MORNINGTON PENINSULA PLANNING SCHEME

22.18 MORNINGTON ACTIVITY CENTRE POLICY
This policy applies to all land in the Mornington Activity Centre Policy Areas shown on Map 1 forming part of this clause.

22.18-1 Policy basis
This policy builds on the State Planning Policy Framework, in particular:
- Clause 12 Metropolitan development
- Clause 14 Settlement
- Clause 17.02 Business
- Clause 19.03 Design and built form

This policy further builds on Clause 21.07-3 of the Municipal Strategic Statement and on the Mornington Activity Centre Structure Plan – A plan for a coastal town (MPSC July 2007).

The vision for the Mornington Activity Centre is that by 2030 it will be:
- The heart of the district. A place that retains its distinct village ambience and seaside atmosphere.
- A centre that people in the district identify with. It gives them a sense of place and belonging. It is their favourite destination to meet, shop, be entertained, work and do business.
- An exciting place to live that is integrated with surrounding residential areas.
- A reflection of ongoing community consultation and sustainability principles.

22.18-2 Objectives
To pursue the vision for the Mornington Activity Centre outlined in Clause 22.18-1 and to facilitate achievement of the objectives and the implementation of the policy directions of the Mornington Activity Centre Structure Plan – A plan for a coastal town (MPSC July 2007).
- To strengthen Mornington’s role as a major activity centre and facilitate additional retail and commercial developments, as well as a range of other activities that support this role.
- To broaden the diversity of land uses in the centre and facilitate additional residential development that contributes to housing diversity.
- To enhance the iconic sense of place of the centre, its low-scale village ambience and seaside atmosphere, its heritage values and its focus on Main Street.
- To improve the pedestrian and open space networks of the centre.
- To facilitate a range of transport options to access the centre and an increase in the use of transport options other than private vehicles.

22.18-3 Policy
Retail Core Policy Area

Exercising discretion
If a permit is required for the use or development of land in the policy area shown on Map 1, it is policy to:
- Ensure that the use and development of land is consistent with the Key Design Elements shown on Map 2 forming part of this policy.
- Ensure that the use and development of land is consistent with the Policies for Precincts shown in Table 1 forming part of this policy.
- Support uses that contribute to the role of the activity centre, that extend the range of services it offers and that enhance the focus on Main Street as the central spine for activity.
Encourage in the area within the ring road, mixed-use buildings that include retail/commercial uses at ground level, commercial/residential uses at the second storey and residential uses for upper storeys.

Ensure the use and development of land enhances the extent, connectivity, amenity and safety of the pedestrian and open space networks in the centre, including the provision of additional publicly accessible space, active frontages, passive surveillance opportunities, weather protection and access for people with disabilities.

Ensure the use and development of land includes or makes an adequate contribution to the provision of transport infrastructure and public transport facilities in the policy area.

**Professional Services Policy Area**

**Exercising discretion**

If a permit is required for the use or development of land in the policy area shown on Map 1, it is policy to:

- Support uses that extend the range of professional and other services this policy area offers.
- Discourage uses that do not contribute to the professional services land use character of this policy area.

**Reference**

- *Mornington Activity Centre Structure Plan – A plan for a coastal town (MPSC July 2007).*
MAP 1: Retail Core Policy Area and Professional Services Policy Area
MAP 2: Precincts and Key Design Elements within the Retail Core Policy Area

Legend

1. Main Street Precinct
2. Octavia Street Precinct
3. Main Street Central Precinct
4. West Central Precinct
5. South West Precinct
6. East Central Precinct
7. East Precinct
8. South East Precinct
9. Urban Square/Park

Legend:
- Ring Road
- Distributor
- Key Pedestrian Link
- Off Street Parking
<table>
<thead>
<tr>
<th>Precincts Shown on Map 2 Forming Part of This Policy</th>
<th>Policies for Precincts Within The Retail Core Policy Area</th>
</tr>
</thead>
</table>
| 1 Main Street                                        | • Increase the space, priority, safety and amenity for pedestrians and cyclists, particularly between Barkly Street and Queen Street.  
• Reduce the level of through traffic, whilst maintaining a local traffic function.  
• Enhance Main Street as the central destination within the pedestrian network.  
• Maintain some short-term parking. |
| 2 Octavia Street                                     | • Establish a landscaped street between Albert Street and Barkly Street, with car parking on both sides.  
• Encourage active frontages to the rear of properties in Main Street. |
| 3 Main Street Central                                | • Enhance Main Street as the central activities spine of the activity centre, on which all other activity and development is focused.  
• Support the use and development of land that achieves additional retail, commercial and residential facilities.  
• Ensure uses along key pedestrian links have active retail and commercial frontages at ground level and passive frontages, such as offices and dwellings, at upper levels.  
• Support residential development, including shop-top housing, that contributes to housing diversity in the centre and that is compatible with retail, commercial and entertainment uses, having regard to location, design and on-going management issues. |
| 4 West Central                                       | • Facilitate predominantly apartment style residential development with basement parking, designed around new public squares, on land currently used for at-grade car parking.  
• Facilitate retail activity at ground level around a public square in Empire Street to extend and reinforce Empire Mall as part of an east-west pedestrian link.  
• Reinforce the east-west pedestrian link at Albert Street between Main Street and Waterloo Place, together with a public square surrounded by residential development.  
• Achieve a north-south pedestrian link, connecting Empire Street to the Esplanade via Tasma Lane.  
• Provide a gateway park.  
• Facilitate additional and replacement car parking in a multi-deck facility that is integrated in the overall design of a mixed-use development. |
| 5 South West                                         | • Facilitate a major extension to the retail floor space in the centre, including a major retail store, on land currently used for at-grade car parking.  
• Facilitate a layout for the precinct that comprises major retail attractors and smaller retailers, set around a ‘market square’.  
• Encourage the ‘market square’ to accommodate a wide range of retail, commercial and public activities.  
• Ensure a pedestrian link between the ‘market square’ and Main Street.  
• Facilitate additional and replacement car parking east of ring road in a multi-deck facility that is integrated in the overall design of a mixed-use development. |
| 6 East Central                                        | • Facilitate some retail development whilst making use of additional residential development opportunities, on land currently used for at-grade car parking.  
• Encourage a pedestrian connection between Mornington Centro and Main Street, with retail uses and active frontages on both sides.  
• Encourage a public square at Blake Street, surrounded by active retail frontages. |
<table>
<thead>
<tr>
<th>Precincts Shown on Map 2 Forming Part of This Policy</th>
<th>Policies for Precincts Within The Retail Core Policy Area</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>• Support retail and commercial development in and facing Barkly Street.</td>
</tr>
<tr>
<td></td>
<td>• Facilitate additional and replacement car parking in a multi-deck facility that is integrated in the overall design of a mixed-use development.</td>
</tr>
<tr>
<td>7 East</td>
<td>• Facilitate predominantly apartment style residential development with basement parking.</td>
</tr>
<tr>
<td></td>
<td>• Provide a gateway park.</td>
</tr>
<tr>
<td></td>
<td>• Provide pedestrian linkages to Main Street.</td>
</tr>
<tr>
<td></td>
<td>• Ensure development has appropriate interfaces with adjacent residential land and the Mornington Primary School.</td>
</tr>
<tr>
<td></td>
<td>• Ensure development includes a north-south shared pathway (Bay Trail).</td>
</tr>
<tr>
<td>8 South East</td>
<td>• Facilitate predominantly apartment style residential development with basement parking, on land currently used for at-grade car parking.</td>
</tr>
<tr>
<td></td>
<td>• Encourage residential development to face the ring road and provide a landscaped interface with Blamey Place.</td>
</tr>
<tr>
<td></td>
<td>• Support retail and commercial development in and facing Barkly Street.</td>
</tr>
<tr>
<td></td>
<td>• Provide pedestrian linkages to Main Street.</td>
</tr>
<tr>
<td></td>
<td>• Facilitate additional and replacement car parking in a multi-deck facility that is integrated in the overall design of a mixed-use development.</td>
</tr>
</tbody>
</table>