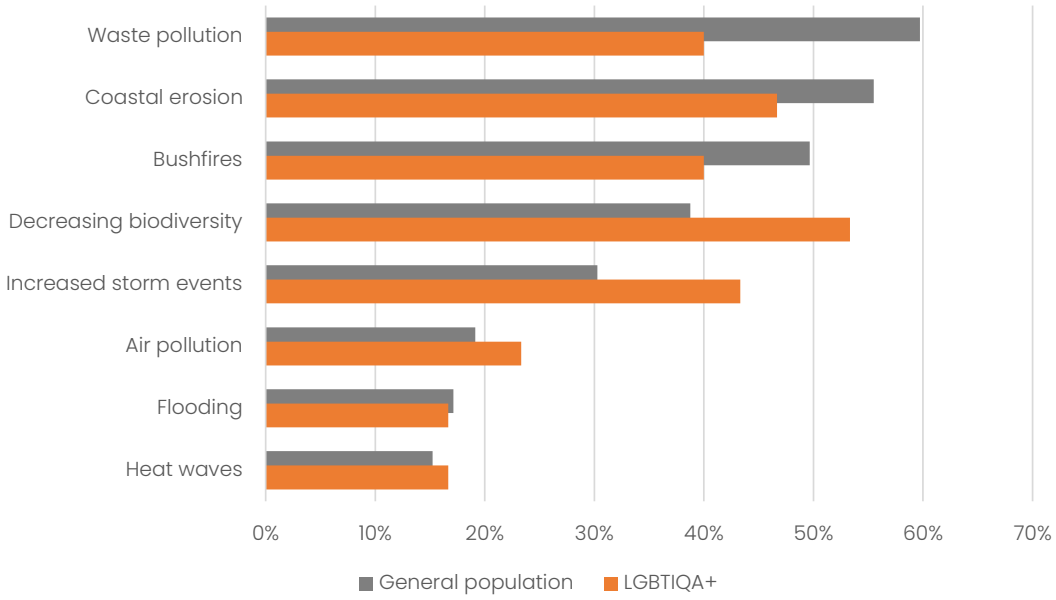
Broad Community Engagement Survey
Disaggregated Data
LGBTIQA+

Which of the following health and wellbeing issues concern you the most?

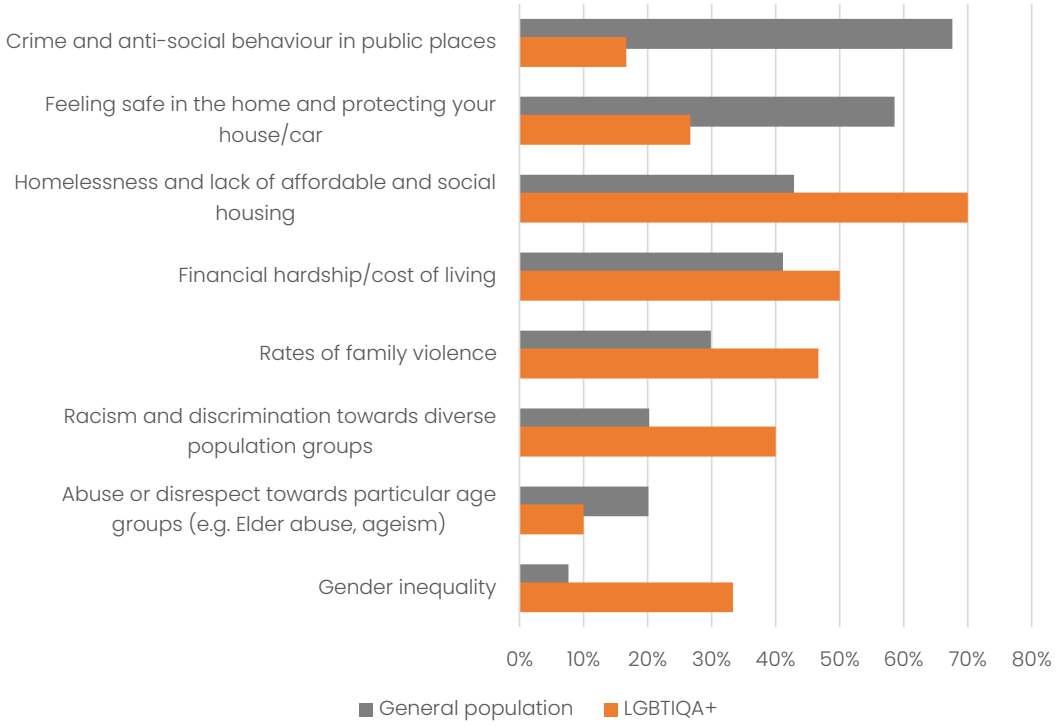


Broad Community Engagement Survey
Disaggregated Data
LGBTIQA+

Which of the following environmental impacts concern you the most?

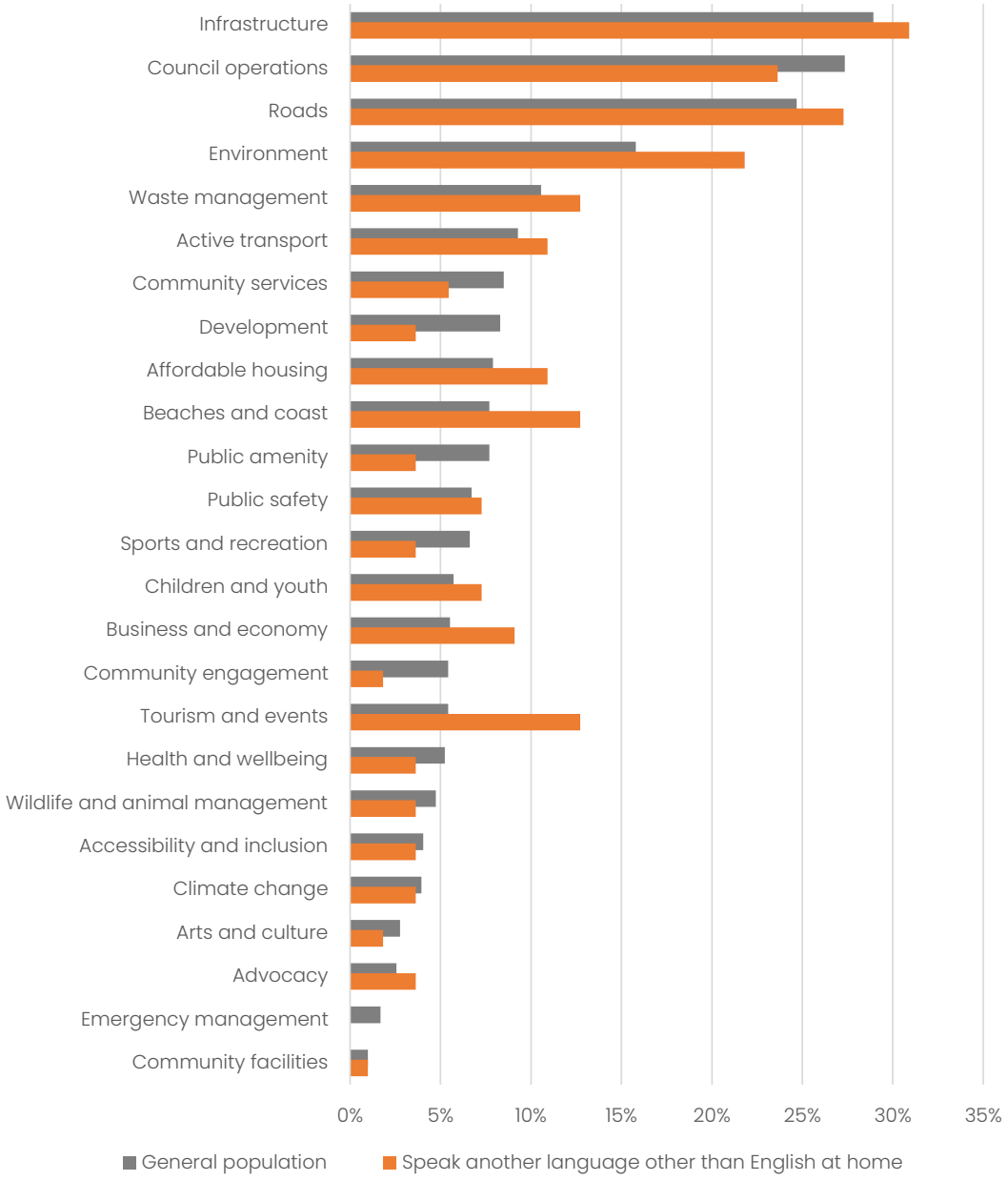


Which of the following social issues concern you the most?



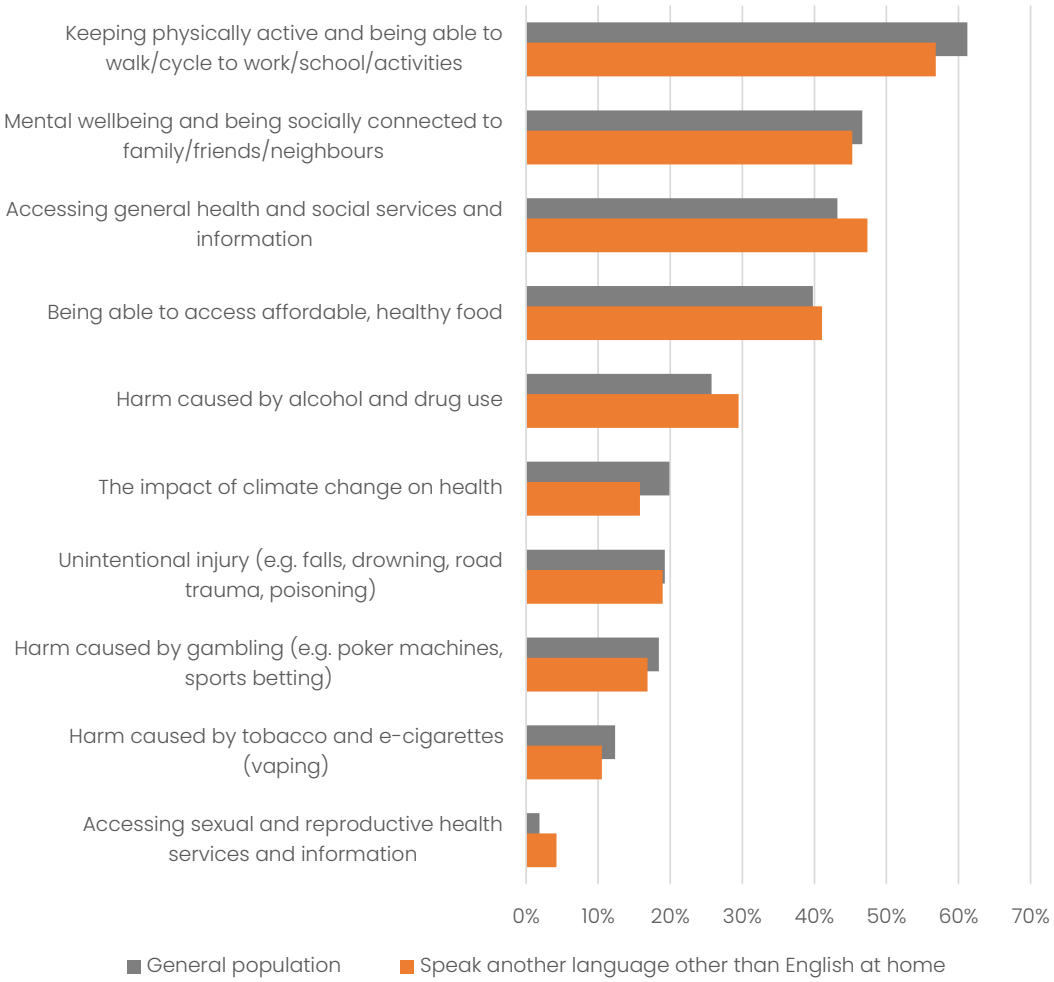
People who speak another language other than English at home

What do you see as a priority for Council over the next four years?



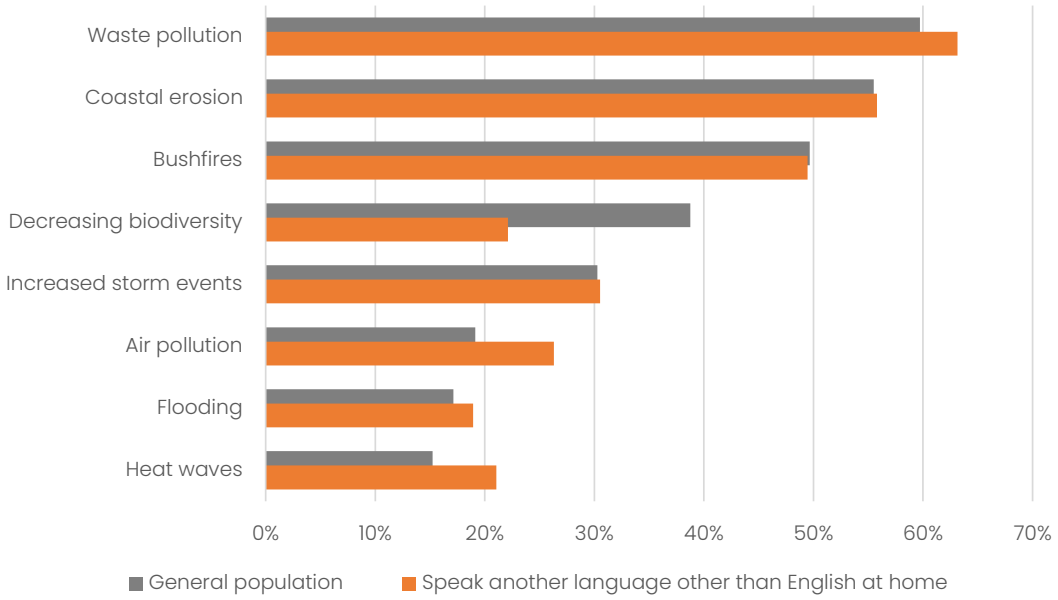
Broad Community Engagement Survey
Disaggregated Data
Multicultural Background

Which of the following health and wellbeing issues concern you the most?

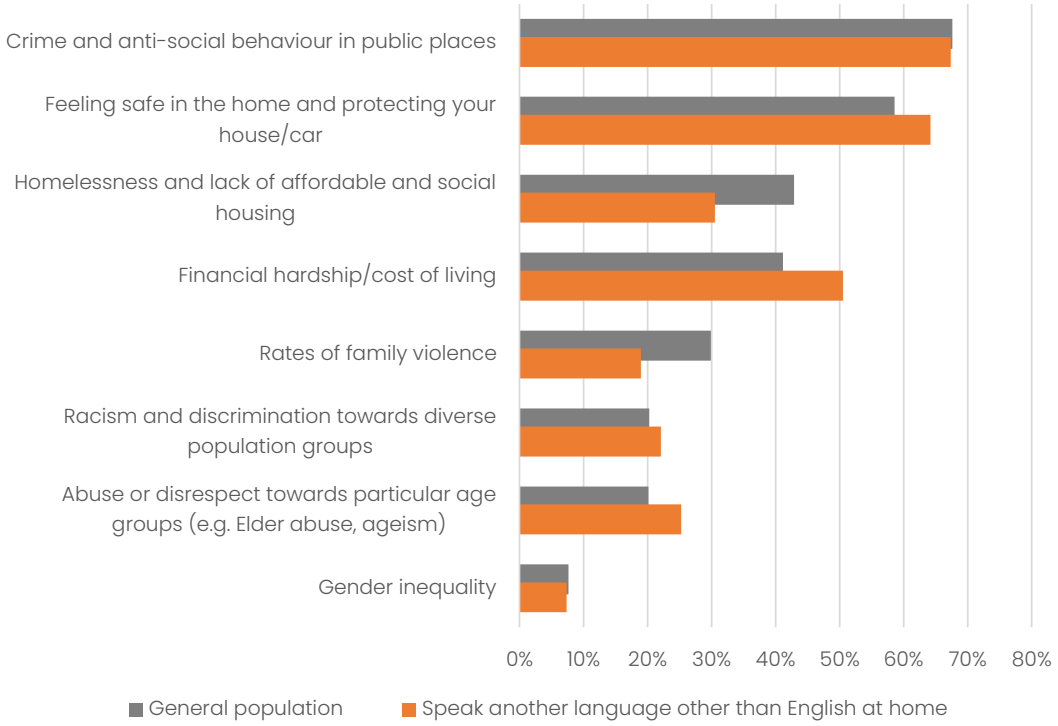


Broad Community Engagement Survey
Disaggregated Data
Multicultural Background

Which of the following environmental impacts concern you the most?



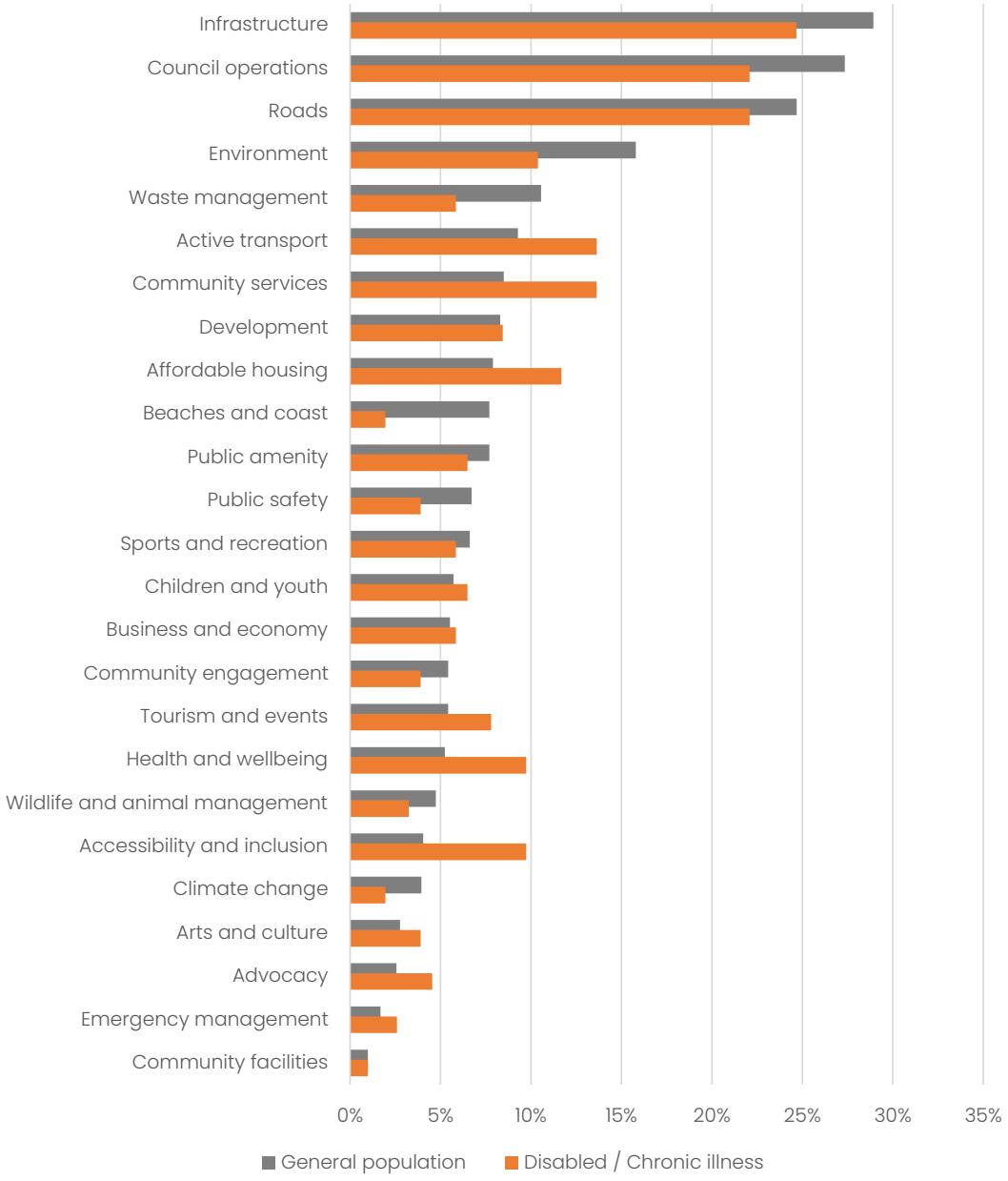
Which of the following social issues concern you the most?



Broad Community Engagement Survey
Disaggregated Data
Disability or Chronic Illness

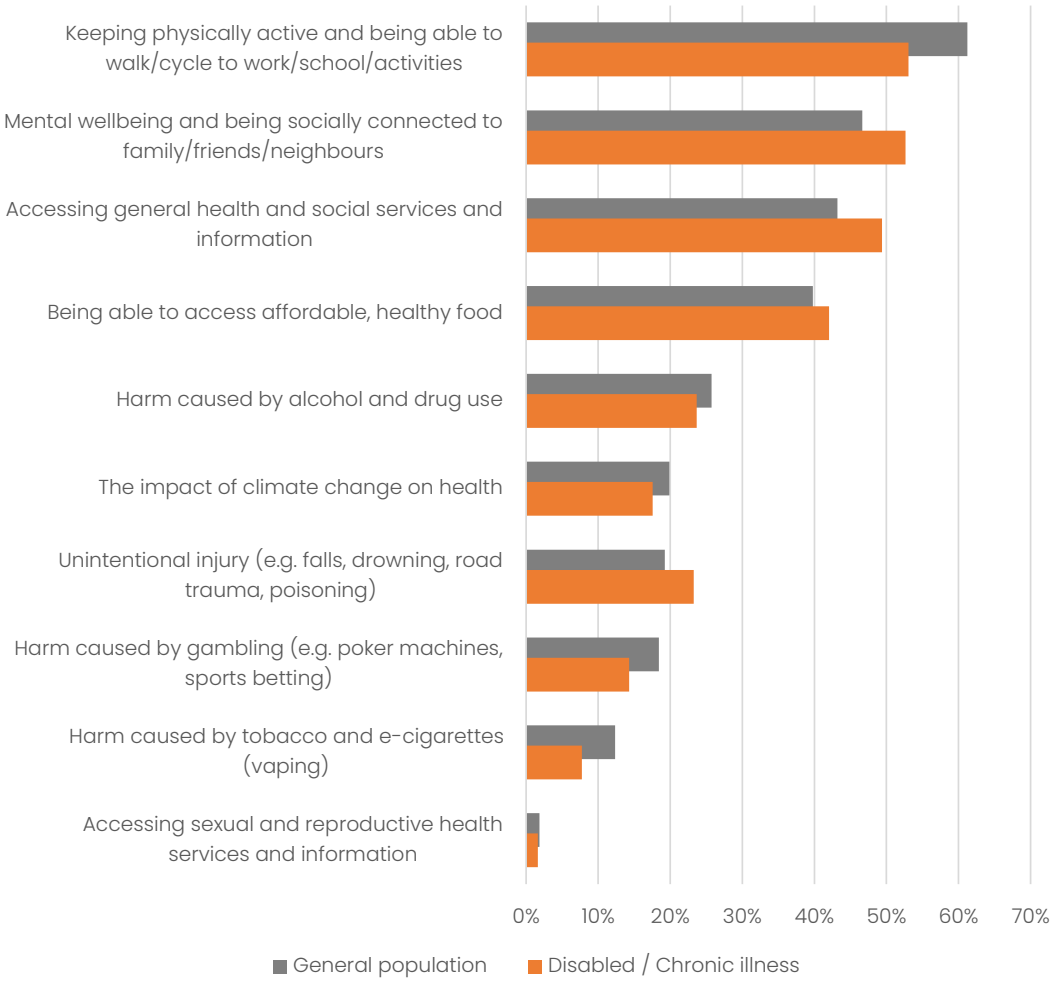
People who identify as being disabled or having a chronic illness

What do you see as a priority for Council over the next four years?



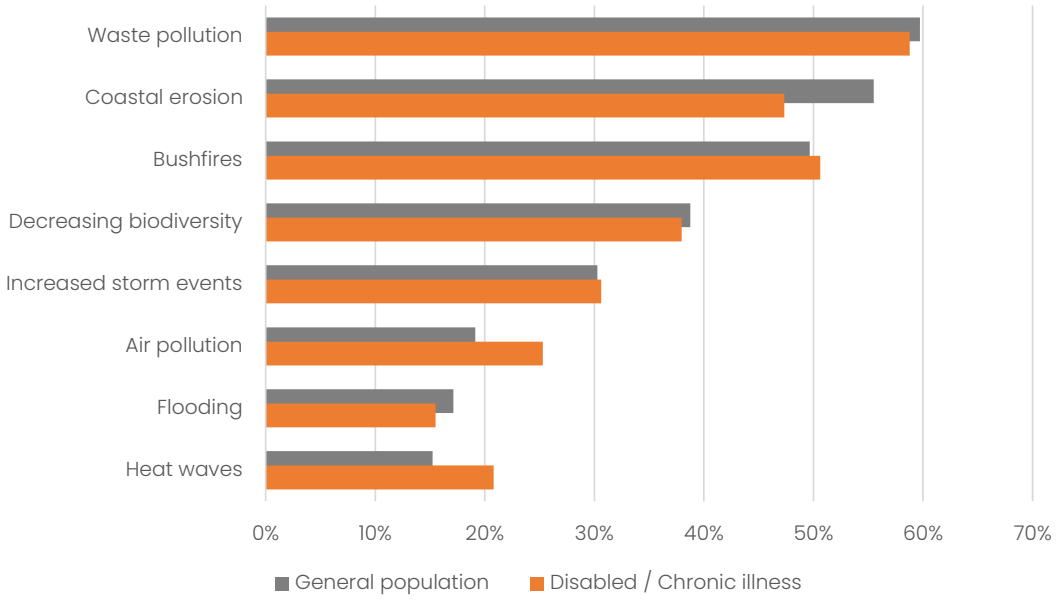
Broad Community Engagement Survey
Disaggregated Data
Disability or Chronic Illness

Which of the following health and wellbeing issues concern you the most?

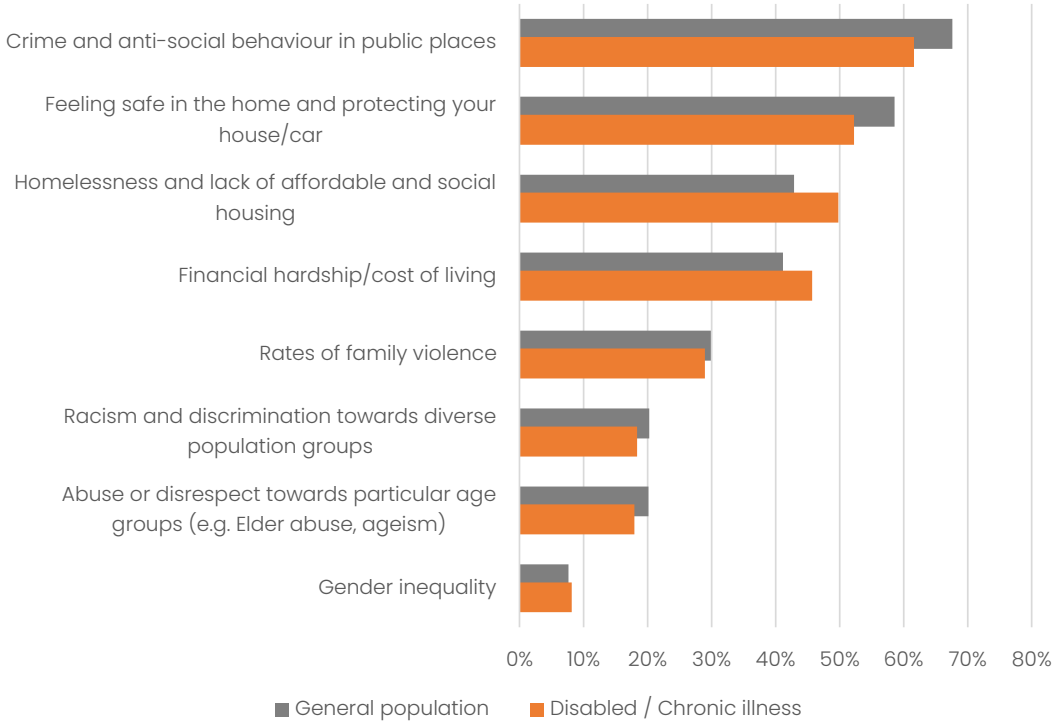


Broad Community Engagement Survey
Disaggregated Data
Disability or Chronic Illness

Which of the following environmental impacts concern you the most?



Which of the following social issues concern you the most?



Broad Community Engagement Outreach

Overview

Community pop-ups were run alongside the broad engagement survey and planned to hear from our harder to reach communities to support the findings from the survey and promote the survey to the public.

We talked to 930 people at 18 community pop-ups across the Peninsula held at various times and days of the week :

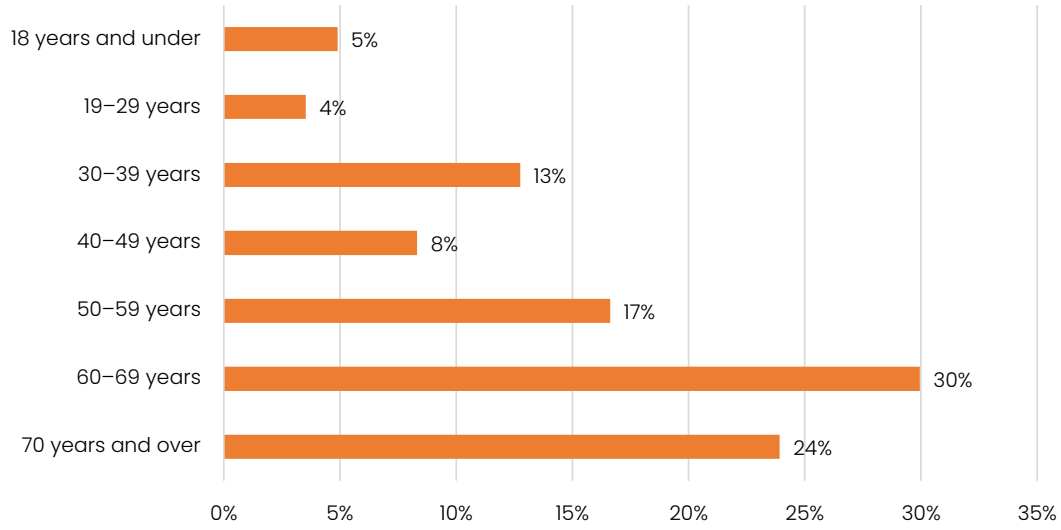
Event date	Event name	Event time	No. of participants
Sat, 22 Feb	Dromana Rotary Club Community Market	8.30am-1pm	50
Sat, 22 Feb	Tootgarook Primary School Market	8am-1pm	75
Sun, 23 Feb	Mount Eliza Farmers' Market	9am-1pm	150
Thu, 27 Feb	Hastings Thursday Street Market	9-11am	25
Fri, 28 Feb	Tounnin Wominjeka Youth Hub Community Day	3-7pm	50
Sun, 2 Mar	Bittern Rotary Community Market	8am-1pm	50
Thu, 6 Mar	Yawa Aquatic Centre	9am-1pm	31
Sat, 8 Mar	Point Nepean Portsea Market	9am-2pm	72
Tue, 11 Mar	Civic Reserve Recreation Centre	3.30-7pm	40
Wed, 12 Mar	Balnarring Village Shopping Centre	7.30-9.30am	30
Wed, 12 Mar	Mornington Main Street Market	9am-3pm	87
Thu, 13 Mar	Somerville Central Shopping Centre	9:30am-12:30pm	38
Thu, 13 Mar	Your Local Connection Point, Red Hill	9am-12pm	8
Thu, 13 Mar	Dromana Hub Shopping Centre	2-5pm	34
Sat, 15 Mar	Somerville Recreation Centre	9am-1pm	60
Thu, 20 Mar	Ritchies SUPA IGA Mt Martha	10am-4pm	65
Fri, 21 Mar	McCrae Plaza	9.30am-11.30am	20
Fri, 21 Mar	Benton's Square Shopping Centre	10am-4pm	45

Three interactive activities were held at each of the pop-ups to engage the community in discussions. The results of these activities are provided on the following pages.

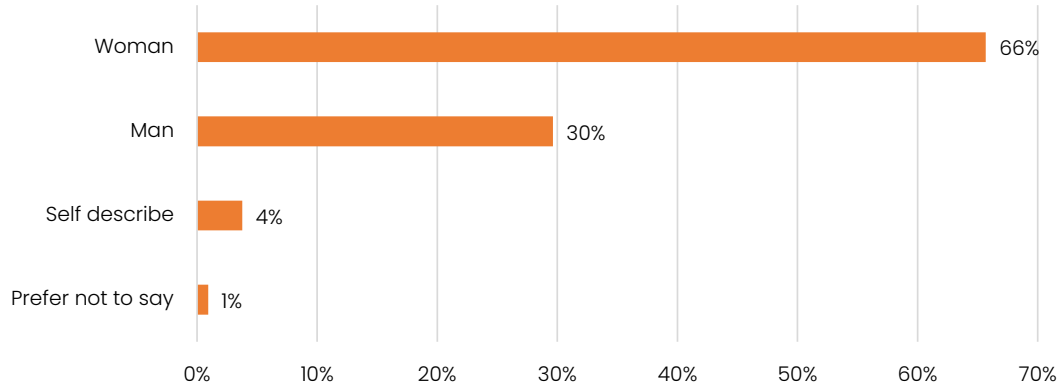
Demographics

Total Responses: ~930

Age:



Gender:



Broad Community Engagement Outreach

Questions

What three services do you access most that are provided by Council?

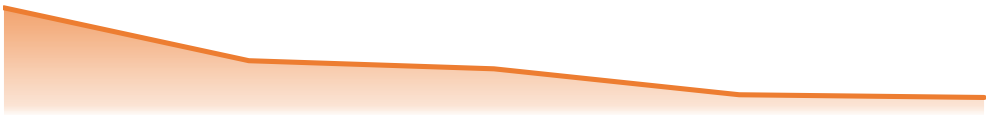
Broad Community Engagement Outreach

Should Council:

Spread investment evenly across the Peninsula

OR

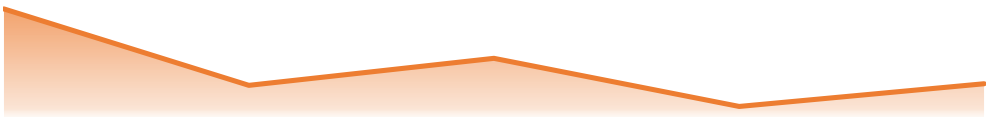
Invest where it is needed most



Invest in assets used by many people

OR

Invest in specific activities, even if only used by a few



Invest in renewing and upgrading

OR

Invest in building new assets and facilities

Keep and maintain smaller, single-purpose facilities

OR

Create larger, multi-purpose facilities

Broad Community Engagement Outreach

Should Council:

Maintain assets and facilities at current service levels

OR

Reduce some service levels to improve others

Build in line with best practice (environmental, sustainable, accessible, etc.)

OR

Build in the most cost-effective way

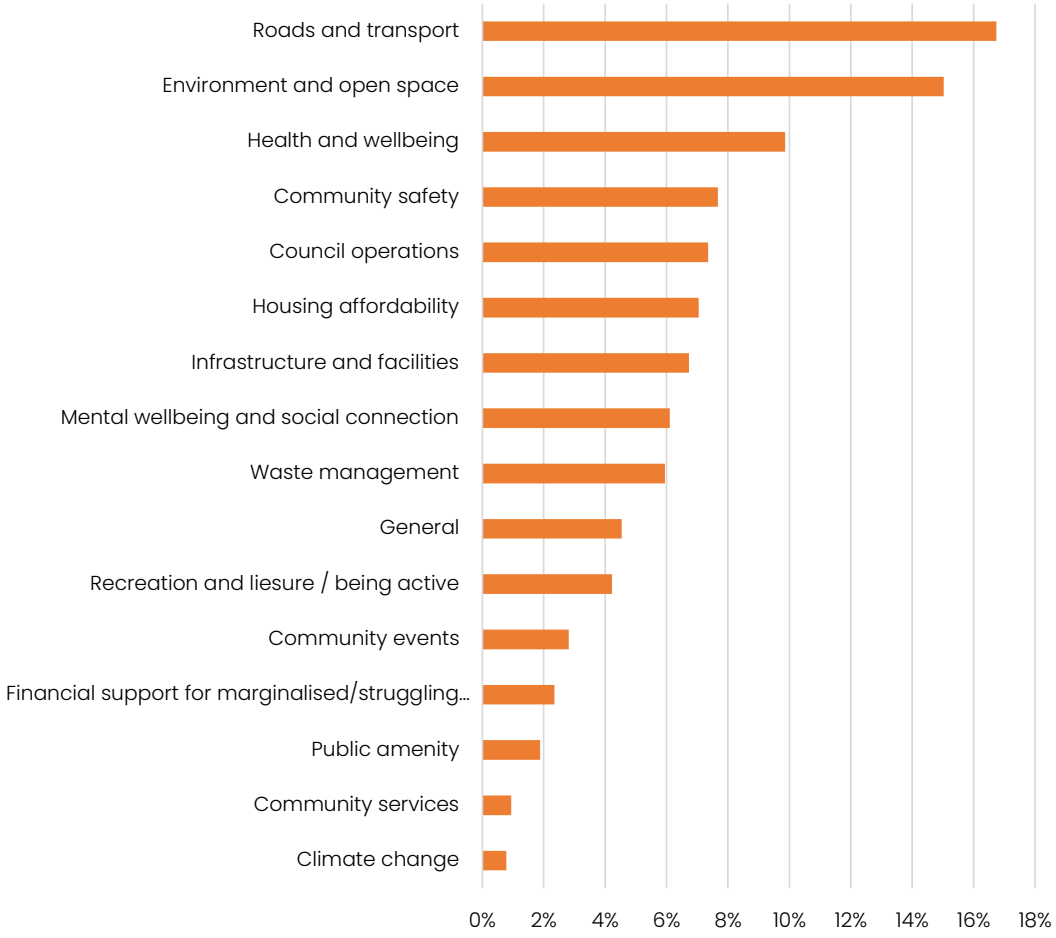
Manage and maintain facilities

OR

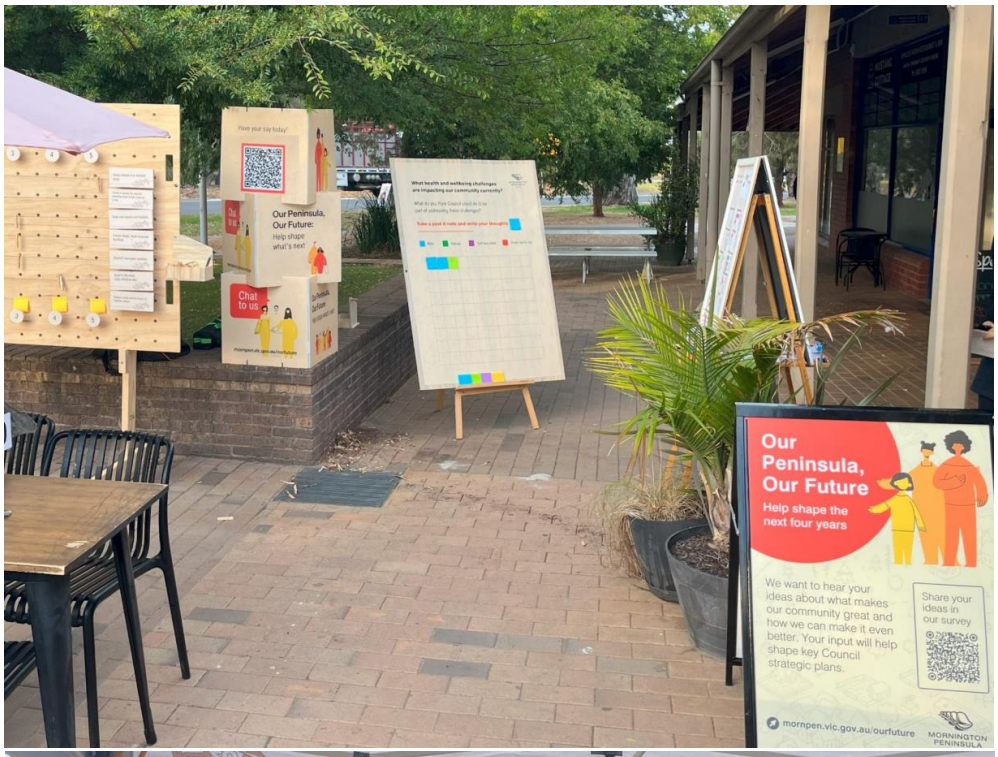
Partner with the community to help manage and maintain facilities

Broad Community Engagement Outreach

What challenges are impacting our community?

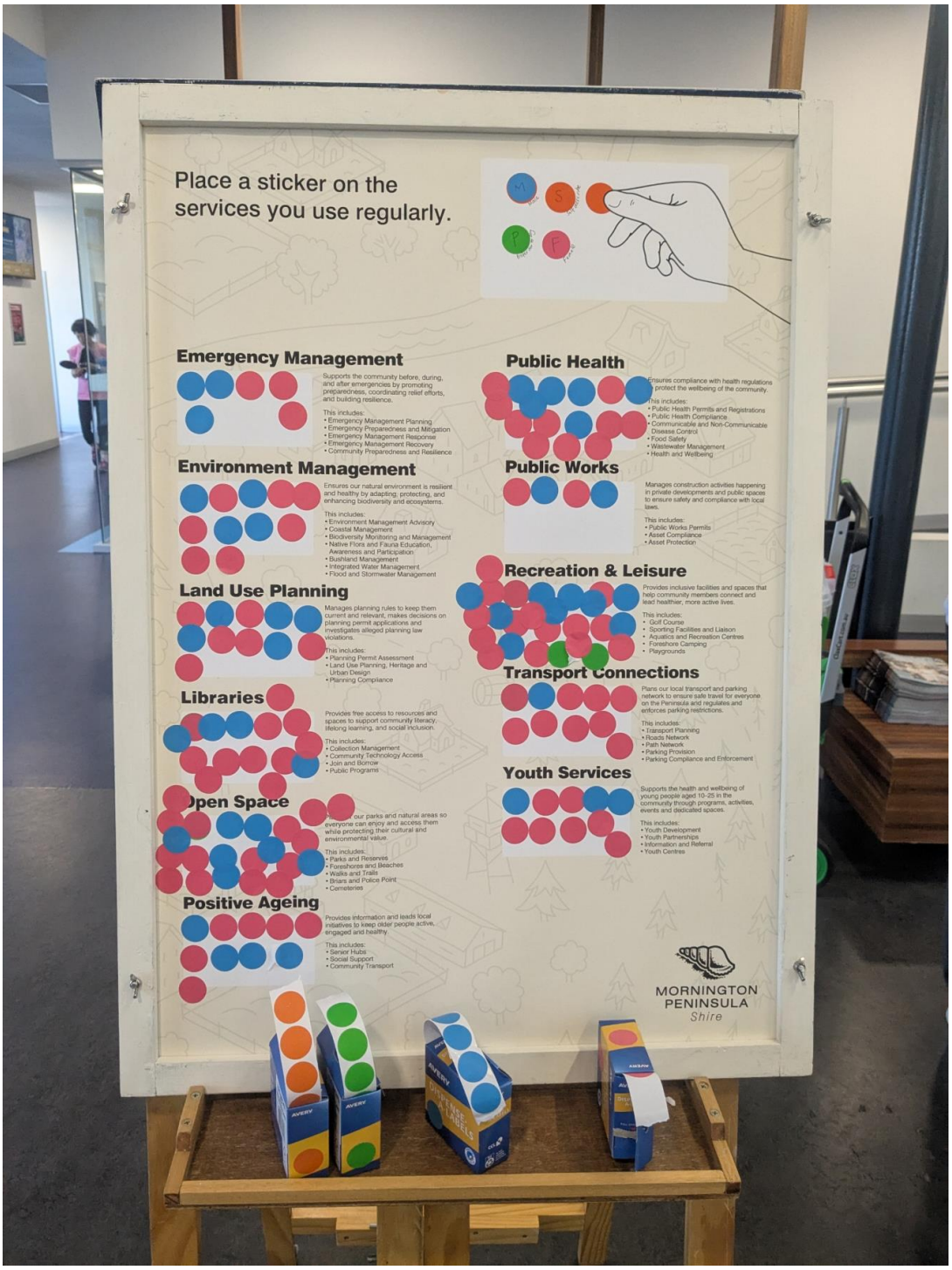


Broad Community Engagement Outreach



Broad Community Engagement Outreach

Broad Community Engagement Outreach



Broad Community Engagement Outreach

Kindergarten Activity

Overview

Three kindergartens participated in an activity where we shared with the children what Council does. They were then asked to select what things they thought were most important for Council to do. We also asked them to write a story about how community members can stay happy and healthy.

We talked to 44 children at the three kindergartens. The results from these activities are below.

Kindergarten Activity

Responses

What is important for Council to do?

Playgrounds	★★★★★★★★★★★★★★★★★★★★★
Skate parks	★★★★★★★★★★★★★
Nature parks	★★★★★★★★★★★★★★★★
Community gardens	★★★
Sports fields, stadiums and courts	★★★★★★★★★★
Libraries	★★★★★★★★★★★
Community centres	★★★
Art galleries and outdoor artwork	★★★★★★★★★★★★★
Performing arts theatres	★★★★
Footpaths, roads and walking/riding tracks	★★★★★★
Garbage trucks and keeping our streets clean	★★★★★★★★★★
Helping businesses like cafes and restaurants	★★★★★
Helping to care for our beaches	★★★★★★★★★★★★★★

Kindergarten Activity

Write a short story about the three things you think are most important for helping us to stay happy and healthy?

Princess Spunky lives on the Mornington Peninsula and she loves to eat healthy food like broccoli, apples, carrots, and all the vegetables. She loves skateboarding, running and being active. To help her mind feel happy, she loves reading, sleeping, and breathing healthy air. She feels calm at the skate park, library and the beach. She helps to keep her neighbourhood clean by giving our plants and trees water and putting rubbish in the bin, Princess Spunky thinks we need more rubbish bins at the beach and for the community to be able to go to community gardens more easily.

Once upon a time, Princess (Mario) Foodie did lots of things in her community to stay healthy, like…

- eating healthy food from the shops, like toast, rainbow food, fish, broccoli, carrot
- getting out of the house for fresh air
- exercising, like swimming, yoga, taking their bike or scooter on the pump tracks
- brushing her teeth
- helping people
- being nice
- cleaning up, cleaning up, cleaning up
- going to the beach

Children's Postcards

Overview

Hearing our younger people's thoughts about our future is important to us, but they can be difficult to reach. It was important for us to prepare our engagement questions and methods in a tailored, meaningful way, accessible to them.

A children's postcard captured 262 children's voices from 10 schools and our libraries.

The postcard asked three questions from the children linking into the broader engagement survey. An example of the postcard is below.

The results from the postcards received are provided on the following pages.

Share your big ideas for our Peninsula!

Mornington Peninsula Shire Council is a big organisation with more than 1,000 workers.
Councils help to keep our local area safe, clean and fun. They also help everyone to be healthy and feel happy.

What do you think are the most important things for Council to do? Tick your top 3.

- ☐ Playgrounds
- ☐ Skate parks
- ☐ Nature parks
- ☐ Community gardens
- ☐ Sports fields, stadiums and courts
- ☐ Libraries
- ☐ Community centres
- ☐ Youth centres
- ☐ Art galleries and outdoor artwork
- ☐ Festivals and music
- ☐ Performing arts theatres
- ☐ Footpaths, roads and walking/riding tracks
- ☐ Garbage trucks and keeping our street clean
- ☐ Helping businesses like cafes and restaurants
- ☐ Something else .....

There are lots of things that help us to be healthy and feel happy. Which do you think are most important? Tick your top 3.

- ☐ Having healthy food to eat
- ☐ Being able to play in parks and playgrounds
- ☐ Being able to walk, ride and scoot to kinder or school
- ☐ Feeling happy in our minds
- ☐ Spending time with friends and family
- ☐ Sharing our feelings through art
- ☐ Feeling safe when we are out and about
- ☐ Looking after nature
- ☐ Something else .....

MORNINGTON PENINSULA Shire

We all need to look after our community. What can you and your family or friends do to help to keep the Mornington Peninsula great? Write a sentence or draw a picture.

My age is .....
My gender is .....
My postcode is .....
My school is .....

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To learn more visit mornpen.vic.gov.au/ourfuture

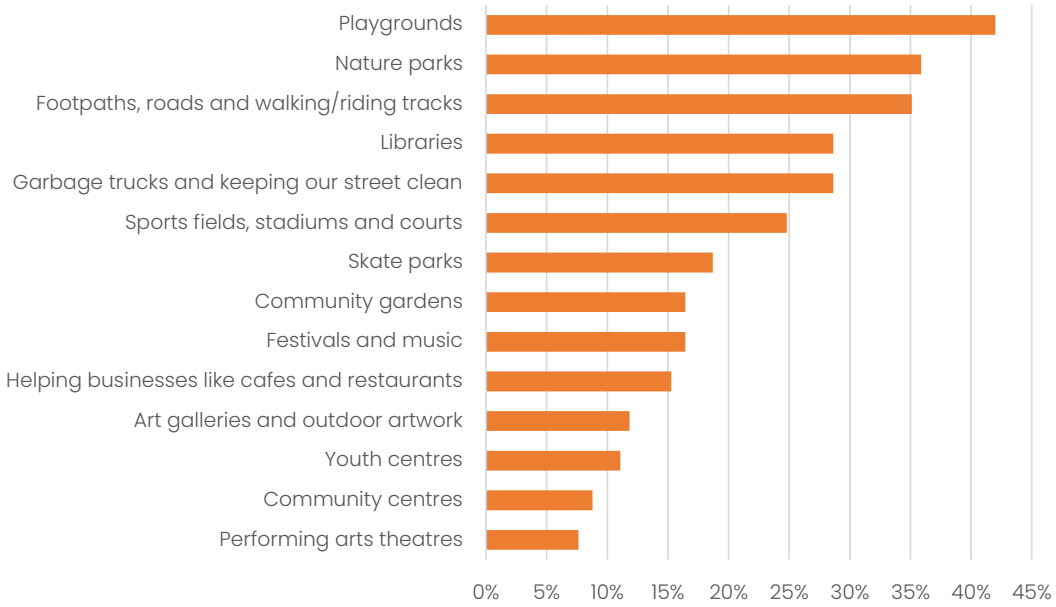
MORNINGTON PENINSULA Shire

Children's Postcards

Responses

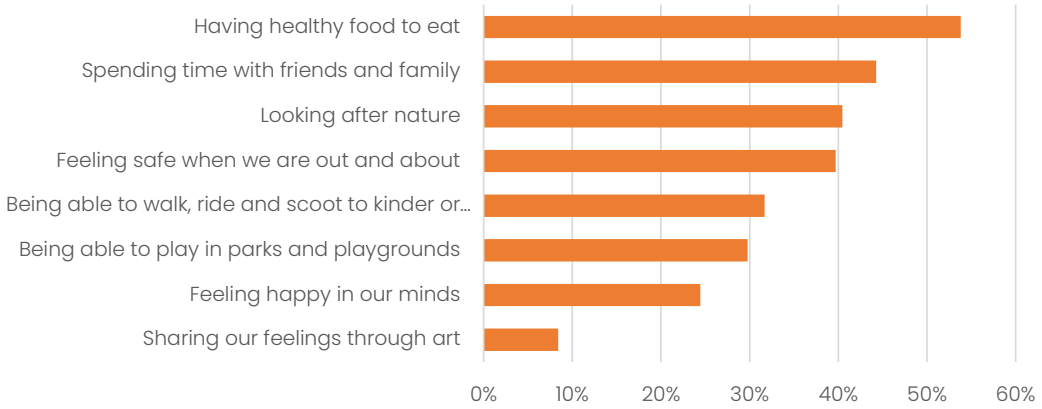
Total Responses: **262**

What do you think are the most important things for Council to do?

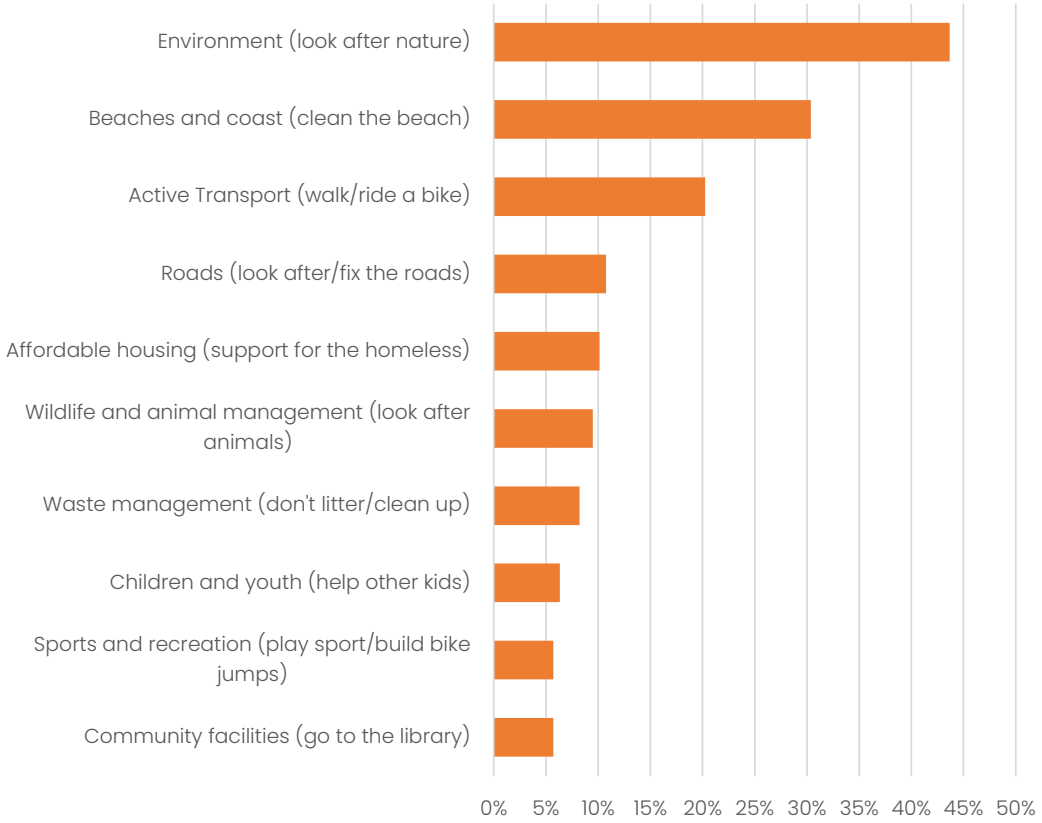


Children's Postcards

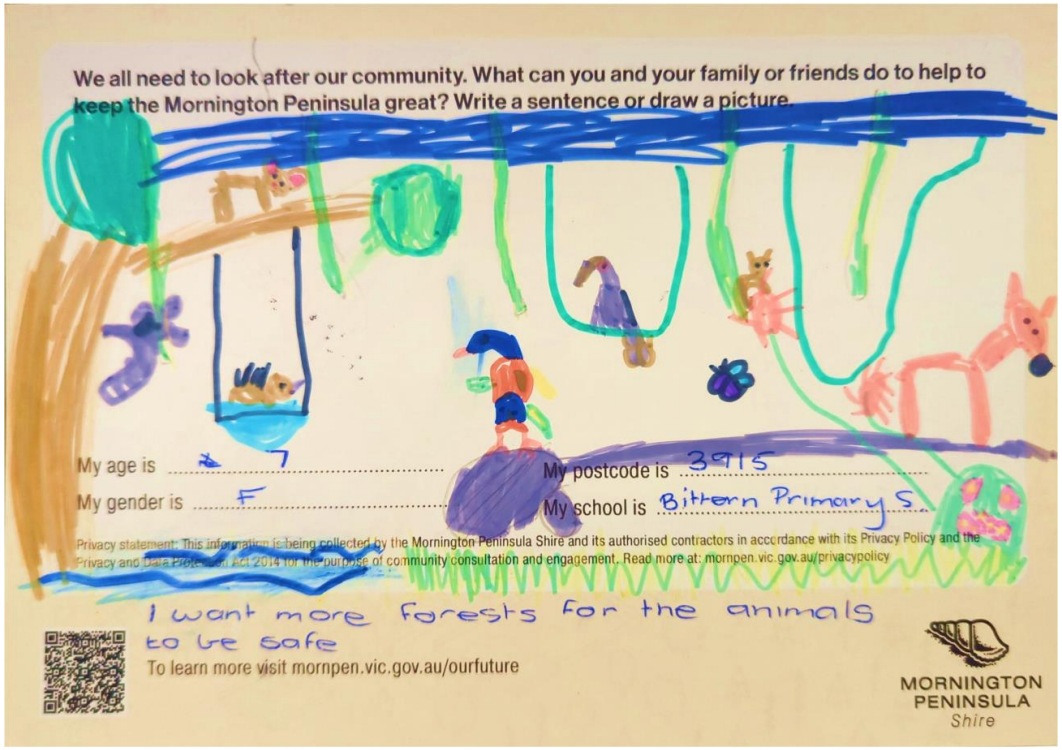
There are lots of things that help us to be healthy and feel happy. Which do you think are most important?

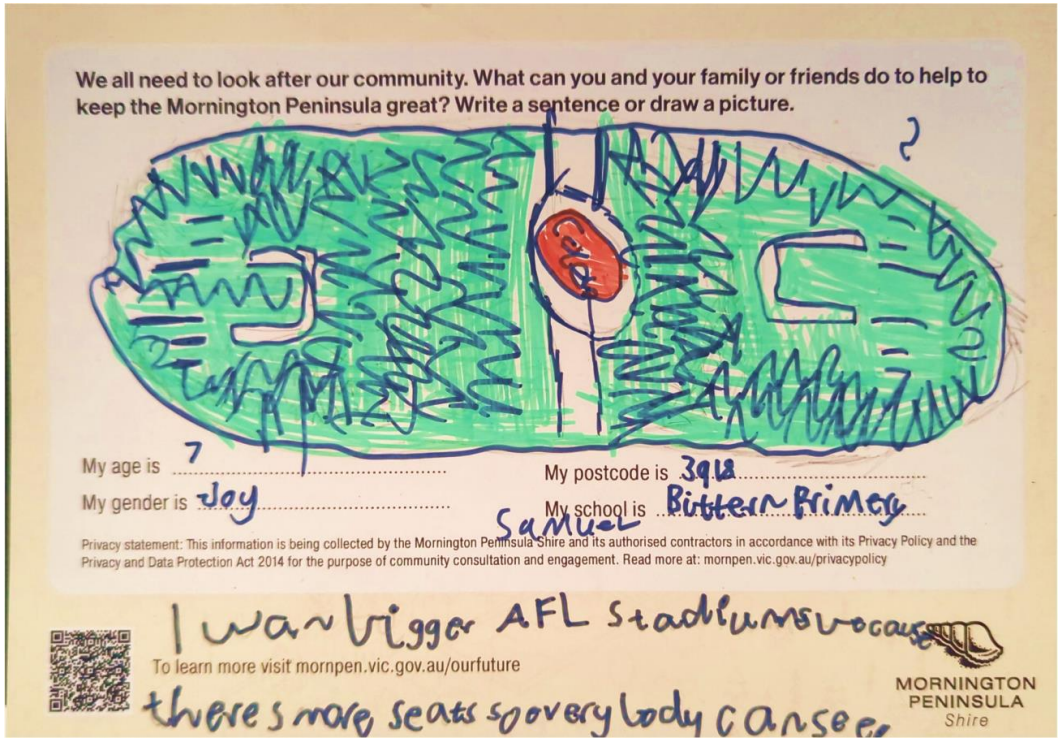


We all need to look after our community. What can you and your family or friends do to help to keep the Mornington Peninsula great?

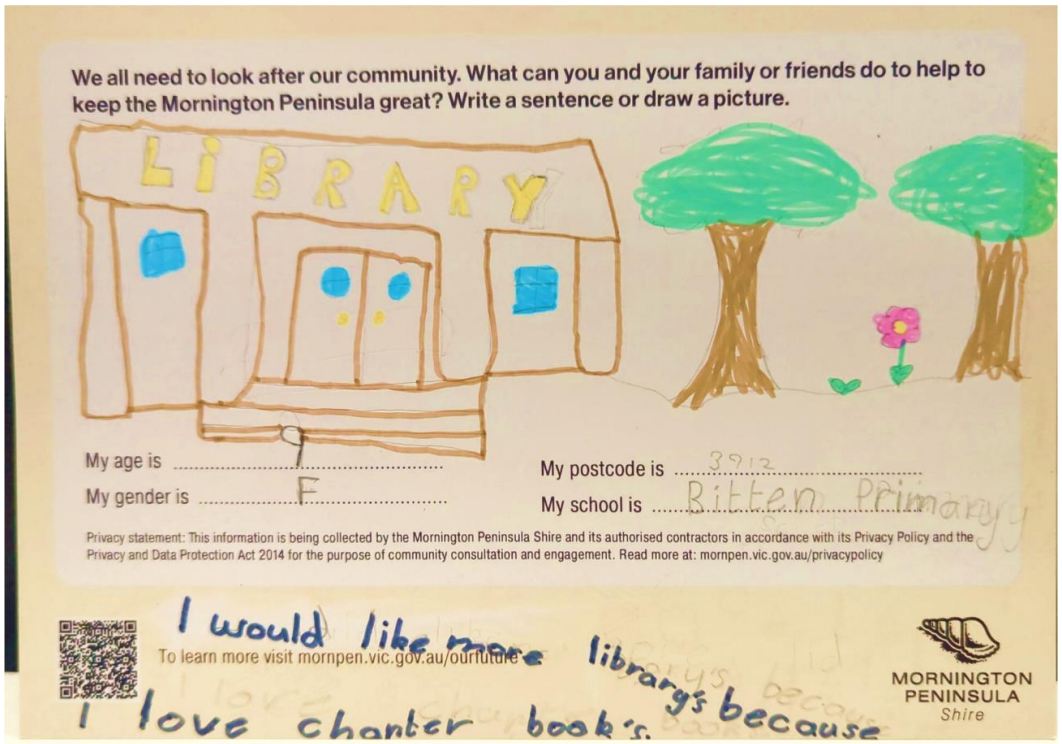


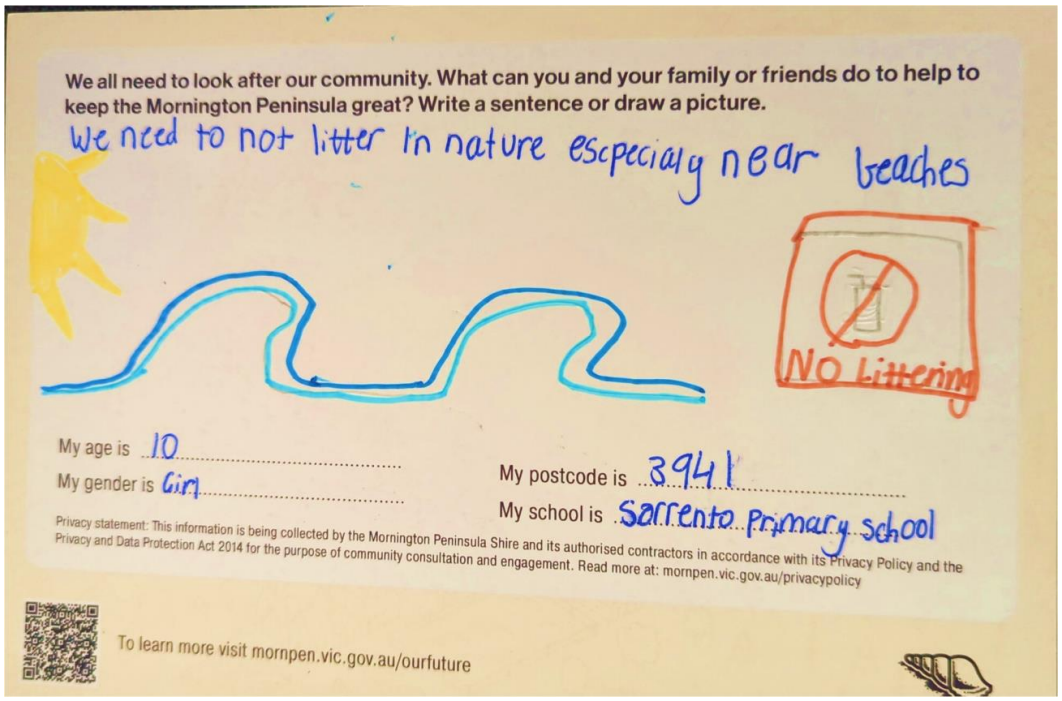
Example Postcards



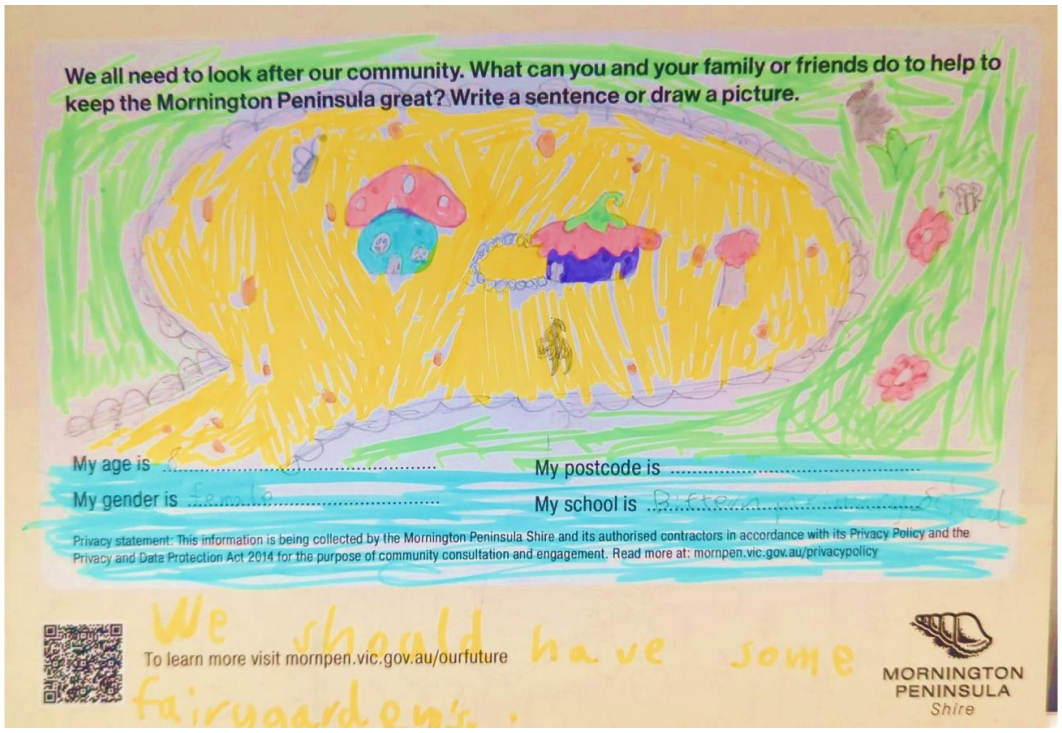


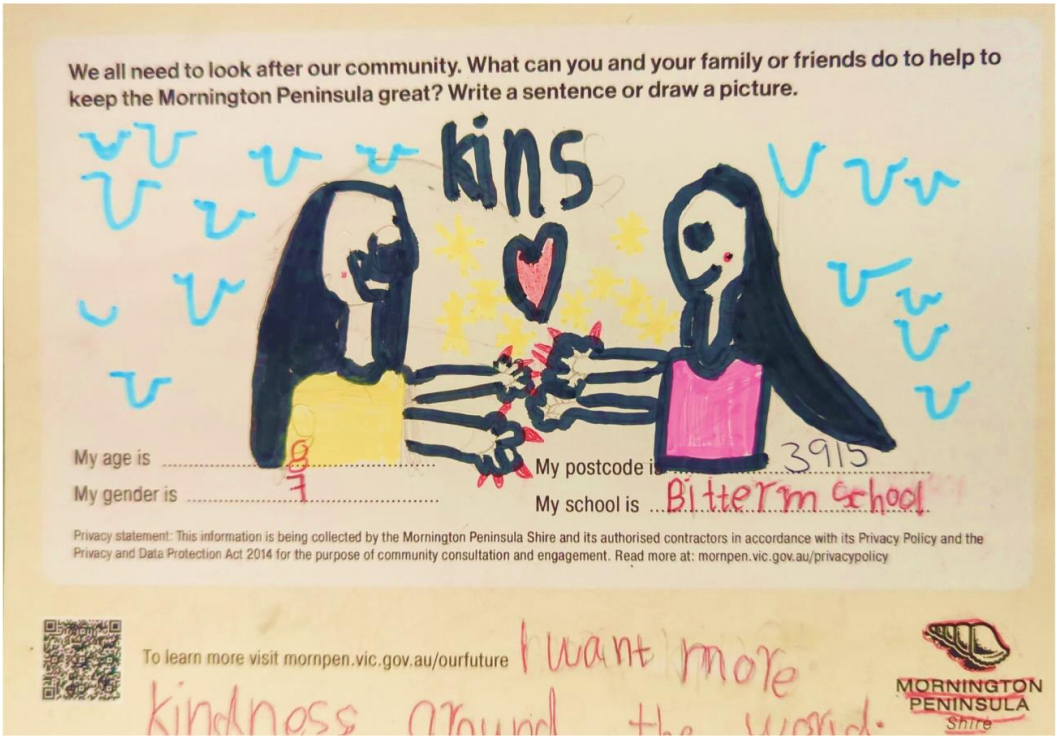
Children's Postcards



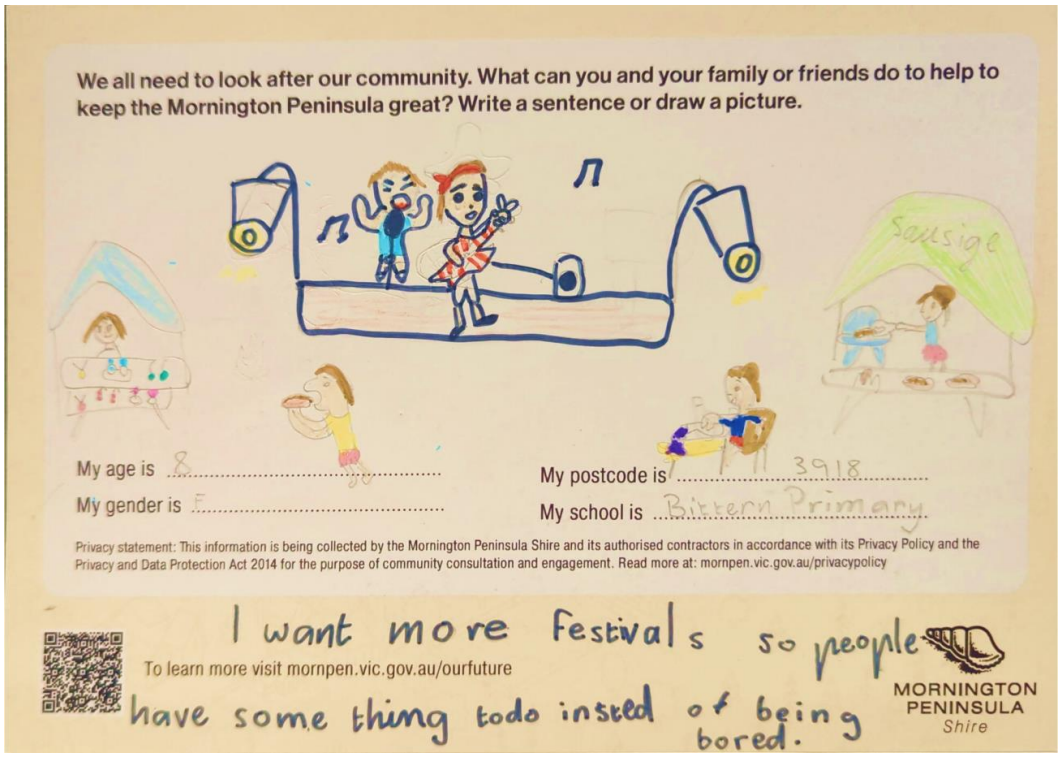


Children's Postcards





Children's Postcards


We all need to look after our community. What can you and your family or friends do to help to keep the Mornington Peninsula great? Write a sentence or draw a picture.

My age is 8
My gender is F
My postcode is 3918
My school is Bittern Primary

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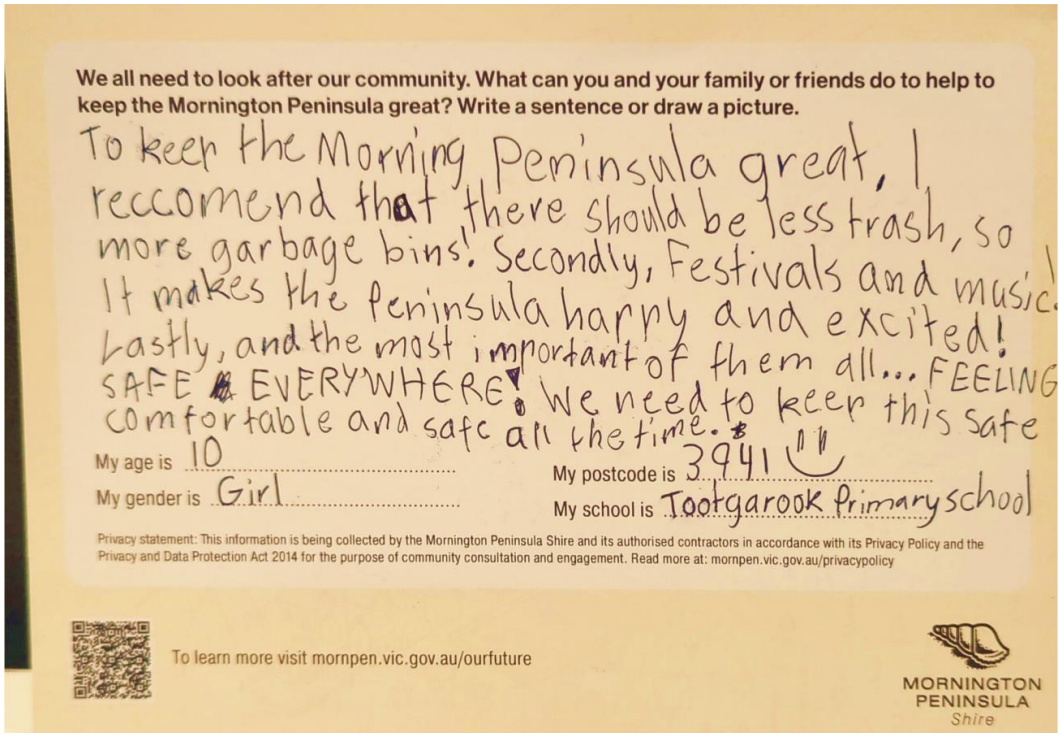
I want more Festivals so people have some thing todo insted of being bored.

To learn more visit mornpen.vic.gov.au/ourfuture

MORNINGTON PENINSULA Shire


We all need to look after our community. What can you and your family or friends do to help to keep the Mornington Peninsula great? Write a sentence or draw a picture.

To keep the Morning Peninsula great, I reccomend that there should be less trash, so more garbage bins! Secondly, Festivals and music! It makes the Peninsula happy and excited! Lastly, and the most important of them all... FEELING SAFE EVERYWHERE! We need to keep this safe comfortable and safe all the time.

My age is 10
My gender is Girl
My postcode is 3941
My school is Tootgarook Primary school

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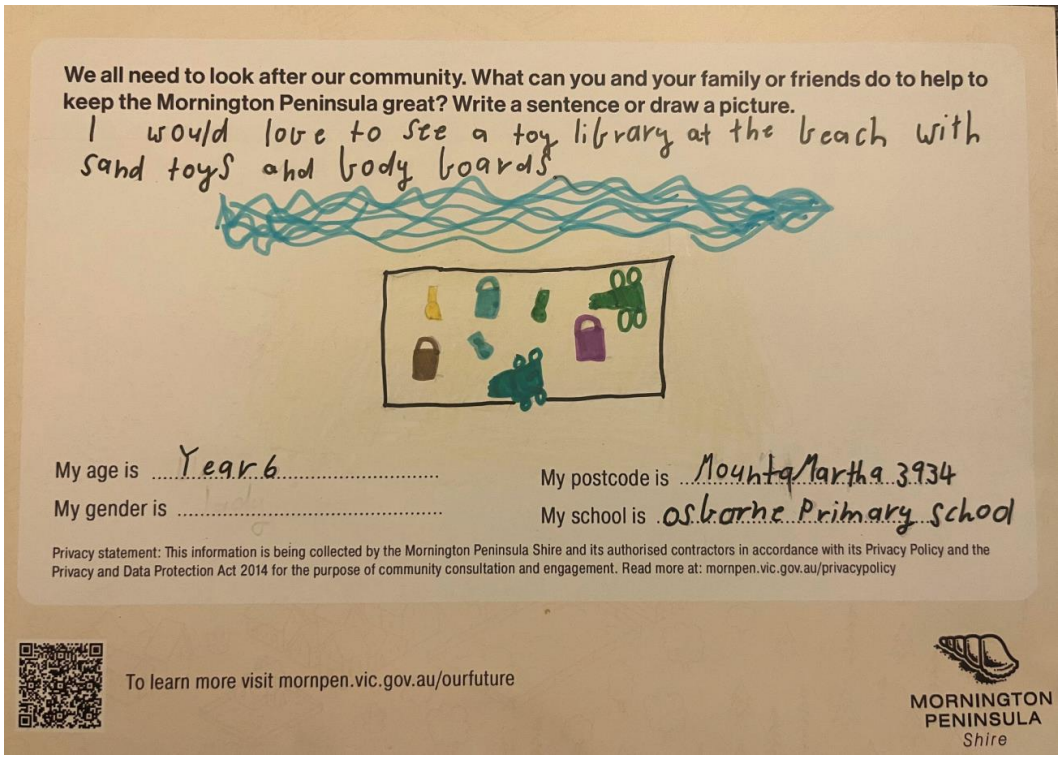
MORNINGTON PENINSULA Shire

Children's Postcards



We all need to look after our community. What can you and your family or friends do to help to keep the Mornington Peninsula great? Write a sentence or draw a picture.

I would love to see a toy library at the beach with sand toys and body boards.

My age is Year 6

My gender is

My postcode is Mount Martha 3934

My school is Osborne Primary School

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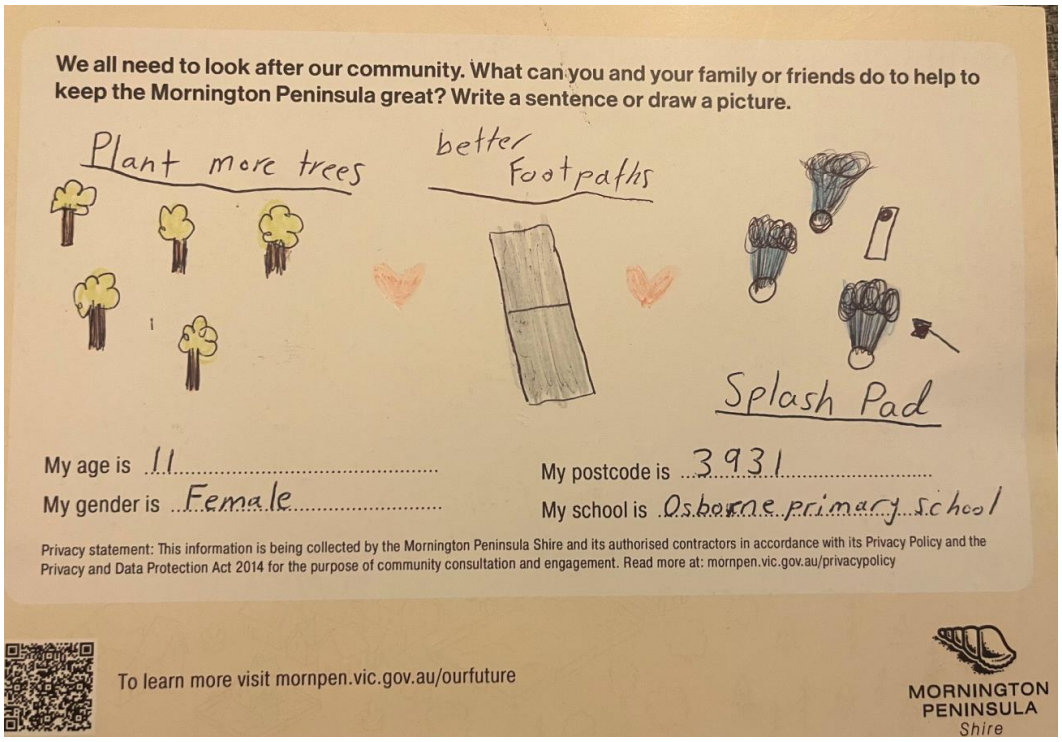
MORNINGTON PENINSULA Shire



We all need to look after our community. What can you and your family or friends do to help to keep the Mornington Peninsula great? Write a sentence or draw a picture.

Plant more trees

better Footpaths

Splash Pad

My age is 11

My gender is Female

My postcode is 3931

My school is Osborne primary school

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MORNINGTON PENINSULA Shire

Youth Survey

Overview

A youth version of the general survey was prepared for our12-18-year-old members of our community, distributed via our Youth Services Team'scontacts .

We were able to hear from participants at an Open Day held at our Tounnin Wominjeka Youth Hub Community Day. 70 young people completed the survey.

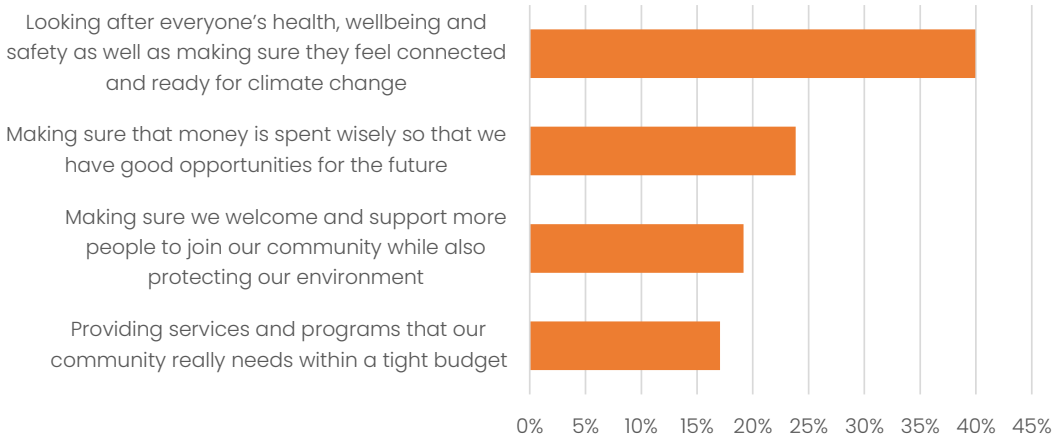
The results are provided on the pages below.

Youth Survey

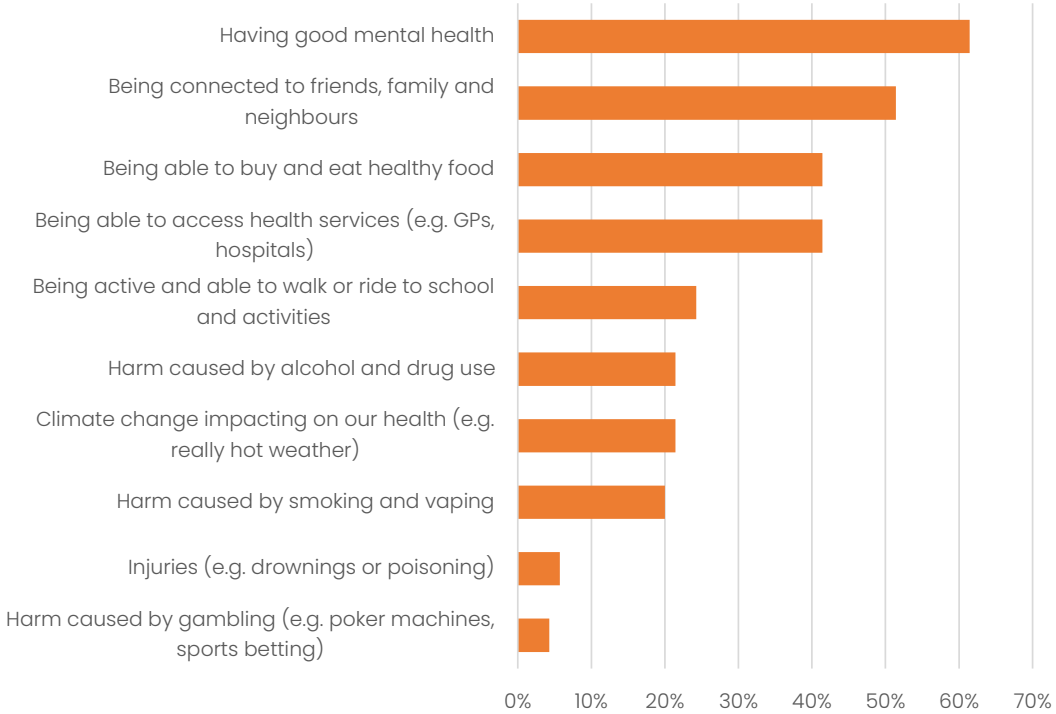
Responses

Total Responses: **70**

Which of these things do think is most important for Council to do?

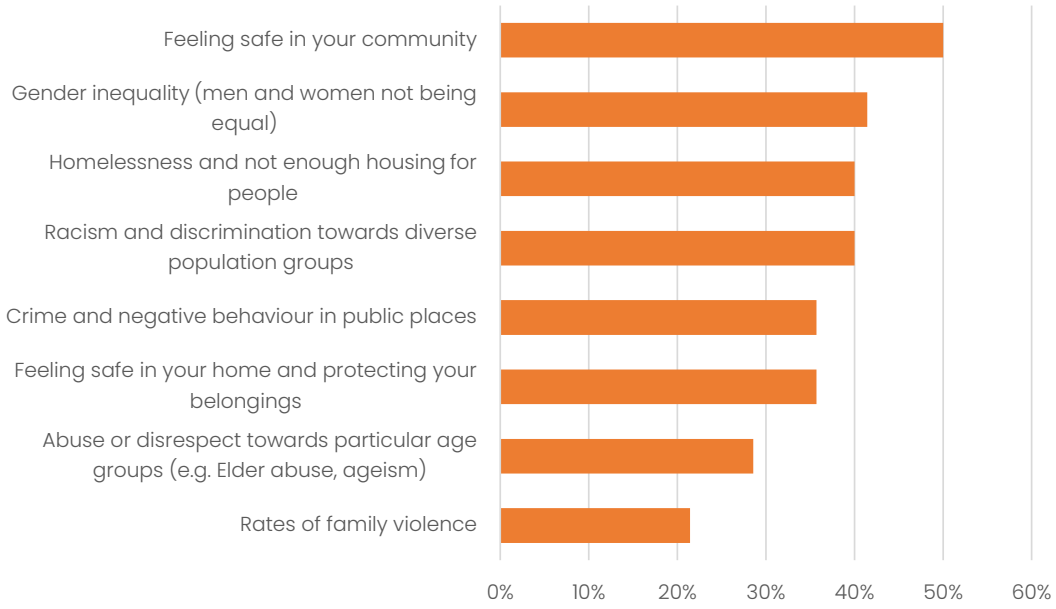


Which of these health and wellbeing issues are most important to you?

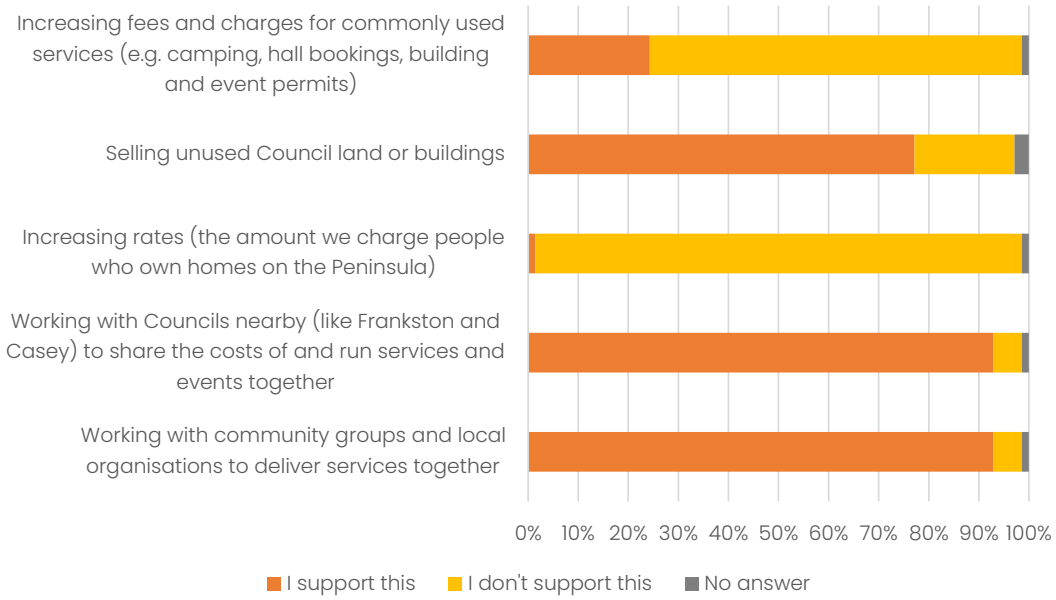


Youth Survey

Which of these social issues matter most to you?

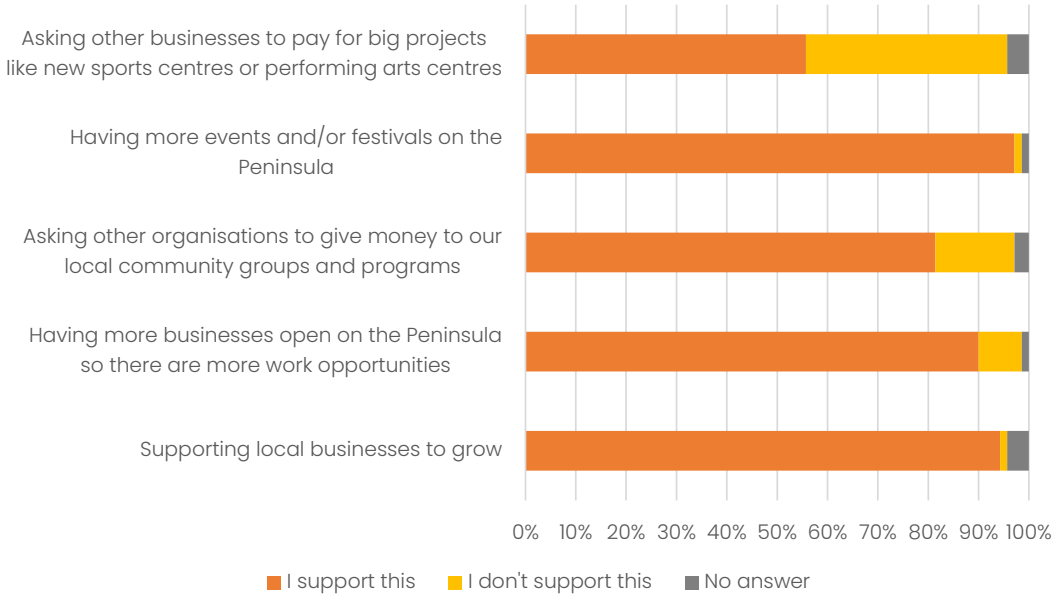


Which of these options would you support so that Council can have more money for important services?

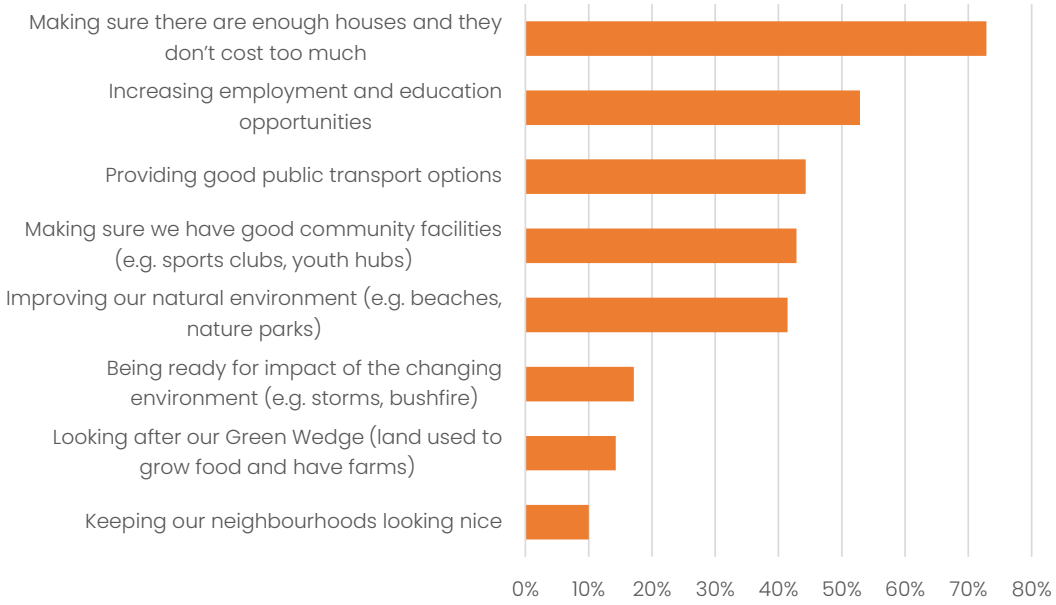


Youth Survey

Which of the following options do you support Council doing so we can have a better future?

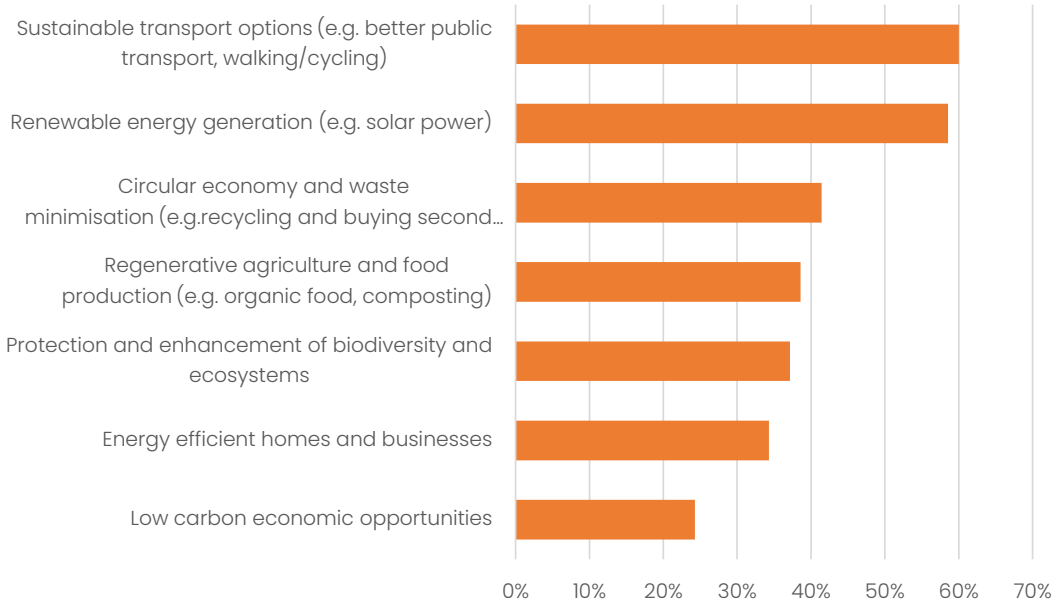


Which of these services do you think are most important?



Youth Survey

What do you think should be Council's top priorities for protecting our environment for the future?



Community Conversations

Overview

To support broader engagement activities, we also organised three community conversations in February and March. These were run as deliberative sessions over three evenings and have the benefit of allowing people to be given time and information to consider before giving feedback on key dilemmas for Council. This process has been completed in accordance with the requirements of the Local Government Act 2020 (the Act), section 55 (2). The Act requires Council to utilise deliberative engagement practices in the development of their Community Vision, Council Plan, Financial Plan, Health and Wellbeing Plan and the Asset Plan.

In accordance with the Act, this process has been completed using a deliberative engagement approach that:

- has a clearly defined scope and objective
- provided objective, relevant and timely information
- included a panel of participants that are broadly representative of the community
- offered reasonable support to ensure participants were able to participate meaningfully in the engagement process; and
- informed the ways in which the community engagement process will influence Council decision making.

Participants were selected via an expression of interest (EOI). There were 243 EOIs received, from which a group of 64 participants were invited to join conversations. Participants were selected to maximise representation of ages, genders, locations and identities compared to the broader community. It should be noted that due to the public EOI process, representation was limited by those that applied to be part of the conversations.

The three sessions were held on:

- 19 Feb: The Studio @ Mornington Community House (55 participants)
- 5 Mar: Alexandra Park, Mornington Football Oval (48 participants)
- 17 Mar: Alexandra Park, Mornington Football Oval (37 participants)

Session 1 provided an opportunity to hear from the Mayor and the Acting CEO before participants were invited to convey their most important messages to Council. A

presentation was then given by the Manager Transformation and ePMO on the range of services Council is providing. The panel then discussed what they found interesting and to document key questions they have for Council. A presentation was then given by the Acting CFO on Council's financial situation before participants were invited to identify criteria Council should use to review services in order to identify potential savings.

Session 2 focused on Council objectives related to People and Place. After a short presentation participants worked together to identify desired outcomes for these objectives, before being polled on their collective level of support. The participants then were presented with scenarios related to ways Assets could be managed more sustainably. After a period of deliberation participants were polled about their level of support for each of these scenarios.

For **Session 3** participants focused on the Council objectives for Prosperity and Performance. After a presentation they generated desired outcomes during a small group activity, before reporting back and being polled for their level of support for each. The final activity followed a presentation by the Acting CFO on options for improving financial sustainability. An extended Q & A session followed, before participants were polled about their level of support for the options presented, as well as their level of support for other ideas generated by participants. The Mayor closed off by thanking participants and explaining the next steps in the process.

Demographics

Demographics of the selected participants were as follows:

Gender:

- Male: 32
- Female: 33
- Gender diverse: 1

Age

- 18-29 years: 2
- 30-39 years: 3
- 40-49 years: 15
- 50-59 years: 13
- 60-69 years: 16
- 70 years and over: 15

Location

- 3101 – Melbourne (CBD): 1

- 3199 – Frankston, Frankston East, Frankston Heights, Frankston South, Karingal and Karingal Centre: 2
- 3805 – Narre Warren: 1
- 3911 – Baxter: 1
- 3912 – Somerville: 3
- 3913 – Tyabb: 2
- 3915 – Hastings and Tuerong: 4
- 3916 – Merricks, Point Leo and Shoreham: 0
- 3918 – Bittern: 1
- 3919 – Crib Point: 3
- 3920 – HMAS Cerberus: 0
- 3926 – Balnarring, Balnarring Beach, Merricks Beach, Merricks North: 1
- 3927 – Somers: 1
- 3928 – Main Ridge: 1
- 3929 – Flinders: 1
- 3930 – Mount Eliza: 4
- 3931 – Mornington: 11
- 3933 – Moorooduc: 1
- 3934 – Mount Martha: 5
- 3936 – Arthurs Seat, Dromana and Safety Beach: 5
- 3937 – Red Hill and Red Hill South: 0
- 3938 – McCrae: 3
- 3939 – Boneo, Cape Schanck, Fingal and Rosebud: 5
- 3940 – Rosebud West: 2
- 3941 – Rye, St Andrews Beach and Tootgarook: 4
- 3942 – Blairgowrie: 1
- 3943 – Sorrento: 1
- 3944 – Portsea: 0

What is your connection to the Mornington Peninsula?
*Participants were able to tick multiple check boxes

- I live here permanently: 62
- I am a worker here: 10
- I own a business here: 13
- I am part of a local community group: 18
- I am part of a local sporting club: 7
- I am a senior or retiree living here: 13
- I am a parent or carer: 9
- I am a Citizens' Panel alum: 7

- I am a volunteer: 10
- I am involved in the arts and culture community: 7
- I am involved in an environmental or sustainability group: 8
- I am a student here: 3
- I am a member of a Council Advisory or Consultative Committee: 2
- I own a holiday home here (but live elsewhere most of the year): 2
- Other (e.g., working at HMAS Cerberus, owning a BnB, etc.): 2

Do you identify as

*Participants were able to tick multiple check boxes

- Person with disability: 6
- Aboriginal and/or Torres Strait Islander: 2
- LGBTIQA+: 4
- Culturally and linguistically diverse: 7

Session 1 Outputs – Introduction and Services

Introduction

Participants were asked how they felt about being involved in this process. Their responses are shown below.

Priorities for Council

Participants were then invited to provide 'Top-of-mind messages for Council. Many responses were received, and these have been grouped according to six themes:

- Environment and sustainability
- Transportation and infrastructure
- Community services and support
- Governance and fiscal responsibility
- Planning and development
- Diversity, inclusion and social cohesion

These themes are very similar to those identified as part of the broader engagement and helped to inform the strategic objectives of the Council Plan, which are:

- Protected, resilient and enhanced natural environments.
- Connected townships with integrated and accessible transport and well-maintained infrastructure.

- A safe, accessible, inclusive and healthy community.
- An engaged and connected community.
- A vibrant, innovative and thriving local economy.
- Valued partnerships and empowered community groups and volunteers.
- A financially sustainable, high-performing and well-governed Council
- Community-centred, responsive, and fit-for-purpose services.

Service Review Criteria

Participants were provided with a presentation on Council finances. Criteria was suggested for reviewing services and participants were invited to discuss and to identify new criteria. The criteria presented was as follows:

- Level of demand from community
- The facilities required to provide this service are increasingly very expensive to maintain
- Whether other organisations outside of Council can provide this service
- Whether the consequences of not providing this service would be detrimental to certain groups/members of the community
- Whether Council staff have sufficient skills to deliver this service
- Whether new regulations make this service much more expensive to provide

Participants added these criteria for consideration.

- Adverse consequences for withdrawing service
- Ability to pay (more)/potential to charge more
- Future return on investment/Longevity and sustainability
- Can service be provided more cheaply/same quality
- Number of people benefiting from this service
- Needs versus wants
- Clear benefits shown from service provided

Participants were invited to allocate 100 points, using the Menti polling app, according to how important they believe each criterion was. The results are shown below.

Community Conversations – Session 1

Key Take Aways

The key findings from the first session were the high level priority areas for the group, which largely match those of the general community, and the final objectives arrived at in the Council Plan.

The other take away was that in reviewing services, the panel were far more concerned about the need and benefits of the service and have the expectation that Council will find a way to fund it if it is required.

Session 2 Outputs – Place, People and Assets

Introduction

After a brief presentation on the proposed Strategic Objectives for the Community Vision Themes of People and Place, participants generated a range of suggested outcomes for each, which have been grouped into key themes. A link to strategies in the Council Plan that were informed by each theme is also provided. (Verbatim comments provided for reference).

Place

Environmental Preservation (links to strategies 1.1.1, 1.1.4 and 1.1.5)

- *No net increase in density*
- *Preserving the green wedge*
- *No high rise buildings*
- *Green open spaces*
- *Natural reserves maintained*
- *Preservation of farming*
- *Preservation of clean food, air and water*
- *Protect, maintain and preserve state and national parks*
- *Preserving culturally significant sites*
- *Council that is leading preservation of natural beauty, biodiversity and cultural significance of our green and blue spaces*
- *Maintaining current levels of protected parks (or growing)*
- *Biodiversity metrics*
- *Maintain and enhance green wedge. Reduce Emissions*
- *Current status maintained*
- *Maintain our green wedge*
- *Keep wild beaches wild*
- *Maintain natural environment*

Maintenance of open spaces (links to strategies 1.1.2 and 1.1.3)

- *Green open spaces*
- *Preservation of our coastal community*
- *Maintenance of parks and gardens*
- *Well maintained parks and open spaces*
- *Beautiful beaches with good access*

Infrastructure and Maintenance (links to strategies 1.2.2 and 1.2.4)

- *Well maintained infrastructure can only be achieved if it is financially sustainable*
- *Assess Infrastructure based on its contribution to the benefit of the community*
- *Some type of regular audits of infrastructure to maintain and look after on an as need basis*
- *Infrastructure that meets community needs and supports community health and wellbeing*
- *Well maintained infrastructure (fit for purpose, safe, everything works, easily accessed)*
- *Fit for purpose buildings*
- *Better water and sewage lines*
- *Beaches - stairs/access to be improved*
- *Improving walks and trails e.g bikes, walking etc*

Transportation and Connectivity (links to strategies 1.2.3 and 1.2.5)

- *Ride share zones connected to bus and train depots*
- *Increased variety of ways to move around and across the peninsula*
- *Improved connectivity and access to major townships*
- *Duplicate train line at Hastings only*
- *Electrify Hastings line*
- *Mini buses on demand, uber style (community transport)*
- *Assess across the peninsula (public transport). 45 minute access. Possibly a depot to connect services.*
- *Mini transport hubs*
- *Bus services*
- *Finished freeway and overpass*
- *Well connected (etc bus services, trains and reliable PTV)*
- *Reliable network and communication (NBN and phone services)*
- *Connected bike paths and walking paths*

Community Facilities and Services (links to strategy 1.1.2)

- *Community halls available for cheaper rental*
- *Free green bins for everyone so people can use food waste in apartments etc*
- *Reduce landfill. More sophisticated sorting and re-purposing*
- *Visibility of funding in general*
- *Clear accountability for rubbish, reasonable tip fees*
- *Business. More toilets and facilities where people can interact and spend money*
- *Less isolation*
- *Central location (meeting area and entertainment centre)*
- *Engaged youth, aged etc - things to do, places to go, planned activities*
- *Some limit on extent of development*

People

Safety and Security (links to strategy 2.1.4)

- *Lower crime rate*
- *Our community is supported and lives in a safe community*
- *A safer, more accessible, more inclusive, healthy community*
- *Less crime, less graffiti*
- *Serenity, tranquillity*

Health and Wellbeing (links to strategy 2.1.1)

- *Improved aged care in the home*
- *Equitable community health and support services*
- *Mentally Healthy*
- *Flourishing*
- *People have equal opportunity to flourish and feel safe in the community*
- *Reduction in people who are lonely*
- *Increase in measures of mental wellbeing in the community*

Community Voice and Engagement (links to strategy 2.2.5)

- *Greater participation*
- *Connected Community "engaged"*
- *Community voice and empowerment*
- *"Openly" value the community*

Community Conversations – Session 2

- *Council expressing interest in opinions*
- *Fringe groups being engaged*
- *Disengaged residents being engaged*
- *Engaged youth, aged etc - things to do, places to go, planned activities*
- *Engaged youth*

Volunteerism and Local Participation (links to strategy 3.3.2)

- *Increase in people participating in local activities, local democracy and informal volunteering*
- *Increase number of people volunteering*
- *People connecting with shire services and getting positive result*

Equity and Accessibility (links to strategy 2.1.2)

- *Equality and Equity*
- *Infrastructure accessible*
- *Access for all - disability, aged, youth, indigenous etc*
- *Public transport improvement*

Recreation and Activities (links to strategy 2.2.2)

- *Spaces and activities to engage in the community and enjoy*
- *Something that contributes to practical skills development*
- *A variety of hobbies*
- *Enjoyment*
- *A wide range of activities and things to do to suit a wide range of peoples' needs - practical doing activities*
- *Central location for meeting and entertainment*
- *Busy and varied*

Local Arts and Entertainment (links to strategy 2.2.3)

- *MSO concerts for schools in Mt Martha*
- *People staying on the peninsula for entertainment, not traveling to Melbourne*
- *More community events - involvement of everyone, more involvement of cultural events*

Communication and Transparency (links to strategy 2.2.4)

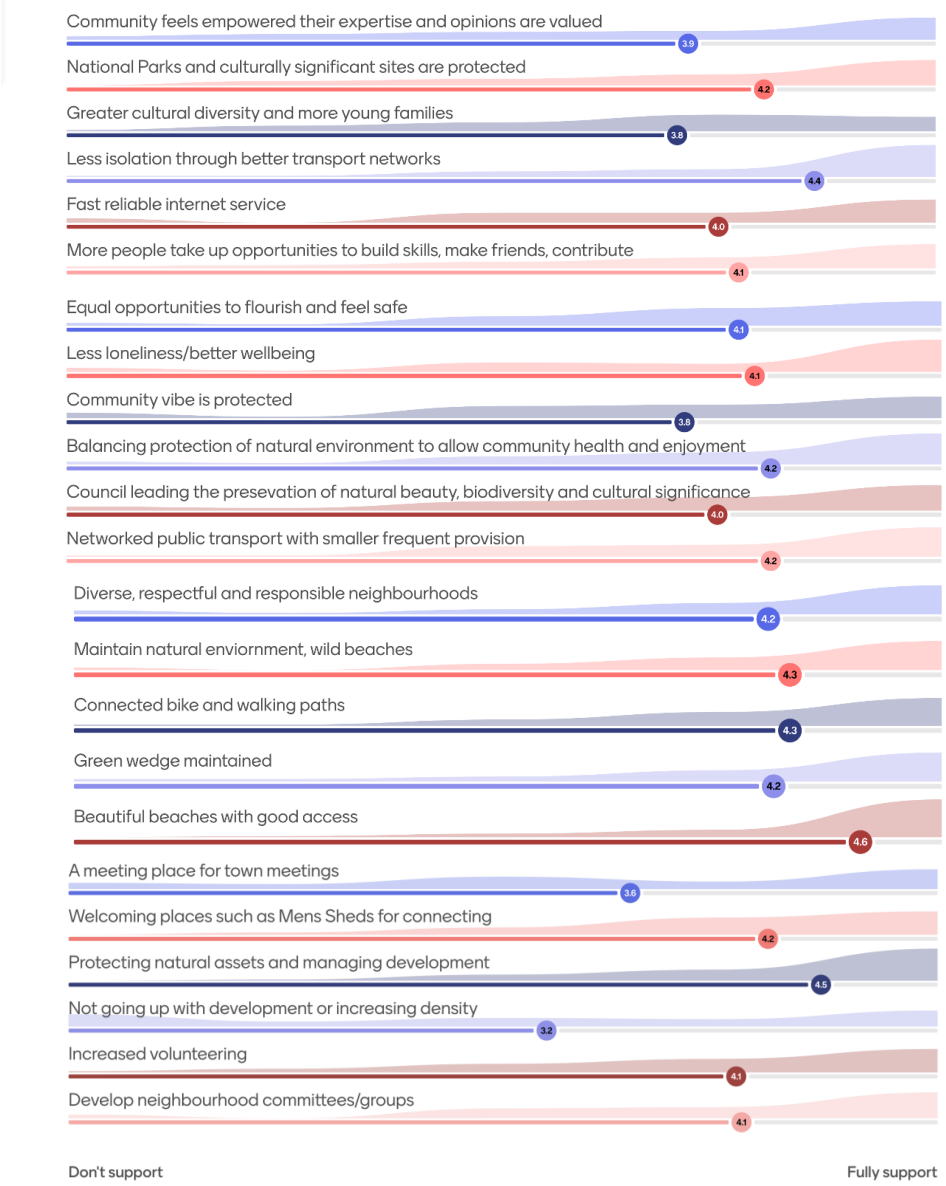
- *Provision of information - forums, communication via social media, print media, other media*
- *Easier access to councillors and open conversations*
- *Communication - community vs council, community vs community*
- *Transparency over special event income and expenditure*
- *Open and trusted*

Community Connection (links to strategy 2.2.1)

- *Inter-generational connections*
- *Sense of neighbourhood and neighbourliness*
- *People working together within smaller areas (local streets)*
- *Social/community engagement at weekend/after hours*

Menti Poll on suggested outcomes

Selected outcomes were also tested with the group using a Menti Pole with the responses as follows:



Asset Planning Options

After a presentation on assets the participants considered several options put forward to achieve greater financial sustainability. The options were:

- Reduce the number of assets
- Reduce the level of maintenance
- Move to a user pay models
- Hand assets to the community to operate

For each option participants were asked to identify potential benefits, concerns or reservations, and whether they had ideas for a different approach. Their output is collated on the following pages.

Community Conversations – Session 2

Option1 – Reduce the number of assets

Potential benefits	Concerns or reservations	Is there a different approach for different asset types
Saving money, amalgamation of facilities - on place multi activities less assets to maintain	Loss or resources, missing out on access and possible conflict with intertest parties. Less programs	Yes, roads are necessary. Facilities have a purpose e.g. football and that can also be a green space
Support less playgrounds - save money. However bigger, more interactive playgrounds within shire. Close Hastings shire office and use building for better use. Less shire offices. Better utilisation of assets (need to measure).	Buildings may be poorly managed. There needs to be better management. Quantify quality, how do we trust you on this? Playgrounds, cost of decommissioning. The uproar.	
Cheaper, less complex.	Undesirable, job loss, amenity loss, decrease in satisfaction, people miss out. Which assets get cut? kept?	Safety first? Almost certainly could be. Bike paths are cheaper to maintain than roads. How about change the reduction?
Minimum community standard e.g services that cannot do last minute e.g must be last minute e.g must be rentable community space within x kms future potential need e.g community disaster. Council create short list of assets that could be sold, provide information to community for feedback. Provide info on history of building	Usage over the last 5 years. Look at other local similar venues/how much benefit. Small percentage of revenue gives back to affected community.	
Less maintenance, immediate savings. Sell assets. Highly visible.	Which ones? Some townships may be disadvantaged. Risk of inequity. Cannot get back once sold off.	Rent to businesses e.g town halls. Use as co-working spaces. Review usage of assets and sell those that are non financial.
Potential substantial savings. Share facilities with groups. Use school facilities after hours.	Depends which assets are eliminated. Need to list assets, then maybe could be an easier decision. Quieter, less populated areas may miss out.	
Less maintenance, less cost.	Less facilities, less community. Less control over the maintenance- outsourced. Council liability and OH&S	Would not want transport to be reduced (infrastructure)
Money from sale. Lower ongoing maintenance. Increase in utilisation if number of assets is reduced.	Transport if hall numbers reduced. Unused assets to be sold mechanical. Less facilities.	Cannot answer without data on costs. Yes - mechanical and safety, don't reduce. Public safety is highest priority.

Option 2 – Reduce the level of maintenance

Potential benefits	Concerns or reservations	there a different approach for different asset types
Save money the asset is retired, not sold or repurposed.	Long grass in dog parks is a safety issue. Snakes in long grass. Decay of buildings and town assets	Yes case by case basis is safety an issue? Fire safety?
Lower costs. Fix first time properly and quickly.	Less maintenance makes safety issues. Better MGT of assets. Open review of assets. Build culture of caring for assets from early childhood in schools.	Use public assets (buildings/land) for other purposes. Use local (lower cost) contractors who don't hope to create high profits for shareholders. Do we have accurate utilisation of information? How do we better use assets? School playgrounds at weekends. Sharing work education and private enterprise. Benchmark with other councils in Aus and other areas.
Need > want is cheaper. More responsive, not just for the sake of it. Frequency vs quality, decrease frequency - increase quality. Frees up crews/workers to attend more urgent matters	Dangerous. Becomes more costly if left too long. Fewer jobs?	Food forests are cheaper to maintain then grass. Renew with lower maintenance alternatives
	Longer term cost for repairs due to lack of maintenance.	1) Creating community based maintenance programs i.e Parks and reserve maintenance Create zones that are put to the community like open tender to bid for rights to maintain that area for 12 months. The winning bidder would then be paid on a monthly basis to maintain their allocated "park". This would create areas where people have pride in the "park" that they maintain. Things like mowing grass, weeding garden beds and spreading mulch. Mulch would be delivered by council and spread by the person responsible. The end state is that land maintenance is being done at a reduced cost with a sense of community pride. 2) Some assets such as community halls could be maintained by community groups

Option 3 – Move to a user pay model

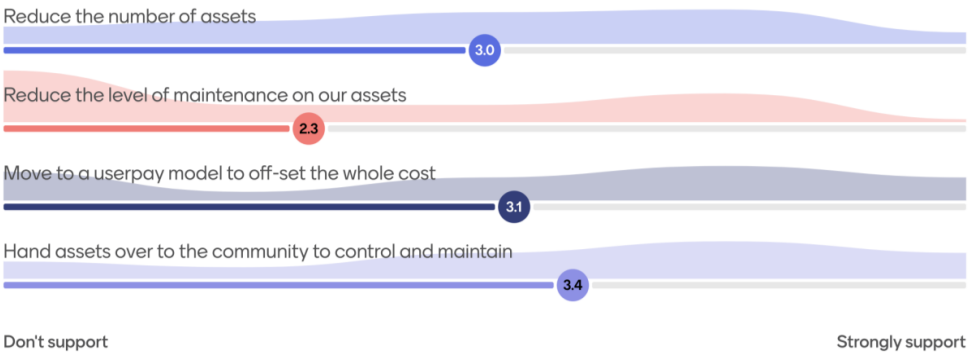
Potential benefits	Concerns or reservations	Is there a different approach
Tourists pay, residents free e.g pools - greater income. Contractor profit margins? Sell buildings to contractor	Would only be part of the cost. Tourists may avoid the Peninsula. Community may not use facilities as priced out.	
Easier to fund. Residents don't pay for visitors	Potential benefits are outweighed by our concerns/reservations. People miss out. Increased haves from have-nots gap - creates disadvantage and discord. Could be complex and dissatisfactory and difficult to manage especially for large and comprehensive assets. Assets don't get used.	Partnerships, sponsorships, volunteer payments. Tourist tax. Air BnB rates increase - long term rental rates decrease.
Increased revenue. A sense of ownership of asset.	No organisation. Increased conflict in competing groups and individuals. Reduction in the community culture or "feeling". Poor groups and good individuals miss out.	Sporting clubs should pay more and tennis courts should be free
Revenue increase. Shared responsibility. Target tourism.	Decreased usage	Yes - paid parking for tourists
Sponsorship potential. Naming rights.	We don't like this idea. Adopt a ..... concept. Depends on facility e.g sporting for families too expensive. Will money raised go to maintenance? Potentially excludes economically disadvantaged (health issues). Tinkering at the edges.	
Council will save money. Community respects asset more.	Communities are already user pay, if communities continue to pay more they will stop the use. Loss of community use, buildings may sit vacant. Less community engagement. Who gets access to the service? What would we want to keep under council control?	

Option 4 – Hand assets to the community

Potential benefits	Concerns or reservations	Is there a different approach
Engage community in management of assets. Volunteers - take pride in what they do. Costs down. Community members would make sure maintenance is conducted.	Maintaining standards across shire. Groups need to have an overseer from council	
Decrease council costs. Possibly more responsive to community interest. Quality and safety.	Complex. Decrease monitoring. Accountability? Decreased safety and continuity. Complex liability issues. Loss of overview.	There could be, especially with smaller local assets where community is readily identifiable and stable. More volunteering and partnerships awards. Would we end up with micro councils (neighbourhoods) to maintain their immediate area.
Freeing up of council resources. In some cases builds community pride.	People will not care for the asset. People don't have spare time or resources to care for asset.	Allowing community groups to apply for grant funding. Advocated by council to operate and maintain assets.
Volunteers involvement. Social interaction.	Skill levels of the community. Allocation of responsibility.	Bigger the asset - more maintenance
Community support, volunteering and more involvement in the community. Working bees with local community. It has worked in the past.	Possible liability issues. Will interest last? Council support essential. Tinkering at the edges. Maybe left to the fees. Maybe give incentives to the volunteers - tip vouchers.	
Gives communities a feeling of responsibility, ownership and connectiveness e.g scouts. Community respects asset more.	Asset may be run as a business without community benefits i.e Mt Martha GC. There should be rules around operate and maintain - what does it mean? Who gets access or control over the operation and maintenance.	Produce a balance sheet of income (profit and loss)
Can sponsors pay for maintenance? Review data on cost of maintenance.	Governance, OH&S, Policy, Public liability issues.	Yes

Community Conversations – Session 2

Participants were then polled about their level of support for Council exploring the options presented and discussed. The results are shown below.



Additional comments were invited regarding asset planning to reduce costs and the responses have been grouped below.

Cost-Effectiveness and Return on Investment

- *Could be false economy and bad aesthetically*
- *Ensure that there is a return on any money that you spend on the assets*
- *Quality matters: it might cost more up front, but costs less over time*
- *Just be focused on the best outcome for the community*
- *In favour of fiscal responsibility and safety over superficial how things look*

User Fees and Funding Models

- *Some community assets are already user pays*
- *Any move to user pays should not be to offset the WHOLE cost!!! Only partial offset*
- *Find a way to have visitors to our community pay more for our services. Eg. Boat ramps*
- *Tourist pay, resident free was surprisingly popular*
- *Use the 8 million tourists who come to the peninsula annually. Paid parking should not be parked*
- *Asset Prioritisation and Decision Making*
- *Look at utilisation, cut the least utilised*
- *Public safety is the fundamental rationale*
- *Needs to be based on each asset class - more funding should be allocated to roads*
- *Can't make general statements - each case must be treated on its own*
- *Do we have accurate utilisation data?*
- *Survey on what is important to that region and determine the need of the asset*
- *Sell that one*
- *Need separation between outcomes, aims, success criteria, mission to aid clarity*

Maintenance and Contractor Management

- *Use local contractors not national companies making profits for shareholders*
- *Bring maintenance under council control instead of subcontracting out to companies. Hire disabled companies to complete easy maintenance*
- *Renew with lower maintenance alternatives*
- *Review sub-contractors on a regular basis*
- *Check maintenance schedules on some assets*
- *Restoration of an asset could be done by community, but project managed and overseen by council and using skilled trades where necessary*

Community Conversations – Session 2

Asset Portfolio Observations

- *The size of assets under management surprised me*
- *The amount of assets that the Shire manages*
- *The number of assets was surprising*
- *The large number and value of assets managed by council*

Partnership and Alternative Use Models

- *Integrate services. Private/public partnerships*
- *How do we better use assets eg schools*
- *Incentives for contributing could be tip vouchers!*
- *Outsource maintenance on individual assets (where suitable) to small business or community-based maintenance programs*
- *Unused building assets could be rented or sold to business or turned into co-working spaces*
- *Change expectations: Partner with users $1 for $1*

New Ideas and Innovations

- *Explore a ferry service for the peninsula*
- *Clear upset about residents paying so much for visitors, but more focus on residents concerns could ultimately serve visitors well*

General Reflections

- *It's a double-edged sword as you will never please everyone. The criteria discussed in session 1 is relevant to this question. I learnt a great deal about shire assets & costs*

Key Take Aways

The participants suggested several outcome they would expect to see under the strategic objectives related to Place and People. These outcomes were themed and used to inform eh development of strategies in the Council Plan.

The panel also investigated options for Council to explore related to asset investment. As with broader engagement there was good support for partnering with community to help maintain assets, but strong opposition to reducing current service levels on assets.

Session 3 Outputs – Prosperity, Performance and Financial Sustainability

Introduction

After a brief presentation on the proposed Strategic Objectives for the Community Vision Themes of Prosperity and Performance, participants generated a range of suggested outcomes for each, which have been grouped into key themes. A link to strategies in the Council Plan that were informed by each theme is also provided. (Verbatim comments provided for reference).

Prosperity

Business & Economic Development (links to strategies 3.1.1 and 3.1.4)

- *Less businesses would close*
- *Locals would have the opportunity to shop locally*
- *A range of businesses are encouraged to develop (shops, farm gates) as well as cafes, restaurants and wineries*
- *Use of vacant Council land to develop small industry*
- *Permits and planning sped up (cut red tape) to create new business*
- *Concierge service mentoring*
- *Incentives for local businesses. Buy locally*
- *Small businesses are prosperous and sustainable*
- *Businesses employ locally*
- *Filling of empty shops*
- *Increased space for individual businesses*
- *Strong small business identification with Peninsula through Council support*
- *Incentives for landlords to upgrade/improve premises*
- *Incentives for new businesses*
- *Attract diversified business*
- *Reuse of empty buildings (short-term)*
- *Major industries supported and benefit community*
- *Business attraction and development supports industry diversity*
- *Occupancy of local businesses and have empty buildings occupied*
- *Businesses run by locals – less multi-nationals*
- *More responsive planning department to develop sustainable development*

Community Engagement & Inclusion (links to strategies 2.2.1, 2.2.5 and 3.2.1)

- *Promotion of community groups*
- *Red tape removed from Council – assist/support community groups*
- *Intergenerational members of community groups – all ages contributing*
- *Sense of safety everywhere*
- *Feeling of engagement in the community – e.g., walking along the street*
- *How to care for vulnerable in community? More support*
- *Community events/local newspaper – better information available*
- *Community support for council – instead of 'they don't know what they're doing', 'what do they do?' Trust in Council staff*
- *Strong and independent community groups indicates that is not being driven top down (self interest of Councillors)*
- *Transparency of lobby groups' influence*

- *An engaged community*
- *Working together (community and council) – positive word of mouth*
- *All areas of community included*
- *Balance of community activities for ALL ages*
- *The MPS ability to bring younger people to area*
- *Engaged community – forums, pet owner activities, community celebrations (mini Moomba), schools involved*

Events & Tourism (links to strategy 3.1.3)

- *Promote and attract events in timely manner*
- *Council supported festivals and events (i.e. sandcastle event in Frankston)*
- *Export is tourism – use more of the asset to fund things. Exploit it*
- *Beach activities i.e. games/outdoor recreation, volleyball, health services*
- *Respectful/considerate use of public spaces (car parking/enforcement where necessary)*

Community Groups & Volunteering (links to strategies 3.2.1 and 3.2.2)

- *Less duplication of services from groups*
- *Complementary training in governance of community groups and volunteers understanding rights and obligations*
- *Skilled/stronger volunteer base*
- *Partnerships – with industry, arts groups and others*
- *Understanding the relationship between the community group and users*
- *Community centres are able to provide more services and employ more staff*
- *Prominent meeting place (larger meeting venues)*

Education & Employment (links to strategy 3.1.2)

- *Full employment for residents*
- *Less community members needing welfare support*
- *Youth employment opportunities*
- *Attract universities to operate from local venues (TAFE, secondary schools, community centres)*

Housing & Accommodation (links to strategy 2.1.5)

- *Limits on number of Airbnb numbers/short term rentals to allow more permanent residents and affordable housing*

Financial Management (links to strategy 4.1.1)

- *Income exceeding expenditure*
- *Being able to provide the required services on budget with a little extra for emergencies*
- *Employed/vibrant feed into sponsorship of local activity groups*

Participants were then invited to indicate their level of support for a number of the suggested outcomes . The results are shown below.

Performance

Financial Management & Governance (links to strategies 4.1.1 and 4.1.2)

- *A budget that is careful but not too conservative*
- *Living within our means*
- *Well-governed would be in credit*
- *Minimise debt*
- *Efficiency in spending, minimising waste*
- *Establishing a balanced budget from the get go*
- *An efficient council without overspending*
- *Transparent – publicly available data for public analysis and scrutiny*
- *Tangible return on investment for council expenditure*
- *Revenue (additional) created through grants, sale of properties other income*
- *External funding/grants – partner with business and community groups. Public/Private partnerships*

Council Operations & Services (links to strategies 4.1.1, 4.2.1 and 4.2.2)

- *Utilising existing Council staff expertise – not too much outsourcing/consultancy*
- *Council staff satisfaction when working at the Council – needs to be measured*
- *Sharing Council staff credentials/expertise would be good for locals to know (evidence of high-performance)*
- *Quick turnaround for applications and questions*
- *Issues resolved quickly for public faster – planning application process*
- *User friendly knowledgeable customer service*
- *Projects completed on time and on budget – less rad blockages, waiting in traffic*
- *Public can feel confident about knowledgeable council staff*

- *Silos broken down. More department communication on projects, benefitting community groups. Less confusion, more answers and guidance to meet end goal*
- *Council properties maintained to community standards*
- *Customer service – prompt and effective response*
- *Following up, without passing the buck*

Local Business & Economy (links to strategies 3.1.1 and 3.1.4)

- *Diversity of retail and services*
- *Vouchers for locals to use locally encourage patriation with commercial business [sic]*
- *Right strategies and policies for business to get off the ground and success (without failing current/existing businesses)*
- *Consider congestion – charge for peak times in the MP (parking fees over summer)*
- *Compare a similar tourist type region – what they are doing, what works well how they generate more income (ie user pays) publishing figures so residents can see and understand/transparency*

Community Wellbeing & Facilities (links to strategies 2.1.1 and 2.1.2)

- *Safe, healthy sustained community*
- *Functional/operational hospital*
- *Rough sleepers housed – 30% women with at least one child*
- *We have the services. We need mental health services and bulk billing doctors*
- *Thriving community centres – we need use the spaces we have*
- *Community theatre centre like Frankston in Rosebud*
- *Multi-purpose hubs for community use – Health Care*
- *Updated kindergarten and health nurses*
- *Supported new mothers*
- *Expand community support for the elderly*
- *Adequately funded arts & health facilities available*

Housing & Development (links to strategy 2.1.5)

- *Less Air BnB would work if landlords have more rights – State Govt legislation on long term rentals*
- *Less Air BnBs more housing to be available for lower income earners*
- *More housing to be available to the young and those earning minimum wage*
- *Mixed use areas – housing, shopping, health care*
- *Growth managed well with KPIs*

Environment & Sustainability (links to strategies 1.1.1, 1.1.4 and 1.1.5)

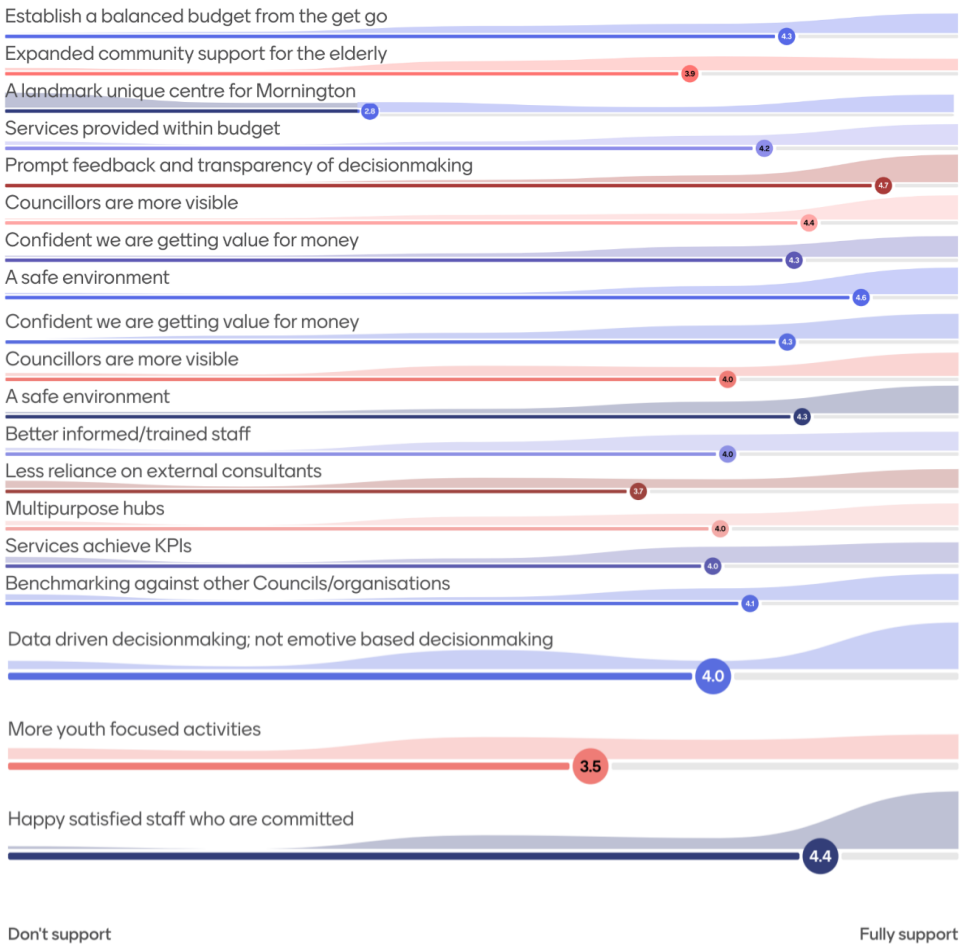
- *Well-maintained and cared for environment*
- *A council that respects and understands/works for sustainability and the environment*
- *More EV charging stations*
- *Review waste/recycle system – It all goes to was due to contamination [sic]*
- *Green Wedge for agriculture – isn't this up to the landowner? Isn't this what Green Wedge is for?*
- *Green Wedge protected*
- *Green Wedge concerned with what and who has ability to build/run a business in Green Wedge*
- *Beaches kept clear*
- *A safe environment*

Community Engagement & Communication (links to strategy 2.2.5)

- *Better informed, either via website, paper email, community boards @ libraries community centres, aged care facilities, schools, kinders*
- *Strong community engagement*
- *Easy access for community – online, direct contact, visiting staff, volunteer groups*
- *Council meetings allow community opinion and discussion*
- *Council reflects the needs and vision of its constituents*

- *Fewer complaints to Council (needs are met)*
- *Reduction of community complaints*
- *Genuine listening (forum feedback to community)*
- *Councillors more visible*
- *Council more transparent*
- *A positive environment where less direct contact (i.e. meetings) would be necessary*
- *Stop complaining about the rate cap*
- *Prosperity is not all about money*

Participants were then invited to indicate their level of support for a number of the suggested outcomes . The results are shown below.

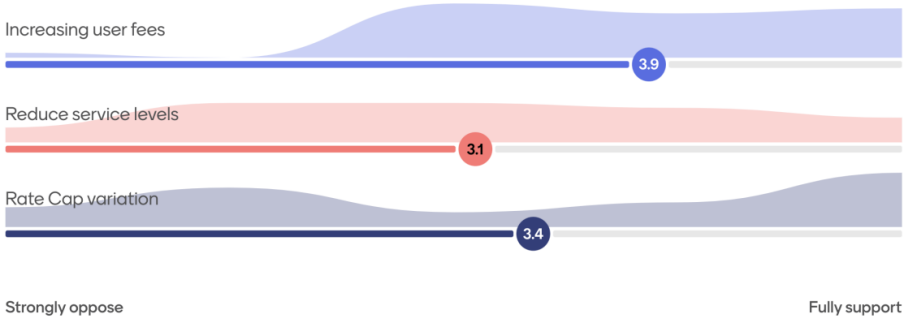


Financial Sustainability Options

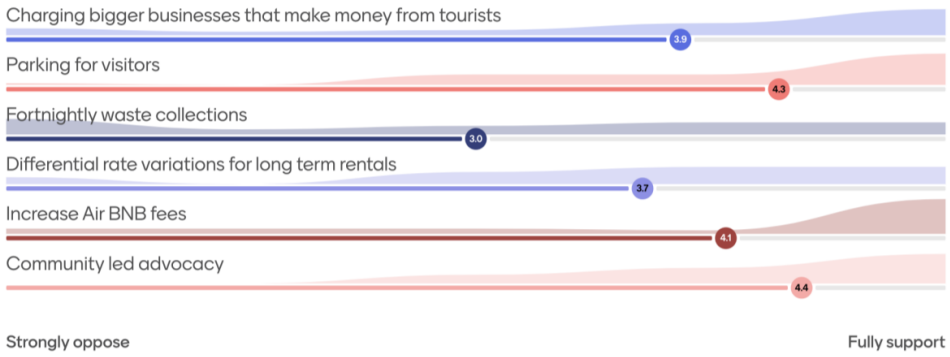
The Acting CFO outlined Council's current financial situation, and provided three options to consider, namely:

1. Increasing user fees
2. Reducing service levels
3. Rate Cap variation

An extended period for Q & A then followed before the options were discussed at their tables. The notes for points raised can be found at Appendix 3. The options were then tested for their level of support using Menti.



A number of other ideas were put forward by participants and these were also polled for level of support.



Participants were invited to provide any additional comments relating to options for improving financial performance. These have been grouped with headlines.

Revenue Generation from Tourists & Visitors

- *Charging bigger businesses that profit from tourists*
- *Parking fees for visitors*
- *Penlink tolls for visitors*
- *Strongly support revenue raising through parking fees for non-ratepayers/residents*
- *Strongly support increasing Airbnb registration fees substantially*
- *Support increased camping fees*
- *Institute a congestion charge over peak periods*
- *As far as possible, institute a 'user pays' mentality—visitors to the Peninsula need to contribute sufficiently to keep the area amenable for locals*

Rates, Fees & Property Development

- *Differential rate variations for long-term rentals*
- *Increase Airbnb fees*
- *Increase planning permit fees for developers*
- *Increase land for development—more housing creates more employment*
- *Increase rated property supply*
- *Means-testing rate charges based on income*
- *Unproductive land rates should be doubled*
- *Fees should be set based on ability to pay, not blanket rates*
- *A voluntary increase option on rate notices may be a way around the cap*
- *% of value-based service fees instead of fixed prices*

Cost Savings & Efficiency Improvements

- *A more productive workforce and looking for internal efficiencies to reduce the £100 million wage bill*
- *Use what you have better and efficiently, without waste*
- *First priority is reducing current financial waste and marginal expenditure*
- *Ensure fullest use of assets and thus revenue*
- *Perform work when there is a need*
- *Don't mow grass when there's a drought*
- *Approve the concept of waste management service reductions (e.g. frequency)*
- *Rubbish bins are provided in three different sizes—do the same for other bins*
- *Stop subsidising leisure services with ratepayers' money*
- *Reduce leisure services that run at a loss*

Rate Cap & Financial Planning

- *The lack of specificity on rate cap rises makes it impossible to agree or disagree*
- *A rate cap variation should be a last resort*
- *Let's concentrate on savings first before reaching for the bank of the ratepayer*
- *Rate cap max of 5%*
- *Strongly support application for rate cap change—5 to 10% in a year*
- *A one-off rate increase would possibly be accepted if presented to the community properly*
- *People may not realise that a "one-off" increase creates a new baseline and does not revert back*
- *Great value in a rate cap reset*

Protecting Community Services & Equity

- *Any service cuts should not impact vulnerable or low socio-economic people*
- *Do not support service cuts where no alternative services exist at a cheaper rate*
- *Consultation required before community services are reduced or changed*
- *Support user-pays scenarios rather than cutting services*
- *Community-led advocacy*

- *Protect the disadvantaged*
- *Think in terms of equity rather than just money—consider values over price*

Service Provision & Local Business Involvement

- *Run essential services using council employees, not for-profit contractors*
- *Use locally owned contracting companies and consultancies*
- *Look at hard rubbish collections to reduce illegal dumping*
- *Better policing of Airbnb and advocating for better behaviour between long-term tenants and landlords*
- *Support providing higher-density housing to allow more rental properties*
- *Public infrastructure investment increases ratepayer numbers and employment*
- *Golf courses, swimming centres, etc., should be profitable*

Community Engagement & Decision-Making

- *The challenge for the council is that engagement sessions still leave 98% of residents uninformed*
- *Use community members' knowledge in decision-making*
- *We should leverage the wealth and influence of large employers on the Peninsula to petition the State Government to fulfil their financial obligations*

Key Take Aways

The participants suggested several outcome they would expect to see under the strategic objectives related to Prosperity and Performance. These outcomes were themed and used to inform eh development of strategies in the Council Plan.

The panel also investigated options for Council to explore related to financial sustainability. When given the time to consider and discuss it was found there was more support for fee increased and a possible rate cap variation when compared to the results from the broader community engagement. However, the main option the panel supported was investigating ways to generate revenue from visitors to the peninsula. The least supported option was a reduction in service levels.

Health and Wellbeing Stakeholder Workshop

Frankston City Council
Mornington Peninsula Shire Council

Prepared by

Conversation Co.

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1. Introduction

Conversation Co was engaged by Frankston City Council and Mornington Peninsula Shire (Councils) to design and facilitate a Health and Wellbeing Stakeholder Forum. This feedback gathered through the Forum will assist the Councils to develop their respective Council and Municipal Public Health and Wellbeing Plans and identify partnership opportunities.

Purpose of the engagement was to:

- Identification of the key issues (current and emerging) impacting public health and community wellbeing within the catchment
- Identification of opportunities for:
    - collaborative and coordinated action; and
    - council-led primary prevention action

Methodology:

A four hour in-person workshop was held on Thursday 13th February 2025 at Mornington Community House (10:00 am - 2:00 pm). A copy of the agenda is provided in Appendix 1.

Participation:

33 representatives from 19 organisations 'signed in' at the workshop. A copy of the participating organisations is provided in Appendix 2. There were additional participants from the two Councils present, with a total of 39 people present.

Purpose of the report:

This report provides an overview of the information collected at the Forum, against the relevant activity.

Image 1. Health and Wellbeing Stakeholder Forum

2. Systems Thinking

In the first activity participants worked in pairs, identifying a key issue and delving further into potential causes.

As demonstrated in the word cloud below, across the wide variety of health issues or barriers discussed, there were key common themes identified as “causes”. This activity allows Council to assess what preventative actions may impact across multiple health issues or barriers.

Among the health issues and barriers explored by participants, the most common themes identified as causes were gender inequality and power imbalances, cost of living and financial barriers and food insecurity. This demonstrates a strong crossover of causes among health issues and barriers, and the possibility of impacting a range of issues with a focus on these root causes. See Appendix 3 for a breakdown of category inclusions and number of mentions.

Image 2. Word cloud

3. Priority setting

For activity 2, participants were asked to reflect upon the first activity, the statistics and community engagement findings presented by Council, and vote for the priorities from the Victorian Public Health and Wellbeing Plan that are most important to the catchment. Participants were able to 'stack' votes but had to vote for at least two different priorities.

The results demonstrated in Table 1 show a higher focus on preventing all forms of violence, improving (mental) wellbeing, increasing active living and increasing healthy eating. Priorities with a significantly lower focus among participants were improving sexual and reproductive health, reducing injury and decreasing antimicrobial resistance across human and animal health.

One participant raised the preference for housing to be included in the list of priorities.

Table 1. Voting on Victorian Public Health and Wellbeing Plan priorities

Victorian Public Health and Wellbeing Plan	
Priority	**Votes**
Preventing all forms of violence People who experience violence are affected in all areas of their health and wellbeing, including poorer physical, sexual and reproductive health outcomes, reduced mental wellbeing and sometimes loss of life	35
Improving wellbeing A 2022 survey found Australians' subjective wellbeing showed a pattern of decline. The average wellbeing score for people 18–25 years was the lowest in 21 years. VPHWP aims to promote and support wellbeing, and reduce the prevalence of mental distress, suicidality, alcohol and drug harms, while supporting people's journey through challenges	35
Increasing active living Active living supports everyone, at all stages of life, to live healthy, engaged and purposeful lives. Only half of Victorian adults meet the physical activity guidelines for sufficient physical activity (53.0 per cent of women, and 48.7 per cent of men).	24
Increasing healthy eating Poor diet, overweight and obesity are leading contributors to chronic disease and premature death in Victoria, accounting for 5.4 per cent and 8.4 per cent of preventable burden of disease respectively.	22
Reducing harm from alcohol and drug use Consumption of alcohol and other drugs are a significant preventable cause of disease and death in Victoria. It is linked to a wide range of health and wellbeing impacts. including physical health through increased risk of chronic disease, exposure to infectious diseases, and mental health and wellbeing impacts.	19

Victorian Public Health and Wellbeing Plan	
Priority	**Votes**
Tackling climate change and its impacts on health Climate change affects health in many ways – both directly and indirectly. Direct impacts include morbidity and mortality associated with extreme events such as heatwaves, floods, drought and bushfires. Indirect impacts are associated with ecological and land-use change (including spread of infectious diseases), along with worsening air, food and water quality.	18
Reducing harm from tobacco and e-cigarette use Tobacco use is still the leading contributor to the burden of disease and premature deaths in Victoria, despite considerable progress in reducing smoking rates. Tobacco use is responsible for 9.3 per cent of disease burden and 13.3 per cent of deaths in Australia. There are concerns this will increase with the uptake of e-cigarette use.	11
Improving sexual and reproductive health Sexual and reproductive health is important for every Victorian. This includes focusing on reducing the impact of blood-borne viruses and sexually transmissible infections . Sexual health is not only important to people in their reproductive years but also across life stages. This includes puberty, through menopause and the senior years.	8
Reducing injury Injury is a major cause of morbidity and mortality. It is both predictable and preventable. The impact of injury and associated injury harms can be profound for individuals, families and communities, and may result in loss of income and productivity, reduced social participation, physical and psychological impairment. It can also affect daily living and quality of life.	3
Decreasing antimicrobial resistance across human & animal health Antimicrobial resistance (AMR) is a growing threat in Victoria, across our nation and globally. AMR affects the health of all humans and animals. While antimicrobial medicines such as antibiotics, antivirals and antifungals have saved millions of human and animal lives, wide overprescribing and misuse have contributed to AMR.	1

4. Preventative Action

Participants were invited to explore the top six priority areas identified through the previous activity. This activity allowed participants to select their areas of interest through three World Cafe style sessions. During these sessions, participants thought about preventative action ideas and identified whether they currently exist or are new actions, the location of focus, alignment with existing work, strategies or plans, and opportunities for partnership.

Priority areas received a varied number of comments, the number of comments are seen below in descending order.

- Increasing active living (35 comments)
- Preventing all forms of violence (17 comments)
- Improve mental wellbeing (17 comments)
- Tackling climate change and its impacts on health (17 comments)
- Increasing healthy eating (14 comments)
- Reducing harm from alcohol and drug use (12 comments)

Tables 2 through 7 explore the detailed feedback provided by participants in order of participant contribution. Similar preventative action ideas under each priority area have been grouped together and themed under the appropriate heading.

It is important to note that priority areas 'increasing healthy eating' and 'tackling climate change and its impacts on health' were discussed in two of the three sessions due to a lower interest of participants.

Image 3. Health and Wellbeing Stakeholder Forum

Table 2. Increasing active living

Prevention action idea	Is this existing or new	Key location	Does this align with existing work / strategies / plans	Who could be involved
Inclusive Programmes & Facilities – Accessible environments, outdoor gyms for people that can afford gym membership, particularly older people, people with a disability. – Swimming lessons - cost of lessons is a barrier. High risk of drowning in Bayside areas. – Sporting clubs, youth groups - all ages, inclusive, all abilities, free. – Playgrounds - all ages. Accessible and increase.	Existing	– Both councils, – Belgravia foundation, – Peninsula Leisure		– Council, equipment manufacturer – Developers
Youth & Family Engagement – Co-design physical activity programmes and provide opportunities for young people to be a part of open space designs. – Encourage young people to be physically active. For example, teach young people to build their own BMX tracks and have ownership (co-design). – Major event with a focus on physical activity. Families and young people co-design. – Youth leadership programmes and youth advisory committee. Expand on this.	Existing/New	Both councils		– Council contractors – Young people – Council partnership with service provider
Public Awareness & Safety – Consider challenges / changes with electric scooters. Safety, road/footpath usage. – Consider perceptions of safety as a barrier for people being physically active. – Bring back the walking school bus! Model in Sweden called 'safe walking tracks' which supports young people to get safely from public transport to school.	New			– Local laws

Community Engagement & Volunteerism – Promote opportunities for community to be involved in sports clubs as volunteers / committee members. – Activities at neighbourhood houses that are accessible and affordable (e.g. £5 pickleball). Outreach programmes for community. Open on weekends. – More outreach via youth services.	Existing	Other council		– Neighbourhood housing – Sporting associations
Facilities & Amenities – Increasing infrastructure - shade, seating, bike lanes, facilities, paths, lighting, roads, free physical activity equipment. – Ensure there are appropriate amenities to support people going for a walk (e.g. drinking fountains, toilets). – Facilities e.g. Yawa, Parc. Inclusive spaces, community gardens.	Existing/ New	Both councils	Yes	– Council partners and community – Community Houses – Peninsula Health – Council
Walkability & Bikeability Improvements – Address challenges with walking and cycling paths and how connected they are across the Peninsula and safety concerns. – Incidental activity e.g. active travel. Systems approach in a particular postcode. Mix of interventions - signage, bike lanes, community centres, activate spaces with good footpaths.	Existing/ New	MP Shire		– Council
School & Sports Programmes – Dromana PS run a school come and try programme after school so kids can try a variety of sports. – School sport - free, bike library, bike education.	Existing	Both councils		– Schools (PE), – Sports clubs, – Youth services

Social Media & Promotion – Better promotions of passive and active recreation opportunities, showcase these and promote on social media.	New	Both councils		– Social media campaign between FCC and MPS
Support & Mentoring Programmes – Lacking access to bikes or children having a bike but parent can't afford. Community bike swap project, community gym equipment swap, social enterprises on fixing and redistributing bikes.				– Men's sheds – Toy library – Op shops – Sports clubs
Workplace Flexibility & Health – Flexible work arrangements to enable fitting in exercise in their day, lower traffic.	New			– Workplaces
Health Education – Educating on health and wellbeing benefits, culturally safe, adapt to community needs.				

Table 3. Preventing all forms of violence

Preventative action idea	Is this new or existing	Key location	Does this align with existing work / strategies / plans	Who could be involved
Violence Prevention & Education - Education on different types of violence. - Respectful relationships programmes in schools- build in gender transformative practice. - Education in government schools on respectful relationships. - Resilience, self-worth, boundaries, and self-esteem education. - How to deal with emotions in healthy ways – training, positive messaging, promoting available services. - Parent education on long-term impact of harmful attitudes, violent games, and encouraging positive programming. - Critical friends' network – embed a whole school approach through parent networks. - Baby makes 3 – integrate elements of reproductive coercion in their programs. - MCH screening for family violence (including men)	Existing / New	Both Councils	- Yes (resources, funding, auditing, Gender Equity Act) - WHISE Strategy: PRET – Promoting Respect and Equity Together	- Schools - DET - Local community - Service providers - Youth services - WHISE - Councils - MCH - Schools - Sports clubs - School Focussed Youth Services - WHISE
Workplace & Policy Advocacy - Advocating for changes in legislation. - Workplace and school policies supporting gender equality. - Modelling behaviour between Councillors (no bullying, sexism). - Inclusive forms and ensuring all parents (not just mothers) receive service reminders. - Gender equality action plans- including intersectionality and lived experiences of primary prevention. - Sexual violence in the workplace – understanding drivers - Capacity building programs for Council staff, built on previous programs delivered. - Strengthening workforce education, hosting learning forums (include other services such support services, salvation army etc)	New	Both Councils	- Partial (depends on policy changes) - Latrobe Council – programs to parents and caregivers re: affirmation consent to prevent Sexual Violence. - Monash Health self-guided modules.	- Local government, OH&S - Service providers - Legal advocates. - P&C teams

Community Awareness & Engagement - Promoting physical, psychological, and emotional safety. - Asking if people have experienced family violence (screening effectively), forums, workshops on bystander intervention. - Podcast on having hard conversations (pitched at different levels). - Respecting Seniors Network (preventing elder abuse). - Proud to Play programme (existing inclusivity programme, could be expanded). - Increase intergenerational programming to prevent elder abuse. - Engaging men and boys in primary prevention – need series rather than one-off initiatives. - Gender equity / stereotypes / inclusive language that could be used in other settings such as MCH, kindergartens, childcare.	Existing / New	Both Councils	Yes (some initiatives align with existing work)	- Bayside FV Integrated Services, - WHISE, - Community groups - Proud to Play - Sports clubs - Senior organisations. - Council services
Housing & Support Services - Housing and emergency accommodation (including Orange Door). - Supporting people locally when they cannot access Orange Door services. - Integrated pathways for FV services.	Existing	Both Councils, Orange Door	Yes	- FV services - Orange Door - DFFH - Council.
Training & Digital Resources - E-learning module on preventing family violence/gender equity. - Forums on and men's behaviour change programmes.	New	Both Councils	Gender Equity Strategy	- Windana - Peninsula Health - WHISE - Councils
Systems thinking - Mapping all forms of violence, help to highlight where primary prevention sits, and with all the services that sit across other systems. - Opportunity to integrate primary prevention through other services such as housing/ homelessness				

Table 4. Improve mental wellbeing

Preventative action idea	Is this new or existing	Key location	Does this align with existing work / strategies / plans	Who could be involved
Access to Nature & Built Environment – Ensure everyone has access to nature, open spaces, and green space. – Balance the built environment with the natural environment and incorporate green design principles.	New	Both Councils	Council approvals, environmental regulations on land use and canopy cover.	– Council
Mental Health Awareness & Education – Communication and education on mental health, reducing stigma, awareness of signs and symptoms, early intervention, mass campaigns with consolidated messaging. – Sustaining efforts around campaigns like R U OK? Day – addressing stigma and reluctance to access services. – Mental Health Menu in schools – connecting young people with support services. – Living Ripples Project – surveying young people in schools about mental health.	New/Existing	Both Councils	Some initiatives align with existing strategies	– Council, Youth Services – Schools, – Community health providers – National and state mental health organisations.
Support for Young People – Addressing anxiety in young people (post-COVID social anxiety, disengagement from education). – Youth Mental Health Strategy (e.g., KidsMatter) – elevating youth mental health as a priority. – Achievement Program in primary and secondary schools – preventative approach, particularly for early years. – Youth services working with clusters on disengaged youth. – Speak & Share community group – online and NGO-driven youth engagement. – Emotional regulation – positive mindset education in schools and other settings. – Welcoming and inclusive environments, promoting young people to be their authentic selves through an inclusion campaign.	New/Existing	Both Councils	Some align with existing work (e.g., Youth Mental Health Strategy)	– Youth Services, – Schools – Headspace – Autism Australia – ADHD Australia – Community organisations – Sporting clubs.

Parental & Family Support – Parents' forums with high-profile speakers to support kids. – Sessions and forums for parents of school-age children – positive parenting support. – Advocacy around support services needed in the community – data collection, funding requirements.	Existing / New	Both Councils	Previous parent support programmes exist, but more data and advocacy are needed.	– Council – Youth Services – Community groups – Schools.
Neurodiversity & Inclusion - Promoting neurodivergence awareness in schools, early years settings, and workplaces to reduce stigma and increase accommodations.	New	Both Councils	Aligns with inclusion strategies	– Peninsula Health, – Councils, – Community – Early years services – Schools – Workplaces, – Headspace – Autism Australia – ADHD Australia.
Community Wellbeing & Ageing – Positive ageing – providing access to information, reducing loneliness (especially among men), offering low-cost inclusive activities, and increasing accessibility. – Free activities and health information for older people. – Transport support and social programs (e.g., Chatty Café).	Existing	Both Councils	Some work already exists (MPS programme), but expansion may be needed.	– Community health providers – Transport programmes – Aged care services.
Advocacy & Policy Change – Advocating for changes in funding and resources. – Advocacy for better support services in the community, backed by data. – Sustaining and expanding existing mental health campaigns and initiatives.	New	Both Councils	Would complement and support existing planning processes.	– Councils, – MPs (State and federal members – Community

*Comment following the session that mental wellbeing work belongs across all health priority areas. Mental wellbeing should be seen as a precondition to health in all areas, achieved through applying an intersectional lens to all health priority areas.

Table 5. Tackling climate change and its impacts on health

Preventative action idea	Is this new or existing	Key location	Does this align with existing work / strategies / plans	Who could be involved
Climate Change Awareness & Community Engagement - Climate change community forums, including discussions on climate grief. - Educating the community on solar grants and energy efficiency. - Seeking funding and advocating for solar panels. - Communicating the health benefits of climate action, including extreme weather preparedness. - Increasing community connection to land, soil, nature, and Country. – Ensure disaster preparedness is assessed with gender lens – Deliver relief and recovery training	Existing	Both Councils	Some existing initiatives, opportunity for expansion.	- Peninsula Voice - Councils - Community groups. – SES – Emergency response organisations
Waste & Recycling Initiatives - Increasing attention to waste management, including soft plastics recycling and piloting local social enterprises. - Expanding food waste management – supporting home and commercial food waste digesters. - Recycling education, mindset shifts, and marketing campaigns. - Expanding butt litter projects to include vapes – exploring e-waste disposal options (e.g., Cardinia project).	Existing / New	Both Councils	Aligns with sustainability and waste reduction goals.	- Councils - Businesses, - Community - Environmental organisations.
Sustainability & Green Infrastructure - Expanding the Sustainability Street neighbourhood model. - Increasing tree canopies and streetscaping, with transparency on outcomes and successes. - Expanding the SunSmart campaign – increasing shade and reactivating successful models.	Existing / New	Both Councils (specific sites for projects)	Some existing programs, opportunity for broader adoption.	- Councils - Peninsula Health - Schools - Businesses - Community.

- Supporting businesses with sustainability incentives, e.g., Best Biter program (expand to Frankston). - Developing a procurement page for MP Shire and potentially other councils. - Large-scale sustainability education and skills projects in targeted geographical areas (e.g., Hastings). - Supporting active travel initiatives, particularly in and around schools.				
Growing & Sustainable Land Use - Considering 'Growing on Country' training for communities to learn sustainable land use and food production. - Encouraging local businesses to share costs for food waste solutions.	New	Both Councils	Emerging concept, aligns with sustainability goals	- Councils - Community - First Nations groups - Businesses.

Table 6. Increasing Healthy Eating

Preventative action idea	Is this new or existing	Key location	Does this align with existing work / strategies / plans	Who could be involved
Financial & Food Literacy - Financial literacy (budgeting, healthy food education, shopping centre cooking demos). - Addressing perceptions of healthy food being expensive or time-consuming. - Easy recipes included with food parcels at community support centres.	Existing / New	Various (Shopping centres, community houses, schools, kinders, MP Shire)		- Financial literacy providers - PR agencies - Social media campaigns - Shopping centres (Bayside, Centro) - Local TAFEs - Community houses - Schools and kinders.
Food Access & Relief - Monash Uni: Providing free food, vouchers, welfare funding. - Resourcing free healthy food and food relief (prepared healthy meals). - Access to subsidised food: referral process for low-income healthy meal delivery.	Existing / New	Both Councils	Yes	- Community houses - Meals on Wheels - Farm gates - Community Plate - Peninsula Health - State/Federal Government.
School & Youth Food Programs - Providing school lunches: eliminates food waste, ensures healthy food, involves kids in cooking. - Urban agriculture in schools, community gardens, and social enterprises.	New	Both Councils	Partial	- HEAs - Department of Education - Schools - Children - Community Plate

				- Farm My School - Social enterprises.
Community Food Growing & Sharing - Good community garden setups, encouraging wider community access. - Community food swaps, promoting home-grown food and small-space gardening. - Farmers markets: free attendance and stallholder participation.	Existing/New	Both Councils	The Community Plate	- Community gardens - Community houses - Neighbours - Farm gates - Markets - Grants/subsidies.
Food Language & Marketing - Reframing healthy eating: reviewing language in Council policies (non-stigmatising, age-appropriate). - Harmful advertising: reducing 'junk food' and 'diet culture' marketing.	New	Both Councils	Yes	- Government - Education - Marketing agencies - Community Plate - Peninsula Health - Council - Schools
Food-Related Social Enterprises - Supporting food-related social enterprises (surplus produce, income generation, food relief). - Urban agriculture initiatives: community grocer and funding for community/school gardens.	New	Both Councils	Yes (grants)	- Community grocer - Farm My School - Transport and resourcing agencies - Community Plate - Peninsula Health.

Table 7. Reducing harm from alcohol and drug use

Preventative action idea	Is this new or existing	Key location	Does this align with existing work / strategies / plans	Who could be involved
Harm Reduction & Safer Access to Services - Sharps containers and needle exchange – better promotion of locations and moving access points to be more pedestrian-friendly. - Smoother referral pathways for support – reducing wait times and increasing face-to-face access to services. - Better promotion of support services – ensuring clear, consistent messaging about available help. - More funding for targeted support services. - Ensuring alcohol isn't the only focus – recognising the broader impact of other drugs in the community. - Enforcing responsible service of alcohol – preventing intoxicated people from being served.	Existing	Both Councils	Some initiatives already exist but need improvement.	- Community support services (mental health & wellbeing) - AOD (Alcohol & Other Drugs) services - State and federal government - Councils.
Advertising & Promotion - Reducing advertising of alcohol (e.g., not accepting sponsorship from alcohol companies). - Better incentives for non-alcoholic drink options in venues, including sport clubs. - Realistic drug education in schools.	New / Existing	Both Councils	Aligns with responsible drinking policies.	- Councils - Peninsula Health - Local venues - Schools - Youth services.
Education & Prevention - Understanding the underlying causes of drug and alcohol abuse – addressing what people are struggling with instead of focusing only on substance use. - Early education about alcohol and drugs in schools (starting from Year 6/7, possibly Grade 5).	New / Existing	Both Councils	Would align with health and education strategies.	- Youth services - Schools - Community health organisations - People with lived experience.

- Peer education with lived experience – using real stories to educate young people.				

Image 4. Health and Wellbeing Stakeholder Forum

5. Subsequent feedback

Women's Health in the South East were unable to attend the Forum and provided feedback at a later stage. Their feedback has been integrated into the preventative action tables (section 4) in addition they suggested the following preventive actions for consideration relating to priorities that were not selected for world cafe activity.

Sexual and Reproductive Health:

- Training and info sessions in settings e.g. libraries, MCH, community centre:
  - Menopause (would replicate these for Councils)
  - Endometriosis and PECOS
  - Cervical Screening – target specific cohorts (e.g. Kingston CALD)
  - Implanon or any other SRH training – could work with Peninsula Health
- Council could consider sessions specifically for lower SES and Aboriginal and Torres Strait Islander people.
- Health and Wellbeing lunch time sessions for staff (e.g. SRH menopause, Implanon, screening etc).
- Increasing awareness of SRH harm in the community, promoting services in the area (see SRH hub for data and information)

WHISE also noted their upcoming consultation in March (reporting to partners of strategy) and July (scoping with partners for alignment).

Size inclusive practice / body image / sex, gender and mental wellbeing

- Build whole of community awareness of the impacts of the Man Box study from Jesuit Social Services, on how rigid gender stereotypes on young boys and men drive poor mental ill-health and suicide, high rates of poor mental health and distress among cis-hetero men, also impacts their female partners, family members (gender inequality drives family violence and stress is contributing factor to family violence)
- Include a size inclusive lens to all work to improve health and wellbeing, focus should be on movement and food, as opposed to active living and healthy eating frames, which assume privilege.
- Focus strategically on building awareness across the lifespan of peri-menopause & menopause and its relationship with physical and mental wellbeing, making sure women are informed and supported through services and support groups
- Focus strategically on building awareness across the lifespan of women's pain it's relationship with physical and mental wellbeing, making sure women are informed and supported through services and support groups. This work should be integrated deeply with gendered violence prevention, sexual and reproductive health and mental wellbeing.

Next Steps

Engagement on this project has already created significant interest and aspirations for the Council Municipal Public Health and Wellbeing Plans, it is crucial to keep stakeholders and potential partners engaged and provide regular feedback on the progress of the Plan at milestones. This may include:

- Providing updates with the Plan goes to Council.
- Alerting when the Plan is open for broader community engagement.
- Presenting the broader feedback collected for the Plan (for information purposes).
- Presenting the updated draft Plan for further feedback.
- Meeting with stakeholder to confirm partnership approaches

Image 5. Health and Wellbeing Stakeholder Forum

Appendix 1: Copy of Agenda

Conversation Co.

Health and Wellbeing Stakeholder Forum	
Time	10:00am - 2:00pm
Date	Thursday 13 February
Location	Studio at Mornington Community House

Time	Agenda Item
9:45am	Registration, tea and coffee
10:00am	Welcome and introductions
10:15am	Context setting
10:25am	Overview of data and community engagement findings
10:40am	Systems approach
10:55am	Conversations- key issues
11:15am	Dotmocracy- priority setting
11:40am	World Cafe- preventative action
12:40pm	Lunch break (lunch provided)
1:10pm	World Cafe- preventative action (cont.)
1:40pm	Reporting back/ viewing ideas
12:55pm	Next Steps, thank you and close

Registered organisations

Belgravia Leisure

Community Support Frankston

Gamblers Help Southern – Better Health Network

Launch Housing

Mental Health and Wellbeing Local

Monash University

Nairm Marr Djambana

Peninsula Health - Community Health

Peninsula Leisure

South Eastern Public Health Unit (SEPHU) - Monash Health

Southern Peninsula Community Support

Victoria Police

Western Port Community Support

Windana

Appendix 3. Word cloud inclusions

8 Mentions

- **Gender inequality and power imbalances**
  - Gender inequality
  - Gender-based family violence
  - Gender inequality
  - Power imbalances
  - Family and gender-based violence
  - Gender roles
  - Power imbalances
  - Coercive control
- **Cost of living and financial barriers**
  - Cost of living
  - Financial restraints
  - Financial needs
  - Financial barriers
  - Financial imbalances
  - Low income
  - Fuel costs
  - Income

7 Mentions

- **Food insecurity and cost of groceries**
  - Food insecurity
  - Cost of groceries
  - Cost of living
  - Access to healthy food
  - Distance to outlets
  - Unhealthy supermarket options
  - Cost of living

6 Mentions

- **Mental health and illness**
  - Poor mental health
  - Mental health
  - Mental illness
  - Mental health issues
  - Mental health
  - Awareness and social support
- **Relationship breakdown and family violence**
  - Relationship breakdown

    - Family violence
    - Family violence
    - Gender-based family violence
    - Family modelling behaviour
    - Protecting children
- **Transport and geographical location**
    - Transport
    - Geographical location
    - Transport
    - Transport barriers
    - Distance from public transport
    - Limited public transport
- **Disconnect from food system**
    - Disconnect with food system
    - Food production
    - Exports (food), livestock
    - Disconnection with food
    - Marketing of unhealthy food
    - Meal planning and time pressures
- **Healthy eating and access to nutritious food**
    - Healthy eating
    - Healthy eating
    - Access to healthy food
    - Low proportion of healthy food in supermarkets
    - Quality of food
    - Availability of seasonal products

5 Mentions

- **Lack of social connection**
    - Lack of social connection
    - Social connection
    - Lack of social support
    - Not knowing neighbours
    - Social connection
- **Isolation and loneliness**
    - Isolation
    - Social isolation
    - Loneliness
    - Living alone
    - Social isolation
- **Covid, extreme weather and global issues**
    - Covid and extreme weather and global issues
    - Impacts of Covid
    - Hot weather

  - Climate change
  - Extreme weather
- **Homelessness and lack of public housing**
  - Homelessness
  - Lack of public housing
  - Fear of homelessness
  - Safe houses
  - Prevention

4 Mentions

- **Technology and social media**
  - Technology and social media
  - Social media
  - Social media
  - Media portrayal
- **Bullying and trauma**
  - Trauma
  - Bullying
  - Past trauma
  - Trauma
- **Education and awareness**
  - Education
  - Education
  - Knowing what people need
  - Lack of knowledge and understanding
- **Delayed diagnosis and lack of services**
  - Lack of adequate services
  - Not enough services in area
  - Delayed diagnosis
  - Lack of access to services
- **Gambling and financial impacts**
  - Gambling
  - Financial impacts
  - Poorer health for gamblers
  - Life affected
- **Smoking, vaping and peer pressure**
  - Smoking and vaping
  - Smoking and vaping seen as cool
  - Weight loss rewards
  - Peer pressure
- **Organised sport and flexibility issues**
  - Organised sport not flexible
  - Flexibility
  - Organised sport

- Uniforms

3 Mentions

- **Chronic disease and illness**
  - Chronic disease
  - Chronic illness
  - Chronic illness
- **Funding and council working in silos**
  - Funding
  - Council working in silos
  - RAP in Council Plan
- **Conflicting values and beliefs**
  - Conflicting views
  - Values and beliefs
  - Different perspectives of active living
- **Age segregation and lack of disability access**
  - Age segregation
  - No disability access
  - Kinders interacting with aged care services
- **Social isolation and recreation access**
  - Social isolation
  - Connect to recreation services
  - Not playing outside anymore
- **Lack of confidence and emotional abuse**
  - Lack of confidence
  - Emotional abuse
  - Emotional regulation
- **Physical activity and body image concerns**
  - Physical activity
  - Body image concerns
  - Sedentary education and work

2 Mentions

- **Lack of inclusivity**
  - Lack of inclusivity
  - Attitudes towards CALD, Aboriginal, disabled communities
- **Difficulty being authentic self**
  - Difficult to be authentic self
  - Self-expression
- **Lowered social skills and anonymity**
  - Anonymity
  - Lowered social skills
- **Lack of culturally safe spaces**

    - Lack of culturally safe places
    - Lack of culturally safe spaces
- **Not feeling valued and social media impacts**
    - People not feeling valued
    - Not feeling valued
- **Public transport and accessibility**
    - Public transport
    - Paths
- **Food allergies and restrictions**
    - Food allergies
    - Lunchbox restrictions
- **Historical context and systemic inequalities**
    - Historical context
    - Historical context
- **Lack of knowledge and understanding**
    - Lack of knowledge and understanding
    - Communication
- **Women in sport and participation barriers**
    - Women in sport
    - Women in sport