



karingal major activity centre structure plan

by hansen partnership pty ltd

with tim nott economics and cardno grogan richards

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Karingal Community

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1 introduction

The Karingal Major Activity Centre is an important retail and leisure precinct that is popular within the local catchment primarily for its convenience. Frankston City Council has engaged Hansen Partnership in conjunction with Tim Nott Economics and Cardno Grogan Richards to prepare a Structure Plan for the Activity Centre.

The purpose of the Structure Plan is to establish a long term vision for the Centre as a basis for future planning and design decision making.

The primary objectives for the Structure Plan are:

- To create a civic focus for the whole community
- To improve the design and appearance of the Karingal Hub Shopping Centre
- To provide a diverse range of lifestyle and shopping activities to meet the needs of the community
- To better integrate community, recreation and retail services so that the whole Centre is more cohesive and unified
- To provide better pedestrian, bus and car access within and into the Centre

1.1 the land affected by the plan

The land affected by the Structure Plan is defined in figure 1 on the following page. The Structure Plan is broken up into an Activity Centre boundary (red line) and Town Centre boundary (yellow line, which is further detailed in figure 2). The Activity Centre boundary has been determined in consideration of the DPCD Practice Note 58 for 'Activity Centre boundary criteria' to meet walkability targets and also including the location of existing areas of public open space, community facilities etc.

The key features of the Activity Centre include:

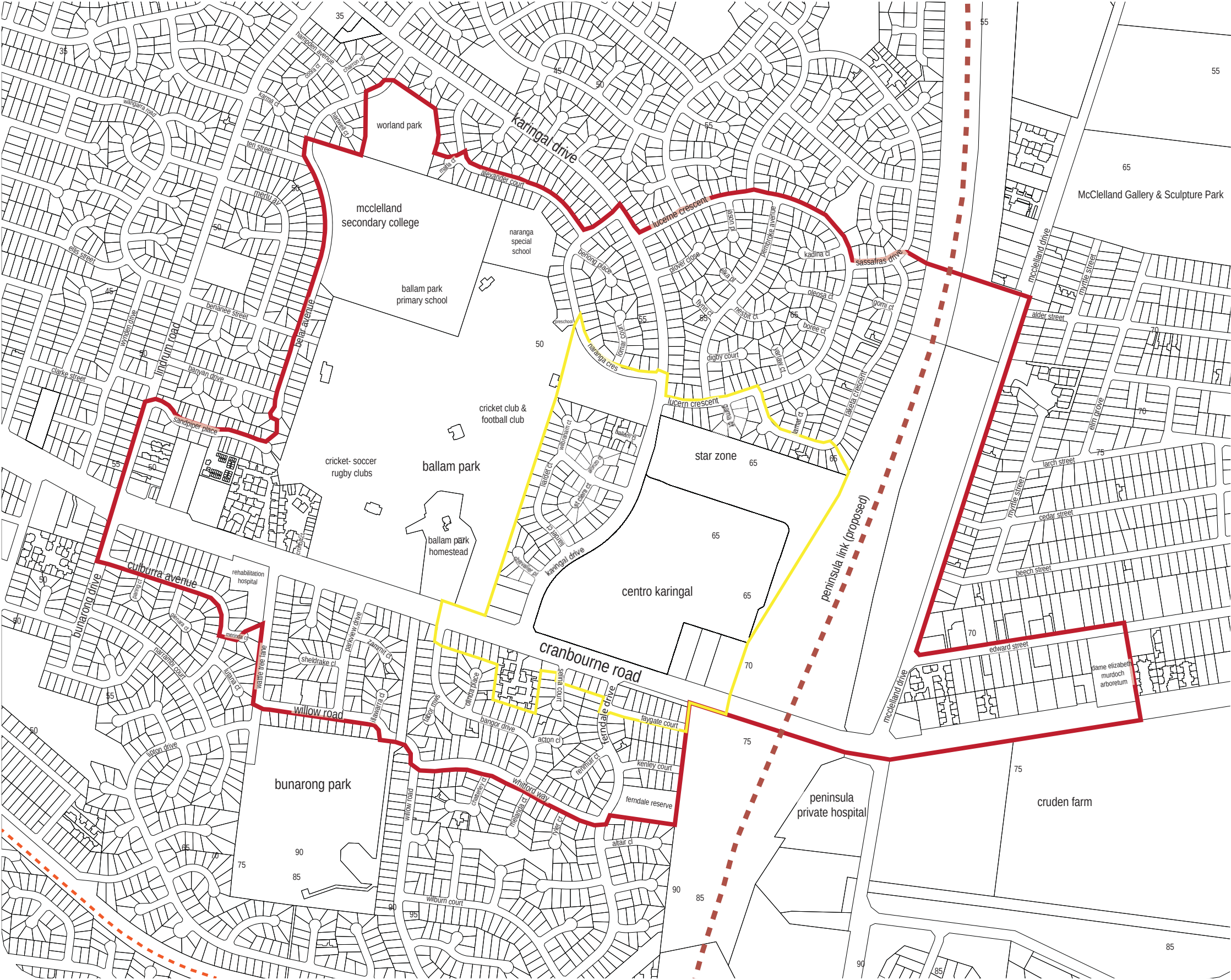
- Karingal Hub Shopping Centre with a mix of retail, entertainment, fast food and convenience uses;
- Ballam Park, including several sporting fields, playgrounds, and areas of passive recreation;
- Educational and community facilities, including McClelland Secondary College and Naranga School;
- Commercial development along Karingal Drive and Cranbourne Road, medical/health facilities;
- A range of medical/health facilities, including St John of God Rehabilitation Hospital and Peninsula Private Hospital;
- Broad areas of established detached suburban housing; and
- Local bus services.

The 'Town Centre' is focused on the Karingal Hub Shopping Centre and properties are within a 400 metre walkability distance to the middle of the centre. This allows for more detailed analysis of the Town Centre.

Finally, it is noted the Activity Centre boundary does not extend to the south-east past Cranbourne Road resulting from the location of the Urban Growth Boundary (UGB). Council has sought to include the Peninsula Private Hospital within the urban area, as allowed under the UGB anomalies review advisory committee process for non-growth areas. If the UGB is amended to include the hospital in the urban area, then the Activity Centre boundary can be adjusted as per DPCD Practice Note 58. Peninsula Private Hospital has been considered throughout the preparation process for the Structure Plan.

karingal activity centre structure plan

figure 1 activity centre map



- legend
- activity centre
 - town centre
 - peninsula link (highway)
 - diesel train service

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karingal activity centre structure plan

figure 2 town centre map

legend

- town centre 
- peninsula link (highway) 



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1.2 what is an activity centre?

Melbourne 2030 is the State Government's 30 year planning and environment strategy which seeks to deliver a more sustainable future for Melbourne. Melbourne 2030 establishes nine key directions by which to achieve a sustainable city as follows:

- Direction 1: A more compact city
- Direction 2: Better management of metropolitan growth
- Direction 3: Networks with the regional cities
- Direction 4: A more prosperous city
- Direction 5: A great place to be
- Direction 6: A fairer city
- Direction 7: A greener city
- Direction 8: Better transport links
- Direction 9: Better planning decisions, careful management

Of specific relevance to this Structure Plan is Direction 1 of Melbourne 2030, which seeks to deliver a more compact city for Melbourne. Policies established to implement Direction 1 include:

- Policy 1.1: Build up Activity Centres as a focus for high-quality development, activity and living for the whole community.
- Policy 1.2: Broaden the base of Activity Centres that are currently dominated by shopping to include a wider range of services over longer hours, and restrict out-of-Centre development.
- Policy 1.3: Locate a substantial proportion of new housing in or close to Activity Centres and other strategic redevelopment sites that offer good access to services and transport.

Under Direction 1, Activity Centres across metropolitan Melbourne are classified into five types:

- Central Activities District
- Principal Activity Centres
- Major Activity Centres
- Specialised Activity Centres
- Neighbourhood Activity Centres

These classifications define the role and function of Centres, including preferred uses, scale of development and links to the public transport system. The Frankston CAD is one of seven metropolitan CAD's and Karingal has been designated as a Major Activity Centre. Major Activity Centres are defined by Melbourne 2030 as having similar characteristics to Principal Activity Centres but serve smaller catchments. Continued development at Major Activity Centres is encouraged to provide additional scope to accommodate ongoing investment and change in retail, office, service and residential markets.

1.3 preparing the structure plan

The project has been undertaken in a series of key stages, as follows:

Stage 1: Project Inception and Scoping Exercises

The initial stage was an information gathering exercise, primarily conducted in order to establish the issues affecting the Activity Centre. This involved a review of background documents, on-site observations, photographic documentation and mapping of existing conditions such as land use, built form, urban and landscape character, access and movement. The background material was then summarised into a Draft Background Report.

Stage 2: Issues Consultation

The Draft Background Report was refined following the first phase of consultation with key stakeholders that included major businesses, government authority representatives, community organisations and Council Officers. The issues consultation provided a comprehensive appreciation of the issues to be considered in drafting the Structure Plan, with as few 'knowledge gaps' as possible.

Stage 3: 'Inquiry by Design' Workshop and Concept Development

The concept for the Structure Plan was developed through an 'inquiry by design' workshop to engage with land owners, stakeholders and the broader community. The process was informed by expertise in planning and design, land economics and transportation at both consultant and council officer level and realised a balanced vision with an emphasis on real, buildable projects and outcomes.

Stage 4: Development of Draft Structure Plan

The Draft Structure Plan was prepared utilising the key issues and suggestions raised during consultation on vision and concept development, together with the synthesis of background and analysis derived from the background report. The Draft Structure Plan comprises a vision for the Centre, a plan for the Activity Centre which addresses the key themes of built form and land use, recreation and environment and access and movement, as well as a Town Centre Plan which focuses on the core of the Activity Centre. The Draft Structure Plan was then presented to the Steering Committee and the Council prior to undertaking the final phase of public consultation.

Stage 5: Finalisation of Structure Plan

Following the final phase of public consultation with land owners, stakeholders and the broader Karingal community, the Draft Structure Plan was finalised, including short and long term actions and recommendations in the Implementation Plan. The final Structure Plan was then presented to Council for its consideration and adoption. It is envisaged that once the Structure Plan is adopted by the Council, processes will be put in place to give the Structure Plan statutory weight in the Planning Scheme (via an amendment to the Frankston Planning Scheme).

1.4 how will the plan be used?

The aim of the Structure Plan for Karingal is to guide future land use and development in a co-ordinated manner and provide greater certainty for all stakeholders in terms of delivering a preferred future. The plan comprises two parts:

- The Karingal Activity Centre Structure Plan
- The Karingal Town Centre Structure Plan

The format of the Structure Plan recognises that there is a broader area of influence, being the 'Activity Centre' encompassing the wider residential environs, whilst the Town Centre plan is a smaller area focused in and around the Karingal Hub Shopping Centre.

In establishing an agreed vision for the Activity Centre for a period of 15 to 20 years, the Structure Plan seeks to outline key policy directions, and important physical outcomes as it relates to the Activity Centre's built form and activity, recreation and environment, and access and mobility.

The Structure Plan will be used by:

- Frankston City Council:
 - as a basis for introducing new planning policies, zones and overlay controls into its planning scheme (as appropriate);
 - in assessing planning permit applications;
 - in assessing requests to rezone land;
 - in guiding non-statutory initiatives, arrangements or partnerships to assist in realising potential future opportunities within the Town Centre;
 - in preparing capital works budgets to implement public works; and
 - in delivering community services.
- The Community – to understand how the area is likely to change in the future.
- Existing Business Owners – to create greater certainty and appreciation regarding the future direction of the Centre at large.
- By Developers – to understand the development opportunities that exist and the matters that will be taken into account by planning authorities in assessing development proposals.
- By other Government agencies – in coordinating infrastructure improvements with work undertaken by Frankston City Council and other agencies including public transport, roads and water.

The Structure Plan must be regularly reviewed to ensure its directions and ambitions are appropriate.

2 community and stakeholder engagement

The Karingal MAC Structure Plan has been prepared in partnership with stakeholders and representatives of the community. The consultation program was based around first establishing the issues that currently affect the Activity Centre, then building on this by working through the aspirations and initiatives people wanted to see implemented into the future.

The key ideas and issues expressed, which shape the vision and objectives for the Structure Plan, are summarised below:

Concerns and Issues

- Unsafe pedestrian crossing, principally to Cranbourne Road, highlighting the need to 'force' pedestrians to use designated crossing points rather than cross the median strip.
- Anticipated future expansion of Peninsula Private Hospital will increase number of personnel on-site and supports the need for better links with Karingal Hub Shopping Centre.
- The slope of the land and draining issues to the north-east of Centro owned property is a hindrance to expansion of Karingal Hub Shopping Centre.
- Unreliable public transport with infrequent bus services.
- Safety and lighting within Ballam Park, in particular vandalism and youth drinking at night and on weekends.
- Transport departments and agencies concerned that the construction of Peninsula Link off/on ramps and bridge will create a series of intersections in a short distance.
- Bus operator concerned with conflict between buses and cyclists, which need clearly defined on-road lanes within the local street network.
- The lack of public toilet facilities in Ballam Park is a major concern for local sporting clubs.
- Public safety concern with loitering of youth in the area.
- Vehicle use and access in Ballam Park can be an issue - overflow of parking in summer and traffic congestion at entry/exit to Belar Avenue.



Traffic workshop session

Strengths

- The location of the bus terminal is good but the quality of facilities is poor.
- Karingal Hub Shopping Centre is 'less busy' compared with Frankston and Southland.
- Sporting facilities available at Ballam Park and large open spaces that offer informal recreation opportunities.

Suggestions

- Improvements to public transport facilities, in particular bus stops on Cranbourne Road and the terminal within Karingal Hub Shopping Centre.
- Upgrade and improvements to facilities within Ballam Park, including but not limited to:
 - Security lighting
 - Additional public toilet
 - Informal recreational areas i.e. shared track, outdoor gym, seating
 - More shelters and trees
 - Off-road bike path network
- Community theatre or multi-purpose facility.
- McClelland College students suggested a public swimming pool with community gym attached.
- More informal, low-cost activities might reduce loitering of youth in the area.
- Residential use within Karingal Hub Shopping Centre not ruled out by Centro.
- Priority treatments for buses along Cranbourne Road and need to increase bus frequency to 15 minutes, including during weekends.
- Locate any pedestrian crossings on Karingal Drive away from roundabouts and intersections to ensure traffic flow is not interrupted.
- Local residents have indicated interest in a community garden.



Public notice of workshop session

3 existing place values & issues

The suburb of Karingal was established during the 1960s as the development on the southern fringe of Melbourne started to expand further eastward from the linear bayside pattern of earlier decades. The primary focus of Karingal has always been around the commercial land to Cranbourne Road, which was first established as Karingal Hub Shopping Centre in 1978 with substantial new housing estates of detached dwellings sited around it. A regional park, Ballam Park, McClelland Secondary School, Ballam Park Primary School, Naranga School and a kindergarten also form 'anchors' within the Activity Centre.

The Karingal Hub Shopping Centre is typical of many metropolitan internalised malls whose primary focus is car based convenience retail. As a consequence, the Town Centre is dominated by roads, surface car parking and simple, functional architectural forms. While Cranbourne Road is the primary address for the Shopping Centre, topographical conditions render the Centre largely invisible from its principal road frontage, thus it is reliant on signage to highlight its existence.



Karingal Hub Shopping Centre

Karingal Hub has evolved with the development of Village Star Zone cinemas and dining facilities to the north of the shopping centre. There are further approvals for an Aldi supermarket within the north-eastern area of the car park. This further reinforces the 'skirting' of the Centro land with a range of buildings sited within car parking areas, resulting in development that is inwardly facing within the site, rather than addressing its street frontages.



Village StarZone

The Peninsula Link Freeway project is under construction with a notable intersection anticipated where on and off ramps intersect with Cranbourne Rd whilst the freeway traverses under Cranbourne Road. This will significantly enhance accessibility to the Activity Centre by car.

The challenges and issues faced in the future planning for the Karingal Major Activity Centre include:

- Realising the growth of employment uses along Cranbourne Road between Frankston and Langwarrin/Cranbourne.
- The Karingal Drive Business 5 Zone does not appear to be achieving the intent to get more office uses within this area.
- There is a fragmented sense of identity and image, particularly for the retail and employment precinct.
- There is a lack of informal outdoor meeting areas for the local community in close proximity to the retail core.
- Physical integration of a range of community, commercial and recreational facilities with a focus on Ballam Park (photograph below includes scout hall, parkland and sporting fields in background).



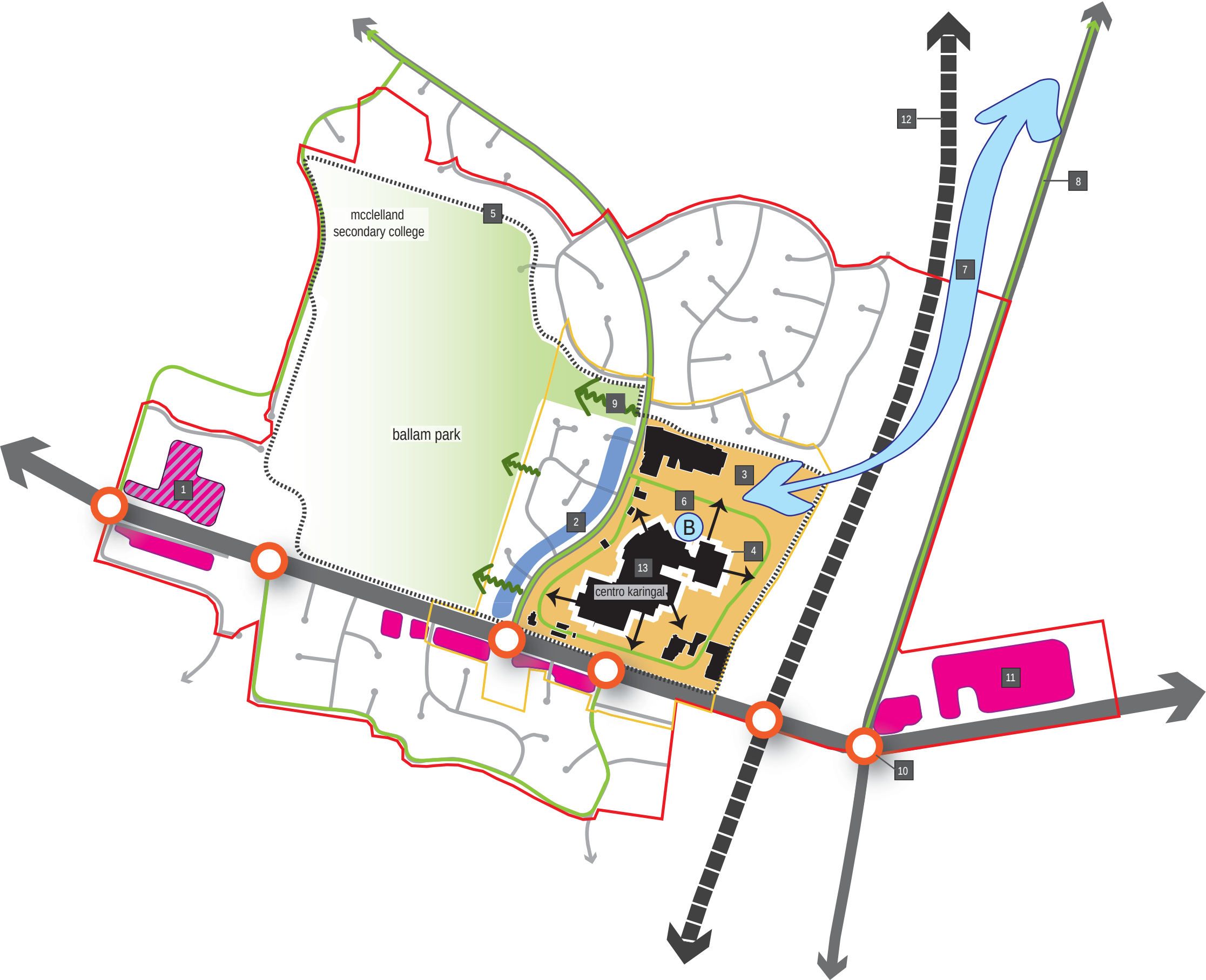
Ballam Park

- The poor frequency of bus services, particularly on weekends which is the peak time for activities within the Town Centre as demonstrated by parking surveys. Notably the community are seeking direct bus connections between Karingal and Carrum Downs/Skye. Most bus routes servicing Karingal go via Frankston at present.
- The poor interconnectedness of the Town Centre, in particular the lack of accessible and clear physical connections between Karingal Hub Shopping Centre and Ballam Park
- Cycling and pedestrian links are basic with conflict between various users such as cars and can be significantly improved to enhance walkability principles.
- There are a lot of convoluted access arrangements throughout the Activity Centre with notable accident hot spots at intersections and median strip openings along Cranbourne Road.
- There is limited scope for residential growth and consolidation in the established residential areas.
- There is a lack of developable land that will enable the retail core to continue to expand in a single storey, thus multi-storey development is likely to be required to accommodate the projected growth in retail, office and other associated commercial uses within the Activity Centre.
- The exact influence of the Peninsula Link Freeway is unknown at this time, however it is anticipated that increased accessibility will extend the retail catchment further afield. In this context Karingal Hub Shopping Centre currently offers free car parking and a completely internalised mall setting for shopping with a small leisure and entertainment offering at Village Star Zone Cinema Complex.

The synthesis of background analysis is presented in figure 3 below and further detailed in Chapter 11 of the Background Report.

karingal activity centre structure plan

figure 15 synthesis of analysis



legend

- activity centre
- town centre
- 1 residential 1 zone may impede economic policy directions
- 2 business 5 zone is not realising the full economic opportunity of this land
- 3 retail precinct lacks coordinated image and identity with scope for further development
- 4 lack of informal indoor and outdoor meeting places within retail precinct
- 5 investigation area for a community hub or network of facilities
- 6 public transport facilities require upgrading, better integration and greater levels of service
- 7 demand for a direct bus link to Carrum Downs/Skye
- 8 lack of clear legible local bicycle links in and around activity centre
- 9 underutilised area lacking quality links with retail core
- 10 cranbourne road corridor spine requires greater legibility and safety
- 11 highway frontage consolidation opportunity
- 12 improved accessibility regionally and increased retail catchment
- 13 retail core physically constrained but needs to accommodate 15,600sqm of additional floorspace and associated car parking



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4 future growth

The forecast growth in population, retail floor space, employment, and other facilities will necessitate redevelopment in the Activity Centre consistent with its role as a major Activity Centre within the Melbourne 2030 policy framework. The extent of development identified largely depends on the forecasts provided in the *Karingal Major Activity Centre Background Report* and the *Economic Assessment* prepared by Tim Nott Economics. The strategic direction of the Structure Plan is underpinned by the forecast growth for the Activity Centre detailed below.

4.1 housing growth

State Government and Council policy is to encourage the development of more houses within and close to larger Activity Centres such as Karingal in order to create a more sustainable urban form. In an established suburban setting such as Karingal, this implies redevelopment of existing properties for medium density housing.

There are 740 allotments in the Activity Centre within the Residential 1 Zone which are currently single dwellings on standard suburban sized allotments around 600sqm in area. These could realistically be utilised for dual occupancy redevelopment unless multiple lots were consolidated. Development of a greater intensity or scale would be in stark contrast to the majority of existing single storey dwellings.

There are however opportunities for housing to be provided in various forms of higher density housing. It is important to encourage higher density housing on larger sites in the Activity Centre. Also, a diversity of housing types is critical to cater for the ageing population. These opportunities are identified as 'strategic development sites' primarily larger allotments at least 1,000 sqm with main road frontages or on consolidated properties. There are 27 properties in the Residential 1 Zone which are considered strategic development sites.

Refer to figure 4 below, which illustrates the extent of 'infill development' areas and 'strategic development sites'. In addition, the future growth of housing opportunities in the Residential 1 Zone is summarised in table 1 with regard to both areas.

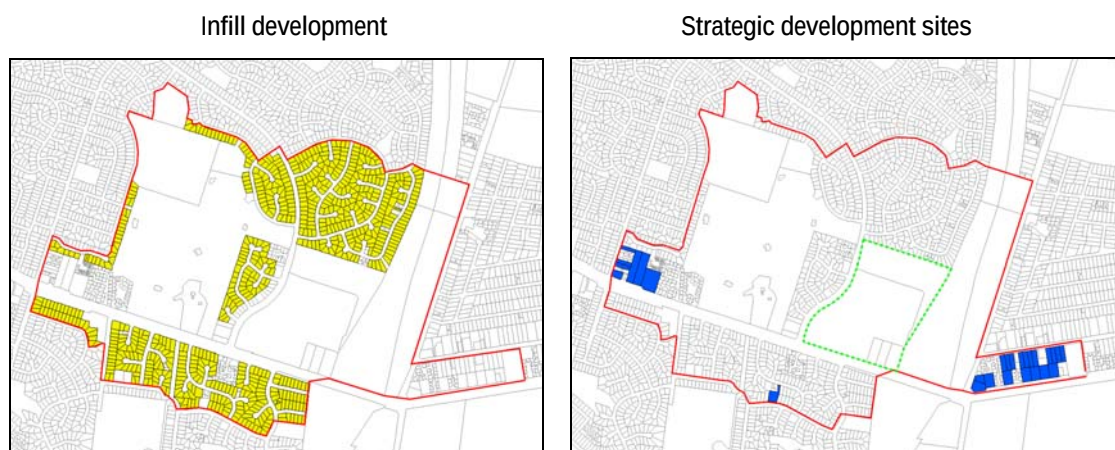


figure 4 housing types

It is noted the figures below do not include further residential opportunities within the Business 1 Zone (shown outlined in green in figure 4). These would typically be part of mixed use development and ideally as shop-top housing or apartment buildings which have an active commercial frontage to streets and key Karingal Hub circulation roads. The capacity of this area provides enormous potential given the land area available.

table 1 future residential development capacity summary

Consolidated development opportunities	Number of lots	Land area	Dwelling density		New dwellings		Increase in population from new dwellings	
Infill development	740 ¹	444,000 sqm (approx)	28% rate of dual occupancy ²		208		472	
Strategic development sites	27	55,938 sqm	30 per hectare	70 per hectare	168	392	382	890
TOTAL	767	499,938 sqm	n/a		376	600	854	1,362

Utilising the Metropolitan Melbourne average of 28% properties comprising medium density dwellings, the 740 allotments available for incremental 'infill development' of dual occupancy correlates to an additional 208 dwellings within the Residential 1 Zone of the Activity Centre.

The 27 allotments defined as 'strategic development sites' correlate to a total of approximately 56,000 sqm in land area. The dwelling density is given a range from 30 dwellings per hectare to 70 dwellings per hectare for contingency under a number of built form scenarios.

Hence, the estimated number of new dwellings on 'strategic development sites' ranges from 168 to 392 dwellings to 2031. The total number of additional dwellings in varied forms to be developed within the Activity Centre over the next 20 years ranges from 376 to 600 dwellings.

4.2 population composition and growth

- The forecast decline in the overall population could be potentially halted or reversed with the creation of additional housing opportunities within the Activity Centre.
- These housing opportunities may total between an additional 376 to 600 dwellings over the next 20 years with resulting increases of between approximately 854 to 1,362 persons based on a forecast average household size of 2.27 persons.
- The household size is declining due to an increase in one person households.

¹ Excludes existing medium density development

² The Melbourne dual occupancy rate average of 28% of all properties (as compared to 16% for the Frankston LGA) is applied as the benchmark given the area is a Major Activity Centre where higher rates of consolidation are anticipated by policy directions.

- Overall the population is ageing, with biggest decline in the 15 to 35 age bracket and biggest proportional increase in the 70 to 85+ years age bracket.
- There are higher numbers of Australian born, English only speaking persons with less ethnic and religious diversity than Melbourne as a whole.

The Department of Planning and Community Development (DPCD) released *Victoria in Future 2008 - Population Projections* and Frankston City Council also commissioned population forecasts from reputable forecasters 'id consulting'.

The forecast prepared by DPCD assumes that, as the developing areas of Frankston East approach full development, population growth there will slow down. However, this slowdown is expected to be balanced by a resurgence of growth in the established urban areas, particular those areas within and close to its main Activity Centres. The forecast prepared by 'id consulting' assumes that there will be no substantial urban consolidation in established areas and that the population will level out and begin to decline after 2023. These forecasts are much more conservative about growth in the Karingal MAC trade area.

The structure plan makes no assumption about which forecast will be closer to the actual result. However, in order to allow sufficient room for growth within the structure plan for Karingal, the floorspace demand calculations are based on the higher growth scenario (that is, the forecast by DPCD). Hence, the total estimated population increase for the Karingal MAC trade area between 2010 and 2026 is 24,710 persons (source: tim nott economics).

Furthermore, the purpose of the structure plan is to encourage increased housing density within the Activity Centre through redevelopment of existing housing stock. Hence, it is expected the population within the Activity Centre may not decline as previously forecast. The housing projection to 2031 of between 376 and 600 dwellings to the existing dwelling stock has an equivalent population increase of between 854 and 1,362 persons (using household size of 2.27) as illustrated in table 1.

4.3 social infrastructure

Having regard to the recommendations of the *Frankston City Community Needs Analysis* and the demographic profile from forecast.id census data, the following social infrastructure requirements have been identified for the Activity Centre into the future:

- Community Hub (with a preference for location in the Karingal Hub shopping centre site)
- Additional aged care facilities such as unit development, nursing homes and health services;
- Better services for unemployed people such as Centrelink, job recruitment agencies etc;
- Access to training, particularly for young people, people with a disability and sole parents;
- Increase the diversity of health services with a consolidation of existing facilities and development of additional or associated facilities; and
- Encourage local employment opportunities relative to skills base, such as commercial development and service based industry.

4.4 future role within the municipality (retail hierarchy)

Total retail spending by residents in the Karingal MAC trade area will increase because of population growth and real growth in retail spending per person. Background research undertaken by Tim Nott Economics indicates that total annual retail sales in the KAC will rise from \$218 million in 2010 to \$311 million in 2026. This is a growth of \$93 million in annual retail sales over the 16 year period, or a growth of 43%.

There is some encouragement for growth in Karingal MAC as a sub-regional centre so long as that growth does not challenge the role of the Frankston CAD as the regional centre. The floor space demand provided below is an estimate of the growth required to maintain Karingal MAC as a sub-regional centre to 2026.

4.5 commercial growth

Table 2 provides a summary best estimate of floorspace requirements of the various commercial activities over the period to 2026.

table 2 best estimate of additional space requirements in the KAC, 2010 to 2026 (sq m)

Activity	Activity floorspace sq m	Car-parking sq m	Total sq m
Retail	11,000	11,600	22,600
Office	1,500	1,400	2,900
Other activities	3,100	1,900	5,000
Total	15,600	14,900	30,500

Source: Tim Nott Economics, 2010

4.6 employment growth

- Karingal (north of Cranbourne Road) is slightly more disadvantaged compared to Frankston Heights in income and employment status.
- Local industry structure towards retail trade, manufacturing and health and community services.
- Less people employed as professionals and more in the service industry.

The level of office activity will generate approximately 60 to 70 jobs on the basis of each job requiring an average of 23 sqm of floor space. The employment growth from retail activity varies depending on type and size of the business. An average of 30 sqm per job for conventional retail and 100 sqm per job for larger format retail will generate approximately 190 to 200 jobs on the basis of there being a full line supermarket, at least two mini-majors (such as Rebel Sport, Dick Smith, etc) and conventional retail opportunities.

5 the activity centre structure plan

5.1 the vision

Over the next 20 years the Karingal Major Activity Centre will be an attractive, well connected and safe place where people have access to services and facilities that meet most of their daily needs. It will be a vibrant and walkable Activity Centre with a stronger sense of community, fostering its social and cultural development for people of all ages.

The Activity Centre will improve the range of recreational facilities and quality of its open space, to serve the diverse local population and support visitors from the surrounding region forming an important public gathering place. It will be a green centre with generous landscaping and visible links between the network of green spaces and the urban environment.

The Centre will provide a range of employment opportunities to take advantage of increased accessibility to the area from Peninsula Link. It will also present opportunities for an increase in housing diversity to enable 'aging in place' and support a greater choice of housing for the community.

Karingal will maintain its point of difference to surrounding Activity Centres through a focus on retaining the relaxed, informal and convenient qualities valued by the local community.

The following plans demonstrate how the Vision for the Karingal Activity Centre can be achieved. They provide greater clarity about how the Vision will be articulated on the ground. These are integral in guiding the implementation of the Structure Plan and assessing development opportunities and capital works in the future.

Firstly, the Activity Centre Structure Plan in figure 5 provides an overarching representation of the key elements that define the future of the Activity Centre, which is broken down further into thematic plans that provide more detail and clarity with regard to specific elements of the Activity Centre Structure Plan.

The thematic plans are defined under the themes of Built Form & Activity, Landscape & Recreation, and Access & Movement. These themes contain a number of key objectives which are manifested in the range of strategies for each, while a series of actions also provides the necessary implementation to ensure those strategies do not just remain words on paper.

Finally, a plan outlining the Town Centre shows again in more detail the features within the core of the Activity Centre based in and around the Karingal Hub Shopping Centre.

karingal activity centre structure plan

figure 5 activity centre structure zone plan



legend

existing town centre buildings		peninsula link	
consolidate retail core with a mixed of uses		peninsula link cycling connection	
long term development with integrated car parking		improved link between centro and star zone	
melbourne water land		upgrade pedestrian path and onroad cycling lanes	
future wetland		loop road	
retarding basin		improve key junction	
channel		upgraded intersection	
underground pipe		ballam park circuit	
strategic development sites		ballam park primary pedestrian and cycling paths	
landscaped car park / future infill development		ballam park secondary pedestrian and cycling paths	
medium density consolidation		safe and convenient pedestrian crossings	
integrate development with parks		upgraded bus interchanges	
service business with mix of uses		formalised central car parking	
residential incremental change		car parking and access ways	
medical/ service business/ entertainment		existing pedestrian crossings	
consolidate health facilities		future pedestrian crossing	
integrate schools with surrounding facilities		highway boulevard treatment	
opportunity for socio-cultural hub		local boulevard treatment	
attractive urban edge and employment corridor		thematic street tree planting	
public open space improvements		protected remnant vegetation	
recreation opportunity		green corridor	
recreational facilities for youth		health / medical node	
activity centre			
town centre			

5.2 built form and activity

At present the Activity Centre, particularly the Town Centre and its immediate surrounds lack a coordinated image and built form and there is a lack of integration between different uses. With projected floor space demand within the Activity Centre of 15,600m² and limited greenfield development opportunities within the locality, future growth needs to be accommodated through more efficient use of surface car park land and redevelopment of poorly configured buildings. This includes considering options for multi-storey development which creates a better sense of address to key street frontages and integration between fragmented land uses.

Objectives

- To accommodate a greater mix of uses and synergies between activities within the Town Centre
- To encourage residential consolidation in and around the Town Centre
- To facilitate high quality built form that creates a positive image and identity for Karingal
- To strengthen the image and building presentation along Cranbourne Road and Karingal Drive.

Strategies

Activity Centre

- Encourage a greater employment land use focus to develop along Cranbourne Road supporting a range of health, medical and associated commercial (non-retail) development opportunities as part of a health and medical 'spine' with key nodes at St John of God Rehabilitation Hospital and Peninsula Private Hospital..
- Encourage redevelopment of 'strategic development sites' as catalysts for enhancing the range of land use activities and developing a distinctive built form.
- Encourage a range of medium density housing development on strategic development sites, adjoining the Town Centre and along Cranbourne Road in close proximity to shopping, recreation and public transport facilities.
- Encourage residential development abutting public open spaces to orient towards the park, including encouragement of medium density housing in these locations to facilitate redevelopment.
- Evolve the residential area to the north and west of the Activity Centre with medium density housing stock, maximising dwelling diversity and affordable housing opportunities.
- Facilitate synergies between retail, commercial, recreational and community uses focussing on Ballam Park, education facilities, Karingal Drive and Cranbourne Road employment precincts and Karingal Hub Shopping Centre.
- Conceal surface car parks underground or away from public street frontages and orient buildings and activity towards street/public frontages.
- Site and design buildings to encourage use of alternative modes of transport including orienting building entries and activities towards bus stops and design-in bicycle parking.
- Develop an employment precinct focussing on the following outcomes:
 - A diversity of employment opportunities resulting from a greater mix of retail, commercial, office and medical uses within the precinct.
 - Encourage business synergies through a local traders and employment network.



- Encourage a range of commercial (non-retail) uses, in particular offices and affiliated business uses along Karingal Drive between Cranbourne Road and Lucerne Crescent.
- Encourage the establishment of health and medical facilities around the key nodes of St John of God Rehabilitation Hospital and Peninsula Private Hospital.
- Realise the development of key strategic sites within the Town Centre core in terms of floor space expansions and redevelopment which can be undertaken in an orderly, integrated and timely manner to strengthen its image and sense of place.
- Encourage the evolution of a high quality built form which maximises sustainable building practices.
- Develop opportunities for buildings to include attractive corner forms with architectural elements, special treatments, innovative materials, recessive and integrated signage and activated frontages that will create a 'sense of place', assist with orientation and emphasise the entrances to the Activity Centre, particularly along Cranbourne Road and Karingal Drive streetscapes.
- Physically and visually integrate Ballam Park Homestead with Ballam Park to create a better profile and sense of address. Investigate opportunities for more community events and encourage it to become a socio-cultural hub.

Town Centre

- Establish an 'urban edge' along Cranbourne Road and Karingal Drive comprising high quality building frontages oriented to the street, minimising visible car parking areas and siting buildings close to the street edges which integrate with the public landscape treatments.
- Improve the service delivery, presence and profile of community facilities in the Town Centre.
- Encourage redevelopment of surface car parks along public street frontages to provide building addresses and activity which integrates with the public realm.
- Provide a sense of address and passive surveillance by buildings with entries, windows and balconies interfacing Ballam Park.
- Consolidate the Retail Core with a focus on the following outcomes:
 - Achieving a greater mix of entertainment and commercial uses to strengthen the vibrancy of the retail core.
 - Residential consolidation opportunities above and to the rear of business uses.
 - Providing public spaces in and around Karingal Hub Shopping Centre which generate diverse activities to meet different age and socio-economic groups' needs.
 - Establishing a Pedestrian Place between Karingal Hub and Star Zone which incorporates outdoor dining and a public plaza integrated with the upgraded bus interchange.
 - Providing a better link (internal or external) between the shopping centre and Star Zone cinema complex which is attractive and interfaced with activity.
 - Encourage multi-storey construction at Centro Karingal Hub with buildings immediately abutting and activating street frontages.
 - Redevelop land at the south-east corner (intersection of Peninsula Link and Cranbourne Road) of the Town Centre to create a feature form that distinguishes the eastern entry to the Town Centre.

Actions

- Formulate detailed building and landscape design guidelines for development of the Town Centre
- Form a working relationship/MOU with Centro and pursue the preparation of a development plan for the Karingal Hub Shopping Centre
- Work with the Ballam Park Homestead to advance opportunities for it to become a socio-cultural hub with improved physical integration with Ballam Park and a wider scope of activities and events.
- Form a traders and business network within Karingal Major Activity Centre and establish a local business support network.
- Work with land owners and developers of identified strategic development sites to realise development opportunities
- Review opportunities to incorporate a greater scope of community services and events within the Karingal Town Centre and Ballam Park
- Prepare and implement the Activity Centre Zone (ACZ) for Karingal Major Activity Centre generally in accordance with the land use precincts and built form outcomes summarised in table 3.

The Activity Centre has been divided into five precincts for the purpose of clearly identifying the future land use and built form outcomes that are sought by this structure plan (refer figure 6). Table 3 details the parameters for how these areas are anticipated to change and develop over time.

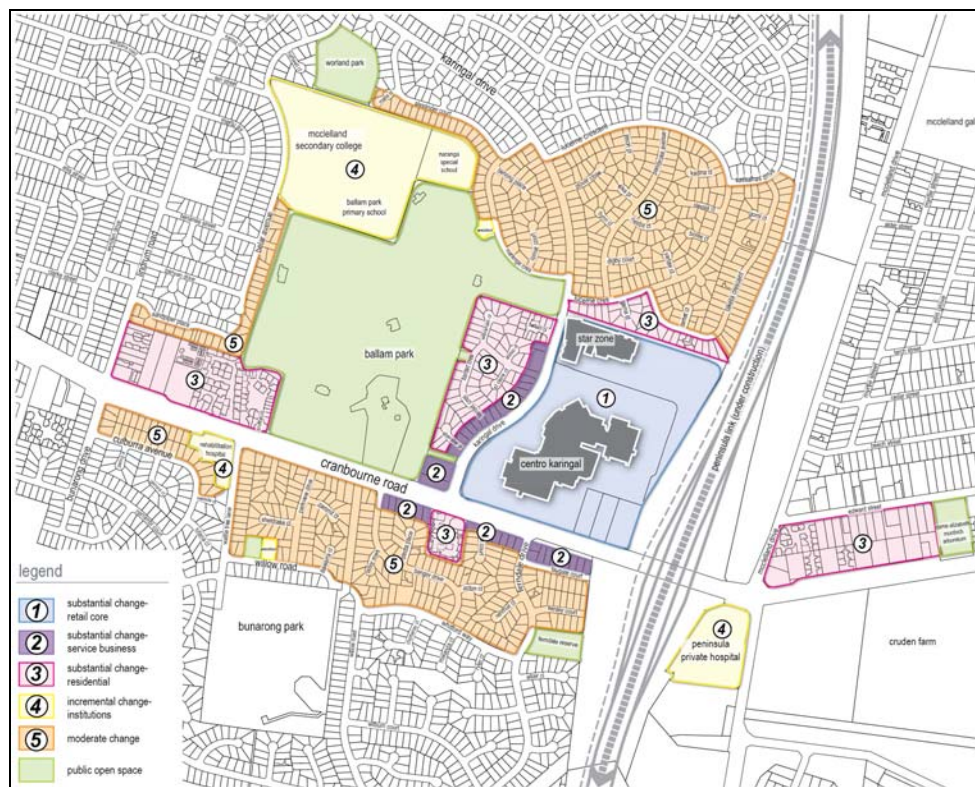


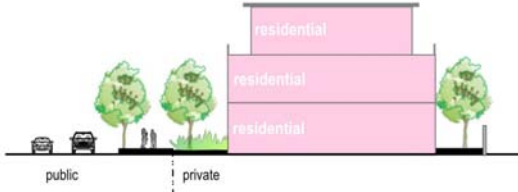
figure 6 Activity Centre land use and built form precincts



table 3 indicative land use and built form profiles

#	Precinct Name	Strategies	Preferred Land Use	Preferred Built Form	Future Built Form Profile
1	Substantial Change Retail Core	Encourage a mix of activities that create a vibrant town centre. Strengthen building presentation to Karingal Drive and Cranbourne Road with distinctive built form. Establish active and consistent street edges. Conceal car parking from street frontages in basement or undercroft car parks. Where necessary surface car parks incorporate WSUD and canopy trees. Encourage the integration of commercial, civic and community uses Encourage shop-top housing and residential apartments above street level.	A range of activities which maximise: Primary Retail Offices Restaurants Entertainment Community and civic uses Residential (apartments) Public plaza and outdoor dining Other uses consistent with the B1Z table of uses	Preferred building heights in the order of 3-5 storeys. Buildings should be built to the street frontages with active frontage with weather protection. Incorporate landscaped setbacks from sensitive residential properties. Built form to achieve a distinctive character and visually interesting streetscape presentation. Car parking should be located in basement or undercroft areas or be visually recessive when viewed from street frontages.	
2	Substantial Change Service Business	Encourage the consolidation of employment generating uses. Support ongoing use of properties for residential purposes. Encouraging buildings to be oriented to the primary frontages of Cranbourne Road and Karingal Drive. Encourage concealment of car parking and other infrastructure/services. Ensure that land use and development contributes to activated streets.	Offices Medical Service business Residential (apartments) Other uses consistent with the B5Z and B2Z tables of uses	Preferred building height of 2-3 storeys. Front building setbacks of 3-5m from Cranbourne Road. Zero front building setbacks from Karingal Drive. Conceal car parking to the rear of sites or in basement car parks. Locate doors and pedestrian access direct from the street frontage.	



#	Precinct Name	Strategies	Preferred Land Use	Preferred Built Form	Future Built Form Profile
3	Substantial Change Residential	Encourage consolidation of residential lots which facilitate the development of townhouses and apartment buildings where landscape front and rear setbacks can be achieved, e.g. on wider or consolidated lots. Utilise strategic redevelopment sites as opportunities to strengthen the health and medical spine along Cranbourne Road.	Medium density residential development of apartments (on lots of 1,200m² or more, and main roads) and townhouses. Other uses consistent with the R1Z table of uses.	Preferred building height of 2-3 storeys. Front building setbacks of 3-5m. Rear building setbacks of 3-5m to provide for canopy tree planting. Side setbacks as per Clause 55.	
4	Incremental Change Institutions	Encourage medical and education institutions to develop with respect for their landscape setting. Ensure amenity impacts to sensitive residential uses are appropriately managed.	Growth of medical and educational facilities on their respective sites and on surrounding sites, as appropriate.	Building heights and setbacks should respond to the amenity of sensitive residential interfaces.	N/A
5	Moderate Change Residential	Encourage the evolution of the residential areas to include a mix of housing to suit a range of households.	Medium density residential development of townhouses and units. Other uses consistent with the R1Z table of uses.	Preferred building height of 2 storeys. Encourage canopy trees and soft landscaping in front, side and rear building setbacks. Setbacks as per Clause 54 and 55.	As per Clause 54 and 55 requirements

karingal activity centre structure plan

figure 7 built form and activity

legend

- activity centre 
- town centre 
- existing town centre buildings 
- consolidate retail core 
- long term development with integrated car parking 
- strategic development sites 
- landscaped car park / future infill development 
- medium density consolidation 
- integrate development with parks 
- service business with mix of uses 
- residential incremental change 
- medical/ service business/ entertainment 
- consolidate health facilities 
- integrate schools with surrounding facilities 
- opportunity for socio-cultural hub 
- strengthen the employment corridor 
- attractive urban edge 
- public open space improvements 
- protected remnant vegetation 
- green corridor 
- medical / health node 



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5.3 recreation and environment

The Activity Centre currently enjoys a wealth of recreational facilities largely concentrated within Ballam Park, including sporting grounds for a variety of activities. The Activity Centre lacks further opportunities for informal recreation that cater towards a wider variety of user groups. The Structure Plan should look to build on the existing facilities and quality of public open space to ensure the enjoyment of these spaces well into the future.

Objectives

- To enhance the quality of existing public open space through improvements to basic infrastructure and identified problems with facilities.
- To provide for informal recreational activity and facilities for different age groups.
- To strengthen the landscape setting of the Activity Centre, particularly along key boulevards and within parkland.
- To provide for Water Sensitive Urban Design (WSUD) to contribute towards an ecologically sustainable Activity Centre.
- To increase civic functions and community interaction within the Activity Centre.
- To provide attractive gathering spaces where the community can meet, interact and celebrate together.

Strategies

- Establish landscaped boulevards along Cranbourne Road (highway boulevard treatment), Karingal Drive and McClelland Drive (local boulevard treatments) which establish a consistent landscape theme.
- Establish thematic street tree planting for local streets and cul-de-sacs which maximise opportunities for productive (fruit and nut bearing) tree species.
- Encourage Water Sensitive Urban Design (WSUD) to meet current best practice performance objectives for stormwater quality.
- Encourage landscape themes to integrate between local streets, Peninsula Link and key sites within the Activity Centre with a focus on sustainable gardens.
- Encourage surface car parking areas to incorporate WSUD treatments and soft landscaping including canopy trees.
- Reinforce the image and identity of Karingal Activity Centre through soft and hard landscaping features which draw together all public spaces, streets and open spaces.
- Identify locations and subsequently pursue opportunities for informal outdoor open space within the Activity Centre.
- Improve the quality, functionality and enjoyment of the local parks around the Activity Centre through the preparation and implementation of park master plans.
- Recognise the important role of topography within the Activity Centre through consideration of sensitive design and development techniques.

- Investigate the impact of drainage plans and current storm water network of the area on future development, in particular the development potential of constructing over the retarding basin within the Karingal Hub Shopping Centre car park.
- Establish a vision and update the Ballam Park master plan which addresses the following:
 - Develop the north-eastern corner of the park (Naranga Crescent/Karingal Drive portion of the park) with active recreation facilities for young people.
 - Better integrate the Ballam Park Homestead with broader park features.
 - Investigate the opportunity for a wetland within the low-lying, swampy areas of the park and explore possible stormwater harvesting sites.
 - Facilitate water collection and re-use in Ballam Park.
 - Investigate an opportunity area to the east of the homestead for a sustainable demonstration garden / community garden whilst also encouraging productive planting within the park.
 - Landscape and building treatments within Ballam Park to create a sense of place and identity.
 - Improve the recreational offering and function of Ballam Park with the introduction of community and civic facilities for different age groups such as youth adventure playgrounds, skate park, walking/ cycling trails with exercise equipment, multi-use courts etc.
 - Encourage investigation of new recreational infrastructure in the identified 'recreation opportunity' and 'recreational facilities for youth locations (refer figure 8)
 - Improve the amenity and safety of Ballam Park with more lighting (particularly on the primary pedestrian/cycling path), sheltered spaces, public toilets and security measures which are supplementary to surrounding built form and activities which provide passive surveillance.
 - Strategic development of additional seating areas and amenities along the eastern boundaries of the park.
 - Incorporate outdoor gymnasium equipment along the circuit providing informal recreational usage for people of all ages and abilities.
 - Introduce a cycling/running track in a looped circuit in Ballam Park connecting to access points and upgrade existing paths, in particular within the eastern side of the park.
 - Wayfinding signage for pedestrians, cyclists and vehicle movement which highlights destinations within the park and accessibility to local destinations outside the park and nearby.

Actions

- Review and update the masterplan for Ballam Park in consultation with the local community, educational institutions, sporting groups and park visitors addressing the future recreation needs of the existing and potential future users of the Park.
- Prepare a landscape masterplan for Cranbourne Road and Karingal Drive addressing the traffic management requirements (post Peninsula Link impacts), reconfigured pedestrian crossings to reflect natural desire lines, whilst incorporating place image features and landscape features to beautify the road corridor.
- Undertake a program of thematic street tree planting addressing opportunities for productive tree species.
- Undertake further investigation regarding the retarding basin requirements within the Karingal Hub Shopping Centre, having regard to the draining impacts of Peninsula Link.

karingal activity centre structure plan

figure 8 recreation and environment



legend

- activity centre
- town centre
- public open space improvements
- recreation opportunity
- recreational facilities for youth
- melbourne water land
- future wetland
- retarding basin
- channel
- underground pipe
- highway boulevard treatment
- local boulevard treatment
- thematic street tree planting
- protected remnant vegetation
- green corridor
- landscape enhancement to key junction
- integrate homestead with ballam park
- ballam park circuit
- ballam park primary pedestrian and cycling paths
- ballam park secondary pedestrian and cycling paths
- formalised central car parking
- car parking
- existing town centre buildings



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5.4 access and movement

Access and movement relates to travel to and within the Activity Centre across the various modes of transport with a focus on improving public transport, pedestrian and bicycle movement. Currently, the Activity Centre is car dominated due to the high number of vehicle trips directed to the Karingal Hub Shopping Centre in addition to vehicle movements through the local street network. The accessibility to sustainable transport options needs to be addressed in order to reduce car dependence and improve walkability to encourage healthy living.

Objectives

- To improve accessibility to and from the Activity Centre and the provision of sustainable transport services such as public transport, cycling and walking.
- To promote pedestrian safety and priority throughout the Activity Centre, particularly access to the shopping centre from main roads.
- To improve traffic management both within the shopping centre car park and local traffic within the broader Activity Centre.
- To develop a connected network of destinations within Karingal Activity Centre and its surrounds.

Strategies

- Establish a safe, convenient, well lit and legible pedestrian network that ensures better connections to and from the Town Centre to assist it being more walkable.
- Connect the Town Centre with the local and regional cycling network and ensure that it is safe, convenient and well defined, providing for short trips, commuter and recreational use.
- Improve public transport function and movement in and around the Activity Centre with a focus on:
 - Integrating bus routes into a designated bus interchange (identified within the Karingal Hub Shopping Centre site) with safe and convenient pedestrian access.
 - Improve direct pedestrian links from bus stops on Cranbourne Road to the entrances of the shopping centre.
 - Upgrading existing bus shelters and improving passive surveillance through better interfaces with new development or expansion of the shopping centre.
 - Retain access through Karingal Hub Shopping Centre car park that provides for efficient and convenient bus movements.
 - Higher frequency of bus services across the day and throughout the week to meet the needs of existing users and encourage high patronage in the future.
 - Pursuing opportunities to establish a direct bus link between Karingal and Skye/Carrum Downs.
 - Encouraging and accommodating future Smart Bus services for the area, particularly along the transport corridor of Cranbourne Road.
 - Ensure the infrastructure supporting public transport is well designed and meets the needs of the community.
- Maximise opportunities to connect the local cycling network with Peninsula Link bicycle path via direct connections with the Town Centre.

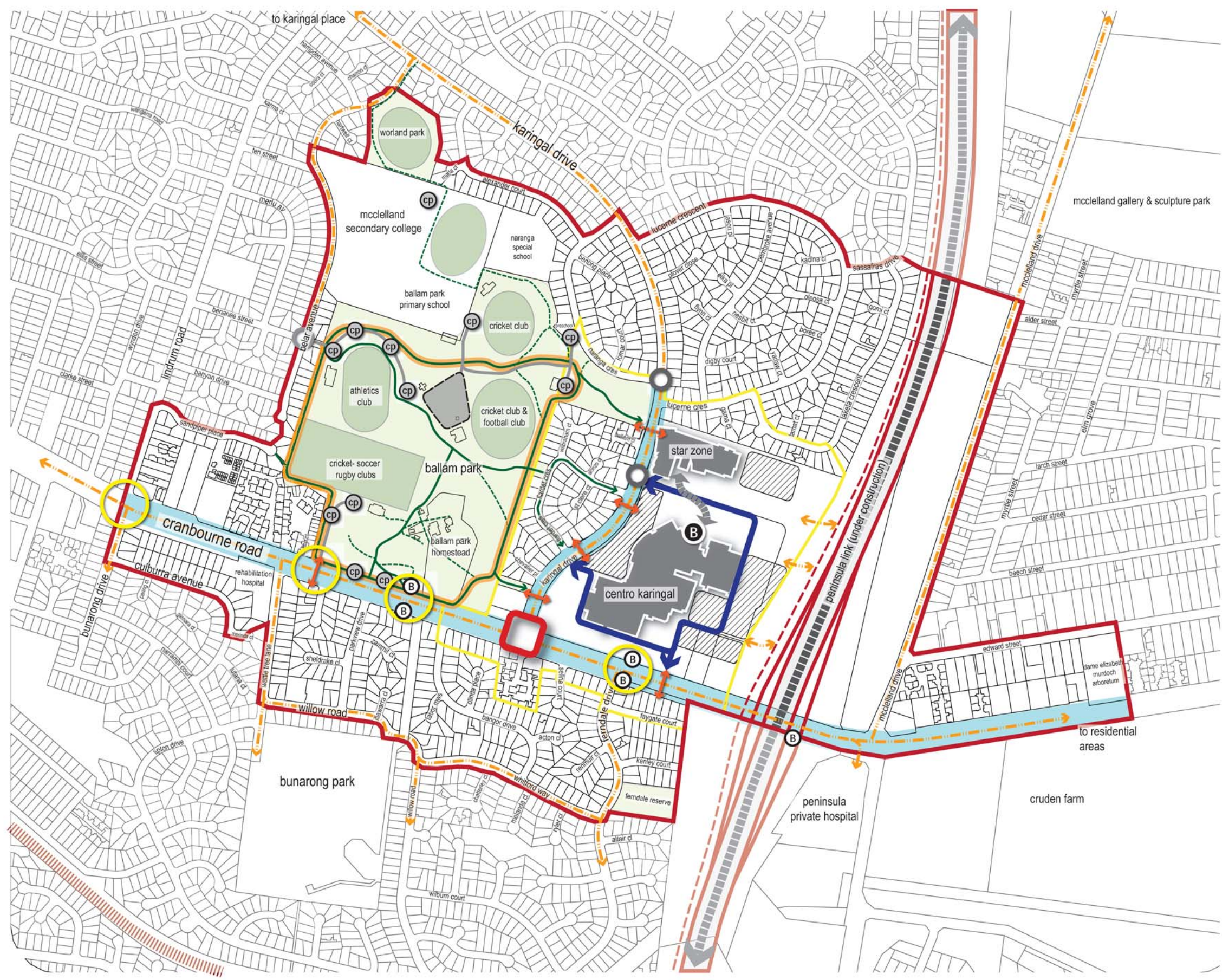
- Facilitate a safer pedestrian/ cycling environment for Karingal Drive through enhancements to existing pedestrian crossing points and providing a new pedestrian crossing directly between Ballam Park and Star Zone.
- Introduce new bicycle lanes and associated reconfiguration of the road reserve to Karingal Drive, Belar Avenue and to collector streets south of Cranbourne Road to increase accessibility to the shopping centre and educational institutions.
- Encourage the development of bicycle end of trip facilities both within Ballam Park and key entries to the Karingal Hub Shopping Centre.
- Ensure people with limited mobility can easily move in and through the Town Centre.
- Improve pedestrian and cycling routes between the shopping centre and Peninsula Private Hospital that will be a viable alternative to the existing car dependency.
- Address traffic conflict areas along Cranbourne Road through a thorough traffic management review of vehicle movements along Cranbourne Road and access to side roads.
- Provide a series of safe pedestrian and bicycle crossings along Cranbourne Road that reflect natural desire lines, including a new crossing at the bus stops directly in front of Ballam Park.
- Recognise the intersection of Cranbourne Road and Karingal Drive as a 'key junction' that requires ongoing management for safe, efficient and well signposted pedestrian, cycling and vehicle traffic movement.
- Maintain safe, convenient and efficient vehicle circulation and reconfigure car parking areas in and around the Karingal Hub Shopping Centre accommodating bus access, private and service vehicles as well as legible paths for pedestrians and cyclists.
- Improve vehicle circulation within Karingal Hub Shopping Centre and its integration with the surrounding street network as it evolves and develops.
- Increase the car parking capacity of Ballam Park and enhance vehicle movement through formalisation of the central car park.
- Provide wayfinding signage that clearly directs vehicles, pedestrians and cyclists between key destinations within and around the Activity Centre.
- Improve wayfinding and legibility for vehicles, pedestrians and cyclists accessing Ballam Park.
- Investigate the potential reduction of the speed limit along Cranbourne Road from 80km/h to 70km/h within the Activity Centre.

Actions

- Prepare a masterplan for Ballam Park addressing future movement and car parking requirements.
- Undertake wayfinding signage upgrades in and around Ballam Park and integration with other key destinations in the Activity Centre.
- Form a working group with Department of Transport, VicRoads and bus providers to address local transport issues and management.
- Prepare a traffic management plan for Cranbourne Road, Karingal Drive and Karingal Hub Shopping Centre to accommodate future growth and development requirements and address pedestrian safety.
- Prepare a capital works program for upgrades to transport infrastructure.
- Prepare a parking precinct plan for the Town Centre.

karingal activity centre structure plan

figure 9 access and movement



legend

- activity centre 
- town centre 
- peninsula link 
- peninsula link cycling connection 
- upgrade pedestrian paths and onroad cycling lanes 
- improved link between centro and star zone 
- loop road 
- key junction 
- upgraded intersection 
- ballam park circuit 
- ballam park primary pedestrian and cycling paths 
- ballam park secondary pedestrian and cycling paths 
- investigate safe and convenient pedestrian crossings 
- upgraded bus interchanges 
- formalised central car parking 
- car parking 
- integrated and concealed car parking 
- existing pedestrian crossings 
- future pedestrian crossing 
- traffic management review area 



5.5 town centre plan

The Town Centre Plan (figure 10) has been prepared to show in more detail the features within the core of the Activity Centre plan. The Town Centre comprises four key parts:

- The **retail core** which focuses around the Karingal Hub Shopping Centre and Star Zone Cinema Complex which will include further expansion and consolidation of retail focussed activities with a mix of other uses including entertainment, offices and service businesses with scope for medium density residential development, particularly apartment building typologies.
- The **employment precinct** which takes in business and residential land along Cranbourne Road and Karingal Drive should be strengthened, however maintaining the mixed commercial/service businesses mix with residential housing interspersed. Over the long term development will transition to having a greater focus on business, medical and service business uses.
- The **consolidated residential precinct** encouraging medium density consolidation within the Town Centre which will offer opportunities for modest medium density housing, typically townhouse and small apartment developments. Development adjoining parks should encourage passive surveillance opportunities via visually permeable fencing and gates, and the placement of windows, doors and balconies overlooking the park.
- The easternmost part of **Ballam Park** which has a direct interface with Karingal Drive is a key opportunity for improvement and catering to the recreation needs of young people as well as providing an 'anchor' activity which invigorates this part of the park, provides a presence to Karingal Drive and encourages links with other destinations in the locality such as Centro Karingal Hub.

Together these elements comprise the focus for a mix of activity and opportunities for greater diversity in land use and development which can convey the preferred future character and image for Karingal and contribute to greater activity and vibrancy.

Three nodes identified for 'place identity markers' are situated at Cranbourne Road/Peninsula Link intersection, Karingal Drive/Cranbourne Road and on Karingal Drive between Naranga Crescent and Star Zone. These should be the focal points for improving landscape and urban design treatments within the public space and encouraging new development to provide a high quality built form profile and presentation within these areas. A strengthened building presentation along Cranbourne Road is to be achieved through more prominent building forms which are architecturally distinctive, attractive and proudly 'announce' the presence of the Town Centre.

The development of the Karingal Hub Shopping Centre as the key retail offering within the Activity Centre should focus on 'building out' to Cranbourne Road and Karingal Drive to maximise the frontage and activity along these important interfaces. Strategic development sites are noted along the Cranbourne Road frontage.

It is important that greater physical integration of different commercial and community destinations are achieved in Karingal. Notably the opportunity to improve the eastern part of Ballam Park, and improve its connections to Karingal Hub with clearly identifiable, safe and convenient walking/cycling routes. A new pedestrian crossing point on Karingal Drive where Ballam Park paths meet the street will facilitate this accessibility. Further, clearly demarcated paths and wayfinding signage will be required for routes to Karingal Place (Karingal Drive), Peninsula Private Hospital (Cranbourne Road) and residential areas to the east of Peninsula Link.

Pedestrian crossings which address natural pedestrian desire lines will assist in achieving walkable neighbourhoods. Thus, better configuration of safe pedestrian crossings across Cranbourne Road, particularly at Ferndale Drive are also incorporated into the Plan. Walkability between the main Centro Karingal Hub building and Star Zone can be enhanced via a dedicated, direct and well marked path through a landscaped car park. Upgrades to the bus interchange and advancing the opportunity to externalise the shopping centre foodcourt with outdoor dining opportunities providing passive surveillance to the bus interchange, pedestrian paths and car parking areas. This area is identified as the 'Pedestrian Place'. Ultimately, the plan provides for this to be the primary bus interchange with all bus routes being able to circulate through Centro Karingal Hub efficiently.

Long term opportunities may exist to redevelop the area between Karingal Hub and Star Zone, however this should not occur at the detriment of developing to the street frontages. Development adjacent Cranbourne Road and Karingal Drive is envisaged to have direct and active frontages which integrate well with the street environment through placement of windows, doors and upper level design which facilitates natural surveillance of the public spaces. Thus, development of car parking will be encouraged in areas concealed from the street, in decked car parking to the east of the retail core (adjoining Peninsula Link interface) or integrated within buildings as basement, undercroft or rooftop parking. The undulating topography of the retail core offers many opportunities to integrate car parking. The importance of vehicle accessibility and servicing Karingal Hub is provided for with a loop road.

The implementation of the Town Centre Plan will be realised through the range of actions which are outlined in the preceding sections.

karingal activity centre structure plan

figure 10 town centre plan

legend

- | | | | |
|---|---|--|---|
| internal loop road |  | town centre |  |
| future peninsula link |  | consolidate retail core |  |
| future peninsula link cycling connection |  | integrated and concealed car parking |  |
| main roads |  | strategic development sites |  |
| improve and demarcate key junction |  | evolve medium density development |  |
| upgraded bus terminus |  | infill development opportunity / landscaped car park |  |
| upgrade bus stop infrastructure |  | service business with mix of uses |  |
| open space |  | integrate pedestrian place with upgraded bus terminus |  |
| protected vegetation |  | place identity markers |  |
| highway boulevard treatment |  | strengthen building presentation |  |
| local boulevard treatment |  | orient medium density development to park |  |
| thematic local street planting |  | improved link between centro and star zone |  |
| ballam park upgrade frontage and activities |  | high quality pedestrian / cycling links between key destinations |  |
| improved pedestrian access |  | internal centro access |  |
| existing pedestrian crossing point |  | formalised pedestrian crossing |  |
| new pedestrian crossing point |  | improve pedestrian connections to ballam park |  |



6 implementation

The successful implementation of the Structure Plan is critical in realising the objectives for the Karingal Activity Centre. Too often structure plans provide good ideas for the enhancement of an area and are never implemented. This project has sought to ensure that the Karingal Structure Plan can deliver upon its recommendations through a staged implementation program.

The key principles of the Structure Plan implementation process are:

- To facilitate and coordinate public and private investment in the Activity Centre consistent with the Structure Plan.
- To provide flexibility for public and private investment to prepare creative and exciting plans for investment within the centre, within the general framework established by the Structure Plan.
- To avoid stifling the opportunity to consider innovative and exciting initiatives not foreshadowed in the structure plan provided the principles outlined in the Structure Plan are not prejudiced and the principle of achieving net community benefit is achieved.

As detailed through the report the Structure Plan sets out a number of actions for implementation. This will be reliant on a number of agencies, organisations and individuals working towards a common goal, being the overall vision for Karingal. Implementation of the Structure Plan will be reliant upon:

- Leadership
- Place management and coordination
- Securing investment and fostering economic development
- Partnership between Local and State government and between government and private investors
- Community development
- Infrastructure projects
- Urban design projects
- Planning policies and controls

Funding is an integral part of achieving the Vision particularly in realising capital works projects such as park enhancements, community facilities, public realm improvements, transport upgrades, etc. As such there are a number of sources from which funds can be drawn including special rates schemes, development contributions, and State and Federal government funds. It would be the role of a place manager or management team to co-ordinate funding applications and facilitate the realisation of capital projects.

The following details the planning mechanisms available to facilitate the implementation of the Structure Plan, together with the identification of priority projects.



6.1 planning mechanisms

The mechanism of implementing the Structure Plan within the Frankston Planning Scheme can be achieved through the following options, either on an individual basis or collectively.

6.1.1 local planning policy

It is recommended that a new local policy be implemented for the Karingal Major Activity Centre (MAC) which follows the general format of Clause 22.05, being the existing Frankston Central Activity Centre Policy. The new local policy will set out the vision and objectives for the MAC and list the strategies for each of the themes with reference to the Structure Plan. The Karingal Major Activity Centre Structure Plan should also be included as a reference document to the new local planning policy.

Alternatively, Council could consider consolidating the existing Clause 22.05 into one Activity Centre policy which addresses the CAD through to the lower order Activity Centres, including Karingal MAC. The implementation of such a policy would be required if the existing range of zones is retained in the Activity Centre. However if the Activity Centre Zone is to be implemented, then it would be unnecessary to implement a local planning policy as well.

6.1.2 zoning and overlays

As with all major Activity Centres undergoing structure planning, there is an expectation by the Department of Planning and Community Development that implementation will include use of the new Activity Centre Zone provisions. In accordance with the ACZ Practice Note 56 (September 2009) the ACZ implements the strategic directions for an Activity Centre identified through a structure plan and dispenses with the usual approach of applying multiple zones and overlays at a centre to achieve desired outcomes.

The ACZ is a centre-wide tool developed specifically for application at Central Activities Districts, Principal Activity Centres, Major Activity Centres and Specialised Activity Centres in metropolitan Melbourne. The ACZ Practice Note 56 provides the framework and instructions for the preparation of a suitable planning instrument that directs both how land uses are to evolve as well as the built form directions sought by this Structure Plan.

To apply the ACZ an Activity Centre boundary must be identified. This boundary should match the adopted Structure Plan boundary for the centre. Application of the ACZ should be considered for the entire Activity Centre defined by the boundary in this structure plan, except for the areas of public land as per the Practice Note. Generally public land to be excluded includes major roads, educational facilities (primary, secondary and tertiary), as well as public parkland and state and local government land, including railway land and open space.

The ACZ also provides scope for built form outcomes, in particular preferred building heights, setbacks and urban form outcomes can be incorporated into provisions similar to the Design and Development Overlay schedules available in the Victorian Planning Provisions. Whilst there is generally a limited demand for medium and high rise development in Karingal, the built form outcomes to be achieved go beyond just building heights and incorporated the design of building frontages (i.e. setbacks), scope for landscaping and achieving a positive streetscape presentation. Thus, utilising the ACZ tool is considered an important part of implementing the Structure Plan.

Further investigations need to be undertaken to confirm the retention or removal of the Environmental Significance Overlay - Schedule 1. With the development of Peninsula Link within the ESO1 and the subsequent removal of most, if not all, vegetation from the land immediately adjacent to the ESO1 affecting the Karingal Hub Shopping Centre, it is necessary to confirm that the ESO1 is to be retained. The removal of the vegetation to the south of Cranbourne Road for construction of Peninsula Link also requires investigation to the viability of the WMO that affects some residential properties in the south-east corner of the Activity Centre. Furthermore, the LSIO affecting the Karingal Hub Shopping Centre also needs to be confirmed once full details of the Peninsula Link drainage construction plans are available.

The Karingal Major Activity Centre has been divided into five precincts for the purpose of clearly identifying the future land use and built form outcomes that are sought by this Structure Plan (refer to figure 6). The Activity Centre Zone (ACZ) should be prepared generally in accordance with the land use precincts and built form outcomes summarised in table 3 of this report.

6.2 priority projects

Following is a summary of the priority projects that will need to be resolved throughout the implementation of the Structure Plan. These have been identified in various elements throughout the Plan and form the basis of the 5 most important initiatives to progress in the immediate term. These include a number of 'low cost' capital works projects along with priority projects that can be undertaken by Council, in order of priority as follows:

1. Prepare a traffic management plan for Cranbourne Road, Karingal Drive and Karingal Hub Shopping Centre to accommodate future growth and development requirements and address pedestrian safety.
2. Formulate detailed building and landscape design guidelines for development of the Town Centre.
3. Update the masterplan for Ballam Park addressing the future recreation needs of the existing and potential future users of the park.
4. Undertake wayfinding signage upgrades in and around Ballam Park and integration with other key destinations in the Activity Centre.
5. Undertake a program of thematic street tree planting addressing opportunities for productive tree species.

6.3 implementation plan

Following is an implementation plan that outlines actions required to put into practice the vision and objectives of the Structure Plan. The plan lists each action under the relevant category and details the timing and responsibility to carry out the action. The timing is classified as either short term, medium term or long term and reflects the importance or priority of the action. The suggested timeframes for each are:

- Short term: Within 1-2 years
- Medium term: Between 3-7 years
- Long term: 8+ years

Action	Timing	Responsibility
Built Form & Activity		
1. Form a working relationship/MOU with Centro Karingal Hub and pursue the preparation of a development plan for the Karingal Hub Shopping Centre	Short term	Council Centro Karingal
2. Formulate detailed building and landscape design guidelines for development of the Town Centre	Short term	Council
3. Work with the Ballam Park Homestead to advance opportunities for it to become a socio-cultural hub with improved physical integration with Ballam Park and a wider scope of activities and events.	Medium term	Council Frankston Historical Society
4. Form a traders and business network within Karingal Major Activity Centre and establish a new business support network	Medium term	Council Local businesses
5. Work with land owners and developers of identified strategic development sites to realise development opportunities	Short term	Council Key landowners
6. Review opportunities to incorporate a greater scope of community services and events within the Karingal Town Centre and Ballam Park	Medium term	Council Local community
7. Prepare a planning scheme amendment to implement the directions of the Karingal Major Activity Centre Structure Plan	Short term	Council DPCD



Action	Timing	Responsibility
Recreation & Environment		
1. Update the masterplan for Ballam Park addressing the future recreation needs of the existing and potential future users of the Park.	Short term	Council
2. Prepare a landscape masterplan for Cranbourne Road and Karingal Drive	Medium term	Council
3. Undertake a program of thematic street tree planting addressing opportunities for productive tree species.	Medium term	Council
4. Undertake further investigation regarding the retarding basin requirements within the Karingal Hub Shopping Centre, having regard to the draining impacts of Peninsula Link.	Short term	Council
Access & Movement		
1. Prepare a masterplan for Ballam Park addressing future movement and car parking requirements.	Short term	Council
2. Form a working group with Department of Transport, VicRoads and bus providers to address local transport issues and management.	Short Term	Council DOT, VicRoads
3. Prepare a traffic management plan for Cranbourne Road, Karingal Drive and Karingal Hub Shopping Centre to accommodate future growth and development requirements and address pedestrian and cyclist safety.	Short term	Council
4. Prepare a capital works program for major upgrades to transport infrastructure.	Long term	Council, DOT, VicRoads
5. Prepare a parking precinct plan for the Town Centre.	Medium term	Council
6. Undertake wayfinding signage upgrades in and around Ballam Park and integration with other key destinations in the Activity Centre.	Short term	Council