



COUNCIL MEETING AGENDA

2023/CM02

Monday 20 February 2023



THE COUNCIL MEETING

Welcome to this Meeting of the Frankston City Council

The Council appreciates residents, ratepayers and other visitors taking their places in the Public Gallery, as attendance demonstrates an interest in your Council and community affairs. Community spirit is encouraged.

This information sheet is designed to help you to understand the procedures of Council and help you to gain maximum value from your attendance.

The law regarding the conduct of Council meetings enables the public to observe the session. However, to ensure the manageability of Council meetings, opportunities for public participation are limited to Question Time and registered submissions in accordance with Council's guidelines, which are available from Council's Councillors Office (call 9768 1632) and on our website, www.frankston.vic.gov.au. It is not possible for any visitor to participate in any Council debate unless specifically requested by the Chairperson to do so.

If you would like to have contact with Councillors or Officers, arrangements can be made for you to do so separately to the meeting. Call the Councillors Office on 9768 1632 and ask for the person you would like to meet with, to arrange a time of mutual convenience.

When are they held?

Generally speaking, the Council meets formally every three (3) weeks on a Monday and meetings start at 7.00 pm, unless advertised otherwise. **This Council Meeting will be held in the Council Chambers, Frankston Civic Centre, 30 Davey Street (entry via Young Street).** Livestream footage can be viewed via our website, www.frankston.vic.gov.au.

Council meeting dates are posted at Young Street entrance to the Civic Centre (upper level) and also on our website, www.frankston.vic.gov.au.

Frankston City Council Governance Rules (adopted 31 August 2020 and amended 5 September 2022)

25. Chair's Duty

Any motion which is determined by the *Chair* to be:

- 25.1 *defamatory of or embarrassing to any Councillor, member of Council staff or other person;*
- 25.2 *abusive or objectionable in language or nature;*
- 25.3 *a direct negative of the question before the Chair;*
- 25.4 *vague or unclear in intention;*
- 25.5 *outside the powers of Council; or*
- 25.6 *irrelevant to the item of business on the agenda and has not been admitted as*

79. Chair May Remove

- 79.1 *The Chair may order and cause the removal of any person, including a Councillor, who disrupts any meeting or fails to comply with a direction given under sub-Rule 78.2, or cause the removal of any object or material that is deemed by the Chair as being objectionable or disrespectful.*
- 79.2 *Any person removed from the meeting under sub-Rule 79.1 must not return to the meeting without the approval of the Chair or Council.*

It is intended that this power be exercisable by the Chair, without the need for any Council resolution. The Chair may choose to order the removal of a person whose actions immediately threaten the stability of the meeting or wrongly threatens his or her authority in chairing the meeting.

The Governance Local Law 2020 creates the following offences in relation to behaviour at Council meetings:

- Refusing to leave a meeting when requested to do so by the Chair (following improper or disorderly conduct)
- Failing to comply with a direction of the Chair

Each of these offences carries a penalty of 2 penalty units.

Live Streaming of Council Meetings

Frankston City Council is now Live Streaming its Council Meetings.

Council is encouraging residents to view the meetings via the live streaming.

Live Streaming allows you to watch and listen to the meeting in real time, giving you greater access to Council decision making and debate and improving openness and transparency.

Every care will be taken to maintain privacy and, as far as practically possible, it is not intended that there be either live or recorded footage of the public or Media personnel, however, there might be incidental capture; for example footage of a person exiting the building depending on which camera is being used at the time, or audio recording of a person who interjects the meeting. Council officers who address Council will be heard on the live audio stream, and audio of them speaking will be recorded.

As per Council's Governance Rules 77.2 – the proceedings will be live streamed and recordings of the proceedings will be retained and will be published on Council's website within 24 hours from the end of the meeting.

Council will make every reasonable effort to ensure that a live stream and recording is available. However technical difficulties may arise in relation to live streaming or access to Council's website.

Appropriate signage will be placed at the entrance to the meeting location notifying all attendees that the meeting will be streamed live and recorded. Please note that it is not intended that public speakers will be visible in a live stream of a meeting and care is taken to maintain a person's privacy as an attendee in the gallery, however they may be unintentionally captured in the recording. If public speakers do not wish to be audio recorded they will need to contact the Councillors Office on telephone (03) 9768 1632 or via email councillors.office@frankston.vic.gov.au to discuss alternative options prior to the meeting.

In the event Council encounters technical issues with the livestreaming, the meeting will be adjourned for up to 30 minutes until the matter is resolved. If the matter cannot be resolved, the meeting will be postponed to another evening.

The Formal Council Meeting Agenda

The Council meeting agenda is available for public inspection immediately after it is prepared, which is normally on the Thursday afternoon two (2) business days before the meeting. It is available from the Reception desk at the Civic Centre (upper level), on our website www.frankston.vic.gov.au or a copy is also available for you in the chamber before the meeting.

The following information is a summary of the agenda and what each section means:-

- **Items Brought Forward**

These are items for discussion that have been requested to be brought forward by a person, or a group of people, who have a particular item on the Agenda and who are present in the Public Gallery.

- **Presentation of Written Questions from the Gallery**

Question Time forms are available from the Civic Centre and our website, www.frankston.vic.gov.au.

“Questions with Notice” are to be submitted before 12 noon on the Friday before the relevant Ordinary Meeting either in person at the Frankston Civic Centre, online using the Question Time web form or via email to questions@frankston.vic.gov.au.

“Questions without Notice” are to be submitted between 12 noon on the Friday before the relevant Ordinary Meeting up until 4pm on the day of the relevant Council Meeting either in person via the designated Question Time box located at the Frankston Civic Centre front reception or the after-hours mail box or via email to questions@frankston.vic.gov.au.

A maximum of 3 questions may be submitted by any one person at one meeting. There is no opportunity to enter into debate from the Gallery.

More detailed information about the procedures for Question Time is available from Council's Councillors Office (call 9768 1632) and on our website, www.frankston.vic.gov.au.

- **Presentation of Petitions and Joint Letters**

These are formal requests to the Council, signed by a number of people and drawing attention to matters of concern to the petitioners and seeking remedial action from the Council. Petitions received by Councillors and presented to a Council meeting are usually noted at the meeting, then a report is prepared for consideration at the next available meeting.

- **Presentation of Reports**

Matters requiring a Council decision are dealt with through officer reports brought before the Council for consideration. When dealing with each item, as with all formal meeting procedures, one Councillor will propose a motion and another Councillor will second the motion before a vote is taken. If the members of the public wish to clarify any of the items on the Agenda, please contact the relevant manager by phoning 1300 322 322.

- **Presentation of Delegate Reports**

A Councillor or member of Council staff who is a delegate may present to Council on the deliberations of the external body, association, group or working party in respect of which he or she is a delegate or an attendee at a Council approved conference / seminar.

- **Urgent Business**

These are matters that Councillors believe require attention and action by Council. Before an item can be discussed, there must be a decision, supported by the majority of Councillors present, for the matter to be admitted as "Urgent Business".

- **Closed Meetings**

Because of the sensitive nature of some matters, such as personnel issues, contractual matters or possible legal action, these matters are dealt with confidentially at the end of the meeting.

Opportunity to address Council

Any person who wishes to address Council must pre-register their intention to speak before 4.00pm on the day of the meeting, by telephoning Council's Councillors Office (call 9768 1632) or by submitting the online web form or by using the application form both available on the website, www.frankston.vic.gov.au.

The submissions process is conducted in accordance with guidelines which are available from Council's Councillors Office and on our website. All submissions will be limited to 3 minutes in duration, except for Section 223 submitters, who have a maximum of 5 minutes. No more than ten (10) members of the public are to be permitted to address the Council. Further speakers will be permitted to address the meeting at the discretion of the Chair. All speakers need to advise if they are speaking on behalf of an organisation and it is deemed that they have been appropriately authorised by that said organisation.

Public submissions and any subsequent discussion will be recorded as part of the meeting. The proceedings will be live streamed and recordings of Council meetings will be made available to members of the public within 24 hours of the meeting.

Members of the public who address the Council will be heard on the live stream and audio of them speaking will be recorded. It is not intended that submitters or members of the public in the gallery will be visible in the live streaming or recording of the meeting. If a submitter does not wish to be recorded they must advise the Chair at the commencement of their public submission or prior to the Council Meeting.

Disclosure of Conflict of Interest

If a Councillor considers that they have, or might reasonably be perceived to have, a direct or indirect interest in a matter before the Council or a special committee of Council, they will declare their interest and clearly state its nature before the matter is considered. This will be done on every occasion that the matter is considered by the Council or special committee.

If a Councillor has an interest in a matter they will comply with the requirements of the Local Government Act, which may require that they do not move or second the motion and that they leave the room in which the meeting is being held during any vote on the matter and not vote on the matter.

If a Councillor does not intend to be at the meeting, he or she will disclose the nature of the interest to the Chief Executive Officer, Mayor or Chairperson prior to the meeting commencing.

MAYOR



NOTICE PAPER

ALL COUNCILLORS

NOTICE is hereby given that a Council Meeting of the Council will be held at the Civic Centre, Davey Street, Frankston, on 20 February 2023 at 7.00pm.

COUNCILLOR STATEMENT

All members of this Council pledge to the City of Frankston community to consider every item listed on this evening's agenda:

- *Based on the individual merits of each item;*
- *Without bias or prejudice by maintaining an open mind; and*
- *Disregarding Councillors' personal interests so as to avoid any conflict with our public duty.*

Any Councillor having a conflict of interest in an item will make proper, prior disclosure to the meeting and will not participate in the debate or vote on the issue.

OPENING WITH PRAYER

Almighty God, we ask for your blessing upon this Council. Direct and prosper its deliberations to the advancement of your glory and the true welfare of the people of Frankston City. Amen.

ACKNOWLEDGEMENT OF TRADITIONAL OWNERS

I acknowledge the Traditional Custodians of the land on which we meet today, the Bunurong People of the Kulin Nation, and pay my respect to Elders past, present and future. I would like to extend that respect to Elders of other communities who may be here today.

BUSINESS**1. COUNCILLOR APPRECIATION AWARDS**

1.1 Councillor Appreciation Award - Seaford Community Committee

2. CONFIRMATION OF MINUTES OF PREVIOUS MEETING

Council Meeting No. CM1 held on 30 January 2023.

3. APOLOGIES**4. DISCLOSURES OF INTEREST AND DECLARATIONS OF CONFLICT OF INTEREST****5. PUBLIC QUESTIONS****6. HEARING OF SUBMISSIONS****7. ITEMS BROUGHT FORWARD****8. PRESENTATIONS / AWARDS**

8.1 Australian Street Art Awards 2022

9. PRESENTATION OF PETITIONS AND JOINT LETTERS**10. DELEGATES' REPORTS****11. CONSIDERATION OF CITY PLANNING REPORTS**

11.1 Planning Application 44/2022/P - 135 Golf Links Road, Frankston South - To construct a Telecommunications Facility (including telecommunications tower and associated equipment) in a Rural Conservation Zone Schedule 3 (RCZ3) and to remove one (1) tree in a Significant Landscape Overlay Schedule 1 (SLO1).3

12. CONSIDERATION OF REPORTS OF OFFICERS

12.1 Governance Matters for 20 February 2023.....90

12.2 Capital Works Quarterly Report - Q2 - October to December 2022110

12.3 Council Plan and Budget Quarterly Report - including Peninsula Leisure - Q2 - October to December 2022133

12.4 2022-23 Mid-Year Budget Review.....217

12.5 Frankston Integrated Transport Strategy 2022-2042: Connecting Communities.....239

12.6 Native Vegetation Offset Site progress update.....313

12.7 Award of Contract - CN10845 Kananook Multilevel Commuter Car Park326

13. RESPONSE TO NOTICES OF MOTION

13.1 Response to 2023/NOM2 - Langwarrin Child & Family Centre.....338

14. NOTICES OF MOTION

Nil

15. REPORTS NOT YET SUBMITTED

Nil

16. URGENT BUSINESS

17. CONFIDENTIAL ITEMS

Nil

Phil Cantillon

CHIEF EXECUTIVE OFFICER

16/02/2023



Executive Summary**11.1 Planning Application 44/2022/P - 135 Golf Links Road, Frankston South - To construct a Telecommunications Facility (including telecommunications tower and associated equipment) in a Rural Conservation Zone Schedule 3 (RCZ3) and to remove one (1) tree in a Significant Landscape Overlay Schedule 1 (SLO1).**

Enquiries: (Sam Clements: Communities)

Council Plan

- | | |
|----------|---|
| Level 1: | 4. Well Planned and Liveable City |
| Level 2: | 4.1 Integrate land use planning and revitalise and protect the identity and character of the City |

Purpose

This report considers the merits of the planning application to construct a Telecommunications Facility (including telecommunications tower and associated equipment) in a Rural Conservation Zone Schedule 3 (RCZ3) and to remove one (1) tree in a Significant Landscape Overlay Schedule 1 (SLO1).

Recommendation (Director Communities)

That Council:

1. Resolves to issue a Notice of Decision to Grant a Planning Permit in respect to Planning Permit Application 44/2022/P, subject to the conditions contained in the officers' assessment.
2. Notes and acknowledges the applicant's Consultation Summary, which identifies text messages and verbal discussions held between the Applicant and the Objector, over the period 21 November 2022 and 17 January 2023; and
3. Resolves that Attachment F (Consultation Summary) be retained confidential indefinitely on the grounds that it includes personal information, being information which if released would result in the unreasonable disclosure of information about any person or their personal affairs (Local Government Act 2020, s.3(1)(f)). These grounds apply because the information contains personal details of the parties involved and must not be published (*Privacy and Data Protection Act 2014*).

Key Points / Issues

This application was previously reported to the 21 November 2022 Council Meeting. Council resolved to defer consideration of the application to a future Council meeting to enable further engagement between the applicant and the objectors of the neighbouring properties. Resolution in full below-

That Council resolves to defer consideration of Planning Permit Application 44/2022/P - 135 Golf Links Road, Frankston South - To construct a Telecommunications Facility (including telecommunications tower and associated equipment) in a Rural Conservation Zone Schedule 3 (RCZ3) and to remove one (1) tree in a Significant Landscape Overlay Schedule 1 (SLO1) to a future council meeting to enable further engagement between the applicant and the objectors of the neighbouring properties.

The matter was considered again by Council at its meeting of 30 January, 2023. Prior to the meeting, the applicant wrote to Council, advising that they had contacted the objecting party closest to the subject site. During the meeting, Council heard submissions from both the applicant and closest objecting party. That party submitted

11.1 Planning Application 44/2022/P - 135 Golf Links Road, Frankston South - To construct a Telecommunications Facility (including telecommunications tower and associated equipment) in a Rural Conservation Zone Schedule 3 (RCZ3) and to remove one (1) tree in a Significant Landscape Overlay Schedule 1 (SLO1).**Executive Summary**

to Council that there had been no meaningful discussions with the applicant. Council resolved to defer consideration of the application. Resolution in full below-

That the matter be deferred to be considered at the next Council meeting.

The minutes also record that:

It was noted that the matter has been deferred to understand the extent of the consultation between the applicant and the objectors and report back to Council.

Subsequently, officers have discussed the application and concerns raised with both the applicant and closest objecting party.

The closest objecting party maintains their position that their amenity would unreasonably be impacted by the proposed facility and that they would like the facility relocated. They consider that there is a preferable location for the facility close to the intersection between Golf Links and Robinsons Roads, where other poles and lights already exist. The objecting party has also identified that there are no treatments in the current location that would be sufficient to satisfy them, and that relocation is the only outcome that would be satisfactory to them.

The applicant acknowledges that the objecting party is dissatisfied with the location of the proposed facility, but reiterates that they are not able to relocate the facility for the following reasons:

- The landowner upon whose land the facility is proposed to be located on, does not support the objecting party's preferred location, as it does not meet their future objectives for the property.
- The location suggested by the objecting party is in proximity to a greater number of residential properties, whose amenity might be considered to be more impacted than in the current location.
- The applicant considers that the location suggested by the objecting party would result in a less satisfactory planning outcome, as trees in that location are generally lower in height and have lesser volume, resulting in the facility being less screened by vegetation and being more prominent to passing traffic.

The applicant's correspondence identifies various text messages and verbal discussions with the objecting party between the period 21 November 2022 to 17 January 2023.

The applicant is not open to further discussions with the objecting party, on the basis that they will not satisfy the objecting party's request for the facility to be physically relocated. The applicant has again requested that Council make a decision on the application as it is currently presented.

Officers consider that the application warrants support in its current location.

Officers do not agree that the alternate location suggested by the objecting party is preferable, generally for the reasons identified by the applicant in respect of the greater visibility of that location. Whilst it is part of the normal requirements for telecommunications facility that multiple sites must be considered *by the applicant*, it is considered that the Applicant has satisfactorily done this for this application and that further discussion on it is not required.

It is Council's role to consider the application before it rather than other possible applications that are not actually before it. The VCAT reiterates this point:

11.1 Planning Application 44/2022/P - 135 Golf Links Road, Frankston South - To construct a Telecommunications Facility (including telecommunications tower and associated equipment) in a Rural Conservation Zone Schedule 3 (RCZ3) and to remove one (1) tree in a Significant Landscape Overlay Schedule 1 (SLO1).**Executive Summary**

*'The basic question which falls for decision is whether **this particular site** is suitable for the proposed facility. The Tribunal is not required to determine whether other sites may offer a preferable alternative. Indeed such an inquiry would call for a much greater level of additional information which is simply not before the Tribunal.'* (VCAT: Marshall & Ors v Ararat Rural City Council (2013) VCAT 90).

Officers further advise that it is not the role or expectation of planning regulations that outcomes are satisfactory to all parties; simply that a satisfactory planning outcome is achieved in the interests of net community benefit. The concept of net benefit includes a recognition that there will be some disbenefits of a proposal (in this case the facility being visible from some neighbouring properties), which are outweighed by a broader benefit to the local community (in this case the improvement of mobile phone coverage with related economic and social benefits).

For these reasons officers recommend that Council now issues a Notice of Decision to Grant a Permit.

The officers' previous summary of the application assessment is provided as follows:

- A telecommunications facility (mobile phone tower) is proposed on a portion of 135 Golf Links Road Frankston South.
- The facility will be contained within a 10 by 10 metre compound, comprising a 35 metre tall monopole (telecommunications tower) with panel antennas on a triangular headframe with a maximum height of 38 metres and an associated shelter.
- An access track with a new crossover is proposed to connect to Golf Links Road.
- The application as submitted to Council proposed the removal of one (1) semimature tree *Eucalyptus grandis*. However, after public notice the applicant has informally submitted amended plans which no longer require the removal of the tree.
- The land currently is occupied by the Connect Christian Church.
- Public notice was given and 21 objections were received. A submitter information session was held where information was shared by applicant and concerns by objectors, however no mediation outcomes were achieved.
- Planning Scheme Amendment VC226 was prepared by the Minister for Planning and implemented into all Victorian Planning Schemes on 4 November 2022. This resulted in a number of changes to planning policy for telecommunications facilities at Clauses 19.03-4S and 52.19. An exemption was introduced which results in this proposal no longer requiring a planning permit to use the land for a telecommunications facility, however a planning permit is still required to construct a telecommunications facility.
- As above, the applicant undertook further consultation with the closest objector following deferral of the item and they maintain the proposed site is the most suitable location in respect to minimising community impact.
- Council officers consider the proposed location near the south-east corner of the allotment as a suitable site for the proposed facility.

11.1 Planning Application 44/2022/P - 135 Golf Links Road, Frankston South - To construct a Telecommunications Facility (including telecommunications tower and associated equipment) in a Rural Conservation Zone Schedule 3 (RCZ3) and to remove one (1) tree in a Significant Landscape Overlay Schedule 1 (SLO1).**Executive Summary**

- On balance, the proposed facility will achieve a net community benefit through the upgrading of important telecommunications services to the local area, with minimal impact to the amenity of the area.

For further information, please refer to the officer's assessment contained within this report.

Financial Impact

The fee paid to Council was \$6,115.90. The average cost to process a planning application is \$2,265.

Consultation**1. External Referrals**

There are no external referrals required to be made.

2. Internal Referrals

The application was referred internally to Traffic, Environment (Arborist) and Environment (Biodiversity).

Notification of Proposal

Notification of the planning application was given pursuant to the requirements of Section 52 of the *Planning and Environment Act 1987*.

Notification was given in the form of:

- Mail to adjoining owners and occupiers within a 500m radius of the site (558 parties); and
- Three (3) signs erected on the site frontage

As a result of the public notification, twenty one (21) objections were received. The grounds of objection are summarised in the officer's assessment contained within this report.

Analysis (Environmental / Economic / Social Implications)

It is considered, subject to conditions, the proposal will have an acceptable impact on the environment. The proposal will not have any negative economic or social implications. The proposal will ensure adequate telecommunication facilities are provided to the Frankston South area.

Legal / Policy / Council Plan Impact**Charter of Human Rights and Responsibilities**

The Charter of Human Rights and Responsibilities has been considered in the preparation of this report but is not relevant to the content of the report.

11.1 Planning Application 44/2022/P - 135 Golf Links Road, Frankston South - To construct a Telecommunications Facility (including telecommunications tower and associated equipment) in a Rural Conservation Zone Schedule 3 (RCZ3) and to remove one (1) tree in a Significant Landscape Overlay Schedule 1 (SLO1).**Executive Summary**Legal

Council has complied with Section 52, 58, 60, 61 and 62 of the Planning and Environment Act 1987 in processing the planning application.

Policy Impacts

Council officers have assessed the planning permit application in accordance with the following Planning Policy provisions, zones, overlays, particular and general provisions of the Frankston Planning Scheme:

Clause 19.03 Development Infrastructure

Clause 35.06 Rural Conservation Zone

Clause 51.02 Metropolitan Green Wedge Land: Core Planning Provisions

Clause 52.19 Telecommunications Facility

Officer's Declaration of Interests

In accordance with *Local Government Act 2020* and Council's Governance Rules, officers providing advice or a report to Council must disclose any direct or indirect interest they have in a matter.

Council officers involved in the preparation of this report have no Conflict of Interest in this matter.

Risk Mitigation

There are no apparent risks associated with this matter.

Conclusion

Overall, the proposal is considered to provide an appropriate balance between the provision of important telecommunications services and the need to protect the environment from adverse impacts arising from telecommunications infrastructure.

ATTACHMENTS

- | | |
|---------------|---|
| Attachment A: | ↓ Aerial Locality Map |
| Attachment B: | ↓ Locality Map |
| Attachment C: | ↓ Informally Amended Plans |
| Attachment D: | ↓ Supporting Documents |
| Attachment E: | ↓ Correspondence from applicant following 30 January Council meeting |
| Attachment F: | Correspondence from applicant following 30 January Council meeting (consultation summary) - CONFIDENTIAL |

11.1 Planning Application 44/2022/P - 135 Golf Links Road, Frankston South - To construct a Telecommunications Facility (including telecommunications tower and associated equipment) in a Rural Conservation Zone Schedule 3 (RCZ3) and to remove one (1) tree in a Significant Landscape Overlay Schedule 1 (SLO1).**Officers' Assessment****Summary**

Existing Use	Connect Christian Church
Site Area	Approximately 26,600m ²
Proposal	To construct a Telecommunications Facility (including telecommunications tower and associated equipment) in a Rural Conservation Zone Schedule 3 (RCZ3) and to remove one (1) tree in a Significant Landscape Overlay Schedule 1 (SLO1).
Zoning	Rural Conservation Zone Schedule 3
Overlays	Significant Landscape Overlay Schedule 1
Neighbourhood Character Precinct	None
Reason for Reporting to Council	Councillor interest

Background***Subject Site***

The subject site is irregular in shape and is located on the northern side of Golf Links Road in Frankston South.

The site has a western (front) boundary of 19.28 metres, an eastern (rear) boundary of 171.12 metres, a southern (side) boundary of 251.91 metres, a northern (side) boundary of 258.96 metres and an overall area of 22,540 square metres. A 4.02 drainage and sewerage easement is located through the middle of the site from the front to rear boundary.

The site currently contains the Connect Christian Church.

Locality

The site is part of a wedge of land between Robinsons Road, Golf Links Road and the Peninsula Link Freeway. The land is surrounded by General Residential Zone on three sides, with the only direct abuttal being Rural Conservation Zone. The Village Baxter independent living units are located to the south of the site. The historic property 'Westerfield' is located to the east.

Site History

Previous planning permit applications for the site include:

- Planning Permit 455/2017/P was issued for business signage.

Proposal

The proposal is summarised as:

11.1 Planning Application 44/2022/P - 135 Golf Links Road, Frankston South - To construct a Telecommunications Facility (including telecommunications tower and associated equipment) in a Rural Conservation Zone Schedule 3 (RCZ3) and to remove one (1) tree in a Significant Landscape Overlay Schedule 1 (SLO1).**Officers' Assessment**

- A telecommunications facility is proposed on a portion of 135 Golf Links Road Frankston South.
- The facility will be contained within a 10 by 10 metre compound, comprising a 35 metre tall monopole (telecommunications tower) with panel antennas on a triangular headframe with a maximum height of 38 metres and an associated shelter.
- An access track with a new crossover is proposed to connect to Golf Links Road.
- The application as submitted to Council proposed the removal of one (1) semimature tree *Eucalyptus grandis*. However, after public notice the applicant has informally submitted amended plans which no longer require the removal of the tree.

Planning Policy Frameworks

Planning Policy Framework relevant to this application are summarised as follows:

- Clause 12 Environmental and Landscape Values
- Clause 19.03-4S Telecommunications

Planning Scheme Controls

A Planning Permit is required pursuant to:

- Clause 35.06-5 To construct a building or works
- Clause 52.19-1 To construct a building or construct or carry out works for a

Notification of Proposal

The grounds of objection are summarised as follows:

- Health impacts
- Impact of proposal on the heritage value of Westerfield
- Visual impacts
- Environmental impact (including vegetation removal and fauna impacts)
- Inconsistent with the Rural Conservation Zone and the Green Wedge
- Other locations would be more appropriate
- Property devaluation

Following the notification period, the applicant provided a written response to the objections which was circulated. The applicant also provided amended plans which resulted in the retention of the tree proposed to be removed, in response to objector concerns.

A Submitter Information Session was held. The meeting was attended by Councillor Brad Hill, the permit applicant, some objectors, and Council Planning Officers. The meeting provided an opportunity for the applicant to provide information about the proposal to objectors and provide clarification of the proposal.

11.1 Planning Application 44/2022/P - 135 Golf Links Road, Frankston South - To construct a Telecommunications Facility (including telecommunications tower and associated equipment) in a Rural Conservation Zone Schedule 3 (RCZ3) and to remove one (1) tree in a Significant Landscape Overlay Schedule 1 (SLO1).**Officers' Assessment**

Following deferral of this matter from the 21 November 2022 Council meeting, the applicant contacted the objector closest to the subject site to discuss potential alternative locations for the telecommunications facility. This objector requested the proposed telecommunications facility be relocated to the north-west corner of the allotment, adjacent the roundabout at the Golf Links Road and Robinson Road intersection. The landowner is not supportive of this alternate site and the applicant considers this alternate site would have a far greater cumulative community impact, noting it would result in a significant impact to a larger number of residential properties. The applicant maintains the current proposed location near the south-east corner of the allotment is the most suitable site for the proposed facility to minimise community impact. *Attachment E* contains the applicant's summary of the discussion.

Internal Referrals

The application was referred internally to Traffic, Environment (Arborist) and Environment (Biodiversity).

A brief summary of the relevant comments are provided below.

Traffic

Further information required to demonstrate the proposed access is acceptable. Recommended to be resolved as a condition of permit.

Environment (Arborist)

No objection subject to tree protection conditions.

Environment (Biodiversity)

It is recommended a greater setback of the facility to the adjoining native vegetation is provided which would eliminate the need for vegetation pruning and allow for a planted buffer to the vegetation.

The key requirements are protection of existing vegetation and minimisation of soil disturbance and weed spread.

Planting an indigenous buffer around the facility should be required as a condition of permit.

It is considered that the tower would have a minimal impact on birds and bats, given that it is a single isolated structure and some distance away from any area of core habitat.

Discussion***Planning Policy***

Planning Scheme Amendment VC226 was prepared by the Minister for Planning and implemented into all Victorian Planning Schemes on 4 November 2022. This resulted in a number of changes to planning policy for telecommunications facilities at Clauses 19.03-4S and 52.19.

The proposal is consistent with Planning Policy which seeks to facilitate the orderly development, extension and maintenance of telecommunication infrastructure.

Policy seeks to ensure a balance between the provision of important telecommunications services and the need to protect the environment from adverse

11.1 Planning Application 44/2022/P - 135 Golf Links Road, Frankston South - To construct a Telecommunications Facility (including telecommunications tower and associated equipment) in a Rural Conservation Zone Schedule 3 (RCZ3) and to remove one (1) tree in a Significant Landscape Overlay Schedule 1 (SLO1).**Officers' Assessment**

impacts arising from telecommunications infrastructure. Telecommunications facilities should be co-located wherever practical.

Planning should have regard to national implications of a telecommunications network and the need for consistency in infrastructure design and placement.

It is considered that this proposal will appropriately respond to Planning Policies.

Clause 35.06 Rural Conservation Zone Schedule 3 (RCZ3)

The purpose of the RCZ3 is:

- *To implement the Municipal Planning Strategy and the Planning Policy Framework.*
- *To conserve the values specified in a schedule to this zone.*
- *To protect and enhance the natural environment and natural processes for their historic, archaeological and scientific interest, landscape, faunal habitat and cultural values.*
- *To protect and enhance natural resources and the biodiversity of the area.*
- *To encourage development and use of land which is consistent with sustainable land management and land capability practices, and which takes into account the conservation values and environmental sensitivity of the locality.*
- *To provide for agricultural use consistent with the conservation of environmental and landscape values of the area.*
- *To conserve and enhance the cultural significance and character of open rural and scenic non-urban landscapes.*

The conservation values in the Schedule to the Zone are:

- *To maintain a predominantly rural break between Frankston and Langwarrin while accommodating some low intensity, fringe urban uses.*
- *To protect remnant vegetation and to protect water quality, particularly in the Western Port Catchment.*

Planning Scheme Amendment VC226 was prepared by the Minister for Planning and implemented into all Victorian Planning Schemes on 4 November 2022. This resulted in a number of changes to planning policy for telecommunications facilities at Clauses 19.03-4S and 52.19.

Clause 62.01 Uses not requiring a permit was also amended, and now states that 'Any requirement in this scheme relating to the use of land, other than a requirement in the Public Conservation and Resource Zone, does not apply to: the use of the land for a telecommunications facility'. Therefore, this proposal no longer requires a permit to use the land for telecommunications facility. A planning permit is still required to construct a telecommunications facility under the RCZ3.

Clause 71.02-3 Integrated decision making of the Planning Scheme outlines:

The Planning Policy Framework operates together with the remainder of the scheme to deliver integrated decision making. Planning and responsible authorities should endeavour to integrate the range of planning policies relevant to the issues to be determined and balance conflicting objectives in favour of net community benefit and sustainable development for the benefit of present and future generations.

11.1 Planning Application 44/2022/P - 135 Golf Links Road, Frankston South - To construct a Telecommunications Facility (including telecommunications tower and associated equipment) in a Rural Conservation Zone Schedule 3 (RCZ3) and to remove one (1) tree in a Significant Landscape Overlay Schedule 1 (SLO1).**Officers' Assessment**

In this application, the need for improvements to telecommunications services must be balanced with the impact of the facility on the landscape.

The applicant has identified that the proposal is required to improve Vodafone and Optus mobile coverage and network capacity in the area. There are no existing Vodafone or Optus facilities specifically servicing the area that the proposed facility would cover.

The applicant has detailed in their submission the process they have undertaken to review sites for their suitability and outlined that the site is the most suitable to achieve their coverage objectives.

The proposal allows for future telecommunications infrastructure to be co-located on the monopole, reducing the likelihood of additional facilities being required in this area.

The applicant has submitted amended plans which no longer require the removal of the tree, therefore the proposal will not have a significant impact on site vegetation. The recommended permit conditions include the requirement for a landscape plan which will provide screening vegetation around the base of the facility. It is acknowledged that the vegetation will not be able to grow to the height of the monopole, however the vegetation will screen the associated ground level equipment. The recommended permit conditions also require the facility to have an increased setback from the east side boundary to avoid the need for pruning to a site tree (Tree 5), along with tree protection requirements during construction.

It is considered that the proposal strikes an appropriate balance between the provision of expected community infrastructure and the need to minimise visual intrusion and impact on landscape values.

Clause 51.02 Metropolitan Green Wedge Land: Core Planning Provisions

The purpose of this clause is:

- *To protect metropolitan green wedge land from uses and development that would diminish its agricultural, environmental, cultural heritage, conservation, landscape natural resource or recreation values.*
- *To protect productive agricultural land from incompatible uses and development.*
- *To ensure that the scale of use is compatible with the non-urban character of metropolitan green wedge land.*
- *To encourage the location of urban activities in urban areas.*

The proposal is consistent with the purpose of Clause 51.02 as the area taken up by the proposal is a minor section of the site which is currently used for a Place of Worship. The subject site is not productive agricultural land and the establishment of the facility would not impact upon existing productive agricultural land. Telecommunications facilities are neither urban nor non-urban activities as they are required in all areas.

Clause 52.19 Telecommunications Facility

The purpose of this clause is:

- *To ensure that telecommunications infrastructure is provided in an efficient and cost-effective manner to meet community needs.*

11.1 Planning Application 44/2022/P - 135 Golf Links Road, Frankston South - To construct a Telecommunications Facility (including telecommunications tower and associated equipment) in a Rural Conservation Zone Schedule 3 (RCZ3) and to remove one (1) tree in a Significant Landscape Overlay Schedule 1 (SLO1).**Officers' Assessment**

- *To facilitate an effective state-wide telecommunications network consistent with proper and orderly planning.*
- *To support the provision of telecommunications facilities with minimal impact on the amenity of the area.*

Before deciding on an application, the responsible authority must consider:

- The design, siting, construction and operation of the telecommunications facility.
- The effect of the telecommunications facility on adjacent land.

The design, siting and operation of the facility is in an appropriate response to planning policy. The proposal will not unreasonably impact adjacent land, subject to recommended conditions, as it has been appropriately located with regards to balancing the need for an improved telecommunications service with the impact of the facility on the landscape.

The nature of monopole facilities is such that in order to function appropriately, they must be elevated and located prominently. This can result in them being conspicuous in an open landscape. The site is in a rural zone, however the locality is not broad open farmland where a stand-alone tower would have great prominence. It is acknowledged that the facility will be visible from adjoining land. The tower would be visible from Golf Links Road as the road rises up from Peninsula Link and directly passing the facility, but benefits from the well vegetated landscape which will reduce most of the visual impact to views between trees. The monopole may appear incongruent when it is first constructed, however, over time the monopole would become part of the background, similar to electricity poles and other infrastructure installations. While the subject site is close to a heritage place, the facility and the heritage building would not be viewed together, therefore it is not considered to impact the heritage place. It is recommended a condition of the permit requires the exterior colour and cladding of the monopole and buildings to be of a non-reflective nature and/or either painted or have a pre-painted finish in natural, muted tones.

The applicant has identified closest telecommunications facility supporting Vodafone and Optus is approximately 980 metres from the subject site. Due to this distance, upgrading that existing facility would not be able to provide the network improvements that this site can achieve. There are no practical opportunities for co-location, therefore the new facility is proposed. The facility has been designed to facilitate co-location, thereby reducing the likelihood of additional facilities in the area.

The developer of this facility will be bound to follow the relevant Australian Standards during construction, which will ensure that the construction does not pose risk to any person or being. These items are typically handled during the building permit process not the planning stage. Recommended conditions ensure trees will be protected during the construction of the facility.

Consultation

Many of the grounds of objection have been considered and discussed previously within this report. Other concerns are discussed below:

- Impact of proposal on the heritage value of Westerfield

There will be some views of the facility from the main building of the Westerfield Estate through vegetation. The building is approximately 280 metres from the facility. The

11.1 Planning Application 44/2022/P - 135 Golf Links Road, Frankston South - To construct a Telecommunications Facility (including telecommunications tower and associated equipment) in a Rural Conservation Zone Schedule 3 (RCZ3) and to remove one (1) tree in a Significant Landscape Overlay Schedule 1 (SLO1).**Officers' Assessment**

facility would not interrupt any significant view of the heritage place. The facility and the heritage place would not be seen together. A portion of the estate is covered by the Heritage Overlay Schedule 5 (HO5) and is also listed on the Victorian Heritage Register (VHR). The land covered by the HO5 and VHR is the same. There is no heritage overlay affecting 135 Golf Links Road. In accordance with the National Trust principle, the provisions of Clause 43.01 Heritage Overlay are not relevant. Furthermore, Clause 43.01 does not seek to protect development or use beyond the heritage place. The extent of the HO5 is the area that the Planning Scheme is seeking to protect. The limited extent of the HO5 is an indication that the heritage significance does not extend beyond the house and its immediate surrounds to the west.



Subject site outlined in red, with the extent of the heritage overlay over the Westerfield estate to the east.

- Health impacts

The applicant has submitted an electromagnetic energy (EME) Report which indicates applicable standards will be met. A copy of this report has been included in the attached documents.

The EME report for the Telecommunications Facility demonstrates compliance and is in accordance with this standard. The report shows that the maximum predicted EME will equate to 2.41% of the maximum exposure limit at the surrounding properties which are located 179m from the proposed pole. These are insignificant levels of exposure in the predicted EME (noting that 100% of the limit is still considered to be safe under the national standard).

In *Mason v Greater Geelong CC (Red Dot)* [2013] VCAT 2057 (16 December 2013) the Tribunal made findings on public health concerns relating to electromagnetic radiation. The Tribunal set out that it is not the role of VCAT to second-guess the expert authorities that regulate the area.

The Australian Communications and Media Authority has set a clear regulatory standard – the ARPANSA standard - under Commonwealth law, to protect the health or safety of those who may be affected by the operation of a telecommunications network or facility from the potential impacts of electromagnetic radiation. Compliance with that standard has been effectively incorporated into the Victorian planning framework through clause 52.19 of all Victorian planning schemes and the requirements of 'A Code

11.1 Planning Application 44/2022/P - 135 Golf Links Road, Frankston South - To construct a Telecommunications Facility (including telecommunications tower and associated equipment) in a Rural Conservation Zone Schedule 3 (RCZ3) and to remove one (1) tree in a Significant Landscape Overlay Schedule 1 (SLO1).**Officers' Assessment**

of Practice for Telecommunications Facilities in Victoria'. VCAT cannot look behind the ARPANSA standard where it will be met, nor does it have the expertise to do so.

The amount of electromagnetic radiation emitted by a telecommunications facility may well be a legitimate issue of public concern. However, VCAT is not a forum for addressing all issues of social or community concern, nor is it an investigative body. It cannot give great weight to unsupported assertions about public health concerns in the context of an individual planning application, particularly in relation to matters outside its own expertise or beyond the limited ambit of its statutory role or discretion in relation to that application. Accordingly, VCAT is not the appropriate forum where generalised opposition to telecommunications facilities based on public health concerns can or should be raised. It is a waste of the parties' and the Tribunal's resources as, ultimately, VCAT is essentially bound to apply the ARPANSA standard.

- Property devaluation

The Victorian Civil and Administrative Tribunal has consistently found that property values are speculative and not a planning matter. Fluctuations in property prices are not generally a relevant consideration in assessing an application under the provisions of the *Planning & Environment Act 1987*, or the Frankston Planning Scheme.

Analysis (Economic and Social Implications)

It is considered the proposal will have limited negative economic and social implications and will allow for the improvement of telecommunications service in the Frankston South area.

Recommendation (Director Communities)

That Council resolves to issue a Notice of Decision to Grant a Planning Permit in respect to Planning Permit Application number 44/2022/P to construct a Telecommunications Facility (including telecommunications tower and associated equipment) in a Rural Conservation Zone Schedule 3 (RCZ3) at 135 Golf Links Road Frankston South, subject to the following conditions:

Amended Plans

1. Before the development starts, amended plans to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the plans will be endorsed and will then form part of the permit. The plans must be drawn to scale with dimensions. The plans must be substantially in accordance with the plans submitted with the application *Drawing Number 340111 5 Sheets prepared by Axicom dated 5 April 2022 Revision A* but modified to show:
 - (a) All trees growing on the site and on the adjoining properties within 3m of the boundaries clearly illustrated on all relevant plans. This must include canopy width, trunk location and be clearly labelled in accordance with the arborist report by Treespace Solutions dated 7 April 2022 and state whether the tree is to be retained or removed.
 - (b) The Tree Protection Zone (TPZ), Structural Root Zone (SRZ) and the location of tree protection fencing and or ground protection systems for all retained trees clearly illustrated on all relevant plans.
 - (c) Notation on all relevant plans that the existing natural ground level (NGL)

11.1 Planning Application 44/2022/P - 135 Golf Links Road, Frankston South - To construct a Telecommunications Facility (including telecommunications tower and associated equipment) in a Rural Conservation Zone Schedule 3 (RCZ3) and to remove one (1) tree in a Significant Landscape Overlay Schedule 1 (SLO1).**Officers' Assessment**

within any TPZ must be maintained and not be altered by excavations throughout all development phases.

- (d) Increased setback of the facility from the east side boundary to avoid pruning Tree 5.
- (e) Tree protection conditions noted on all relevant plans in accordance with Condition 6.
- (f) Landscape Plan in accordance with Condition 3.
- (g) Amendments to the access track, crossover and tree retention in accordance with the plans received by Council on 27 July 2022.
- (h) Detailed plan of the proposed crossover and access track, including as necessary swept paths of vehicles used during construction and maintenance of the facility.
- (i) The exterior colour and cladding of the monopole and buildings of a non-reflective nature and/or either painted or have a pre-painted finish in natural, muted tones (or such other colour as is approved by the Responsible Authority).

No Alterations

- 2. The development as shown on the endorsed plans must not be altered without the prior written consent of the Responsible Authority.

Landscape Plan

- 3. Before the development starts, a detailed landscape plan for a 10 metre radius around the compound, consistent with Frankston City Council's Landscape Plan Guidelines (2020) must be submitted to and approved by the Responsible Authority. When approved, the plan will be endorsed and will then form part of the permit. The plan must be prepared by a suitably qualified landscape designer, drawn to scale with dimensions. The plan must be consistent with the development plans and show:
 - a) The Tree Protection Zone (TPZ) and Structural Root Zone (SRZ) of retained trees illustrated with notations regarding protection methods during construction;
 - b) a planting schedule of all proposed trees, shrubs and ground covers, including botanical names, common names, pot sizes, size at maturity and quantities of each plant;
 - c) a range of plant types from ground covers to large shrubs and trees;
 - d) adequate planting densities (e.g.: plants with a mature width of 1 metre, planted at 1 metre intervals);
 - e) A 100% indigenous planting theme;
 - f) All existing environmental weed species must be removed from the site and environmental and noxious weeds found in the 'Frankston City Council Invasive Species Guide (2019)' must not be planted;
 - g) the provision of notes on the landscape plan regarding site preparation, removal of all weeds, weed control, planting timing, plant protection,

11.1 Planning Application 44/2022/P - 135 Golf Links Road, Frankston South - To construct a Telecommunications Facility (including telecommunications tower and associated equipment) in a Rural Conservation Zone Schedule 3 (RCZ3) and to remove one (1) tree in a Significant Landscape Overlay Schedule 1 (SLO1).**Officers' Assessment**

proposed mulch, soil types and thickness, subsoil preparation and ongoing maintenance requirements;

- h) All tree stock used must be in accordance with *AS2303-2015 Tree stock for Landscape Use*.
- 4. The landscaping as shown on the endorsed landscape plan must be carried out and completed to the satisfaction of the Responsible Authority before the use starts or at such later date as is approved by the Responsible Authority in writing.
- 5. The landscaping shown on the endorsed plans must be maintained to the satisfaction of the Responsible Authority, including that any dead, diseased or damaged trees are to be replaced.

Tree Protection

- 6. Tree protection must be carried out in accordance with the Australian Standard AS 4970-2009 Protection of Trees on Development Sites to the satisfaction of the Responsible Authority. Prior to the commencement of the development (including demolition and any initial site preparations) Tree Protection Fencing (TPF) must then be erected at the applicable radial TPZs. The TPF must comprise temporary fencing panels (min. 1.8m height) and held in place with concrete feet. A fixed sign stating Tree Protection zone is to be provided on all visible sides of the TPF. All tree protection zones, fencing and signage must be to the satisfaction of the Responsible Authority.

The requirements below must be observed within this area –

- a) Coarse mulch laid to a depth of 75 mm (excluding road reserve of street trees).
- b) No vehicular or pedestrian access.
- c) The existing soil level must not be altered either by fill or excavation.
- d) The soil must not be compacted or the soil's drainage changed.
- e) No fuels, oils, chemicals, poisons, rubbish or other materials harmful to trees are to be disposed of or stored.
- f) No storage of equipment, machinery or material is to occur.
- g) No open trenching to lay underground services.
- h) Nothing whatsoever is to be attached to any tree.
- i) Tree roots must not be severed or injured.
- j) All tree pruning (including to roots) is to be carried out by a professional arborist and in accordance with Australian Standard AS4373-2007 Pruning of Amenity Trees.

Note: where TPF is impractical, formalised ground protection must be installed. Ground protection must comprise strapped timber rumble boards installed over the previously installed layer of mulch.

The tree protection fence must remain in place for the duration of building and works to the satisfaction of the Responsible Authority.

11.1 Planning Application 44/2022/P - 135 Golf Links Road, Frankston South - To construct a Telecommunications Facility (including telecommunications tower and associated equipment) in a Rural Conservation Zone Schedule 3 (RCZ3) and to remove one (1) tree in a Significant Landscape Overlay Schedule 1 (SLO1).**Officers' Assessment****Telecommunications**

7. The telecommunications cabinets and equipment must be visually maintained and kept free from vandalism and graffiti to the satisfaction of the Responsible Authority.
8. Any landscaped areas surrounding the housing units must be maintained regularly to the satisfaction of the Responsible Authority.
9. Any communications infrastructure decommissioned and no longer required at the telecommunications facility must be removed from the site in one month of being decommissioned and no longer required to the satisfaction of the Responsible Authority.
10. If the telecommunications facility hereby approved becomes redundant, all above ground infrastructure associated with the telecommunication facility must be removed and the area reinstated to the satisfaction of the Responsible Authority. All works to comply with this condition must be completed within three months of the facility ceasing to operate and must be at the expense of the permit holder.

Completion of Works

11. Once the development has started it must be continued and completed to the satisfaction of the Responsible Authority.
12. All buildings and works must be maintained in good order and appearance to the satisfaction of the Responsible Authority.
13. The use and development must be managed to the satisfaction of the Responsible Authority so that the amenity of the area is not detrimentally affected through the:
 - (a) Transport of materials, goods or commodities to or from the land; and
 - (b) Appearance of the building, works or materials.

Engineering

14. Vehicle crossing must be constructed to Frankston City Council's standards and specifications to the satisfaction of the Responsible Authority.
15. Where the development involves work on or access to Council controlled land including roads, reserves and right of way, the owner, operator and their agents under this permit must at all times take adequate precautions to maintain works to the highest public safety standards, to the satisfaction of the Responsible Authority.

Precautions must include, appropriate signage to AS 1743 Road Works Signing Code of Practice, the provision of adequate barricading of works, including trenches of Service Authorities and any other road openings, sufficient to ensure public safety.

All relevant permits must be obtained from Council for works within the existing road reserves, in addition to the planning permit.

11.1 Planning Application 44/2022/P - 135 Golf Links Road, Frankston South - To construct a Telecommunications Facility (including telecommunications tower and associated equipment) in a Rural Conservation Zone Schedule 3 (RCZ3) and to remove one (1) tree in a Significant Landscape Overlay Schedule 1 (SLO1).

Officers' Assessment

Permit Expiry

16. This permit will expire if:

- (a) The development is not started within two (2) years of the date of this permit; or
- (b) The development is not completed within four (4) years of the issued date of this permit.

In accordance with Section 69 of the Planning and Environment Act 1987, an application may be submitted to the Responsible Authority for an extension of the periods referred to in this condition.

Permit Notes

A. Asset Protection Permit

Prior to the commencement of construction the operator of this planning permit must obtain a non-refundable Asset Protection Permit from Council's Engineering Services Department.

B. Extension of Time


Section 69 of the Planning and Environment Act, 1987 provides that before the permit expires or within 6 months afterwards, the owner or occupier of the land to which the permit applies may ask the responsible authority for an extension of time. Please note, if a request is made out of time, the Responsible Authority cannot consider the request and the permit holder will not be able to apply to VCAT for a review of the matter.

Any extension of time request must be lodged with the relevant administration fee.

C. Variation to Planning Permit

Any request for a variation of this Permit shall be lodged with the relevant fee as determined under the Planning & Environment (Fees) Regulations 2016.

Planning Application 44/2022/P – 135 Golf Links Road, Frankston South 3199

Subject Site 



Disclaimer

Contains Council information © Frankston City Council, 2022. Reproduced by permission of the Information Services Department, Frankston City Council.

Contains Vicmap information © State of Victoria, Department of Environment and Primary Industry, 2022.

Reproduced by permission of the Department of Environment and Primary Industry. This material may be of assistance to you but Frankston City Council, the State of Victoria and their employees do not guarantee that the publication is without flaw of any kind or is wholly appropriate for your particular purposes and therefore disclaim all liability for any error, loss or consequences which may arise from your relying on any information contained in this material. You are hereby notified that any use, dissemination, distribution or reproduction of this information is prohibited and must be used for personal use only. The information contained herein must not be used in any manner that could breach any criminal, federal, state or local law.

Projection: GDA2020 / MGA zone 55

Scale: 1:3151



Date Printed: 30/09/2022

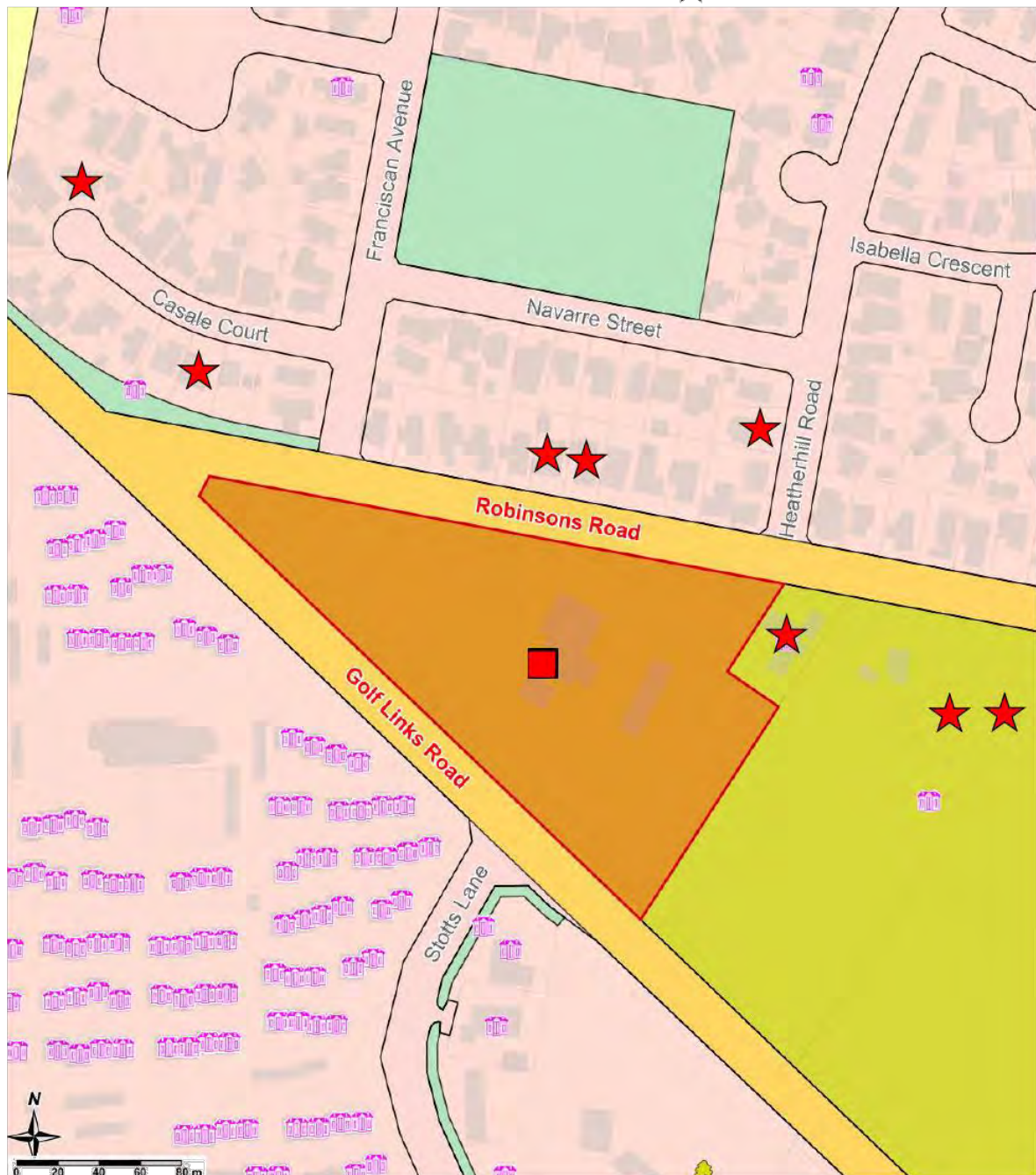
Time Printed: 11:00 AM

Issued by: Leah Horne



Planning Application 44/2022/P – 135 Golf Links Road, Frankston South 3199

Subject Site  Objectors (not all shown) 



Disclaimer

Contains Council Information © Frankston City Council, 2022. Reproduced by permission of the Information Services Department, Frankston City Council.

Contains Vicmap information © State of Victoria, Department of Environment and Primary Industry, 2022.

Reproduced by permission of the Department of Environment and Primary Industry.

This material may be of assistance to you but Frankston City Council, the State of Victoria and their employees do not guarantee that the publication is without flaw of any kind or is wholly appropriate for your particular purposes and therefore disclaim all liability for any error, loss or consequences which may arise from your relying on any information contained in this material.

You are hereby notified that any use, dissemination, distribution or reproduction of this information is prohibited and must be used for personal use only. The information contained herein must not be used in any manner that could breach any criminal, federal, state or local law.

Projection: GDA2020 / MGA zone 55

Scale: 1:2521

Date Printed: 30/09/2022

Time Printed: 12:59 PM

Issued by: Leah Horne



[illegible]

AXICOM SITE NO: 3400915

SITE NUMBER 340111
LANGWARRIN WEST

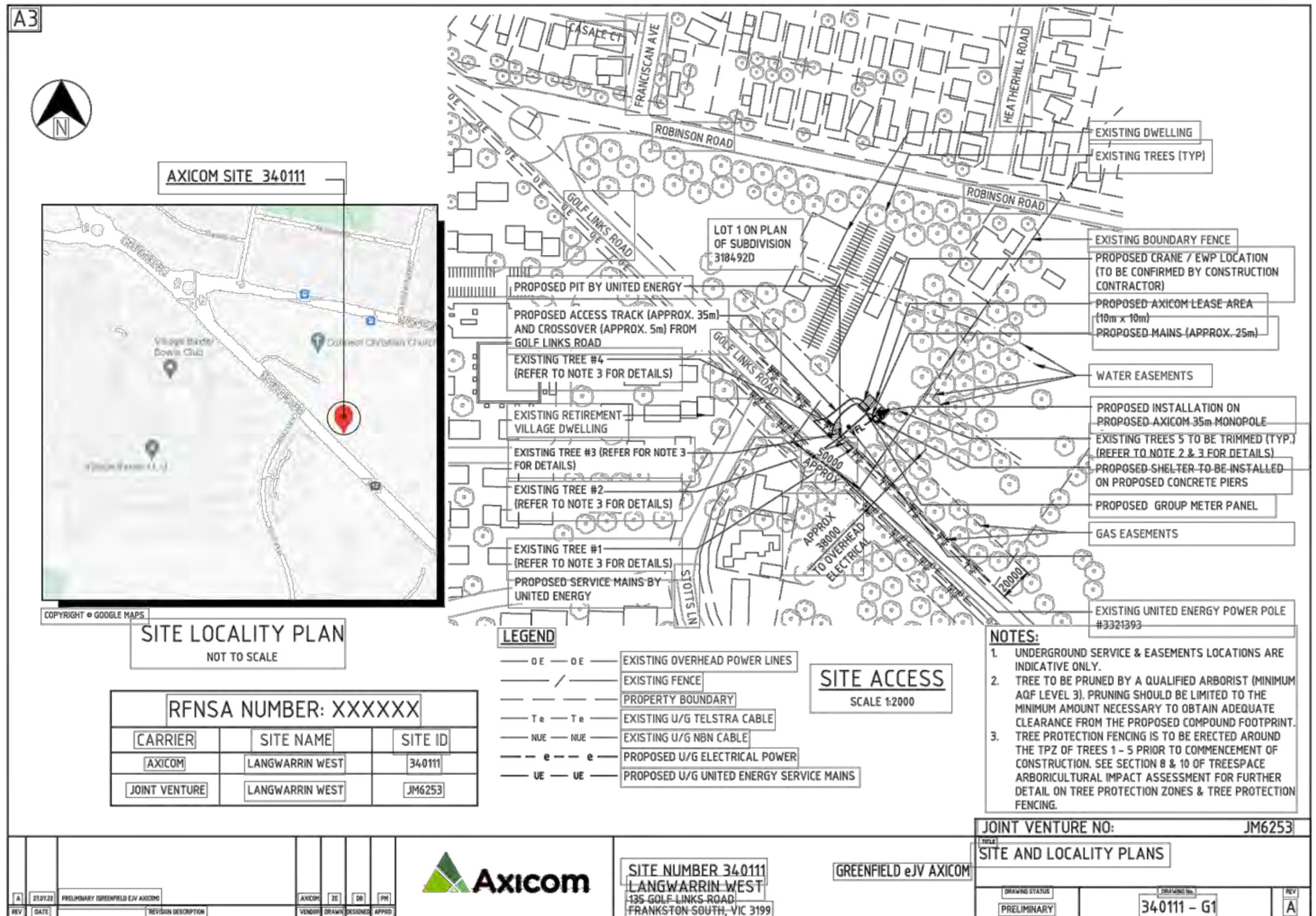
135 GOLF LINKS ROAD
FRANKSTON SOUTH

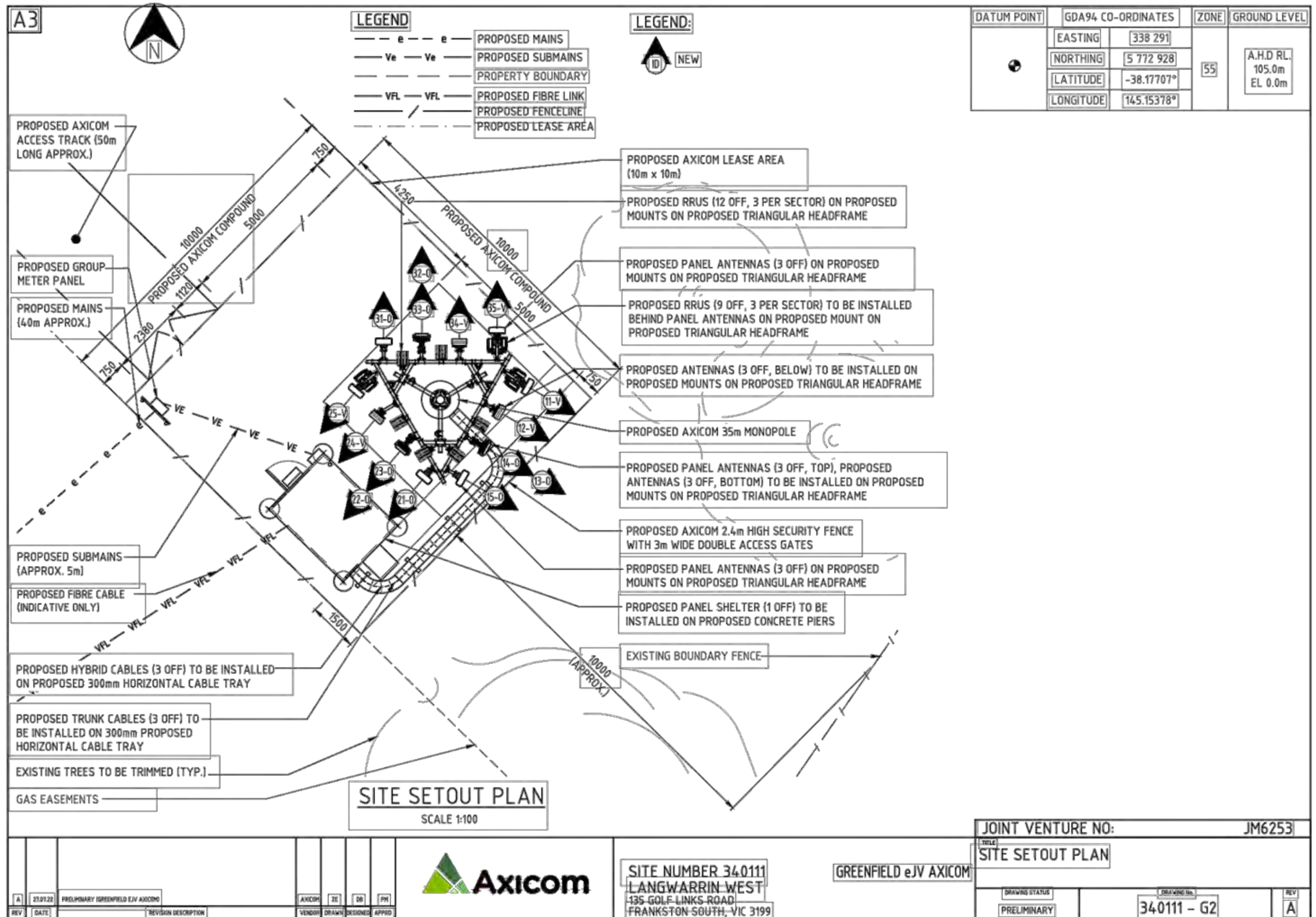
VIC 3199

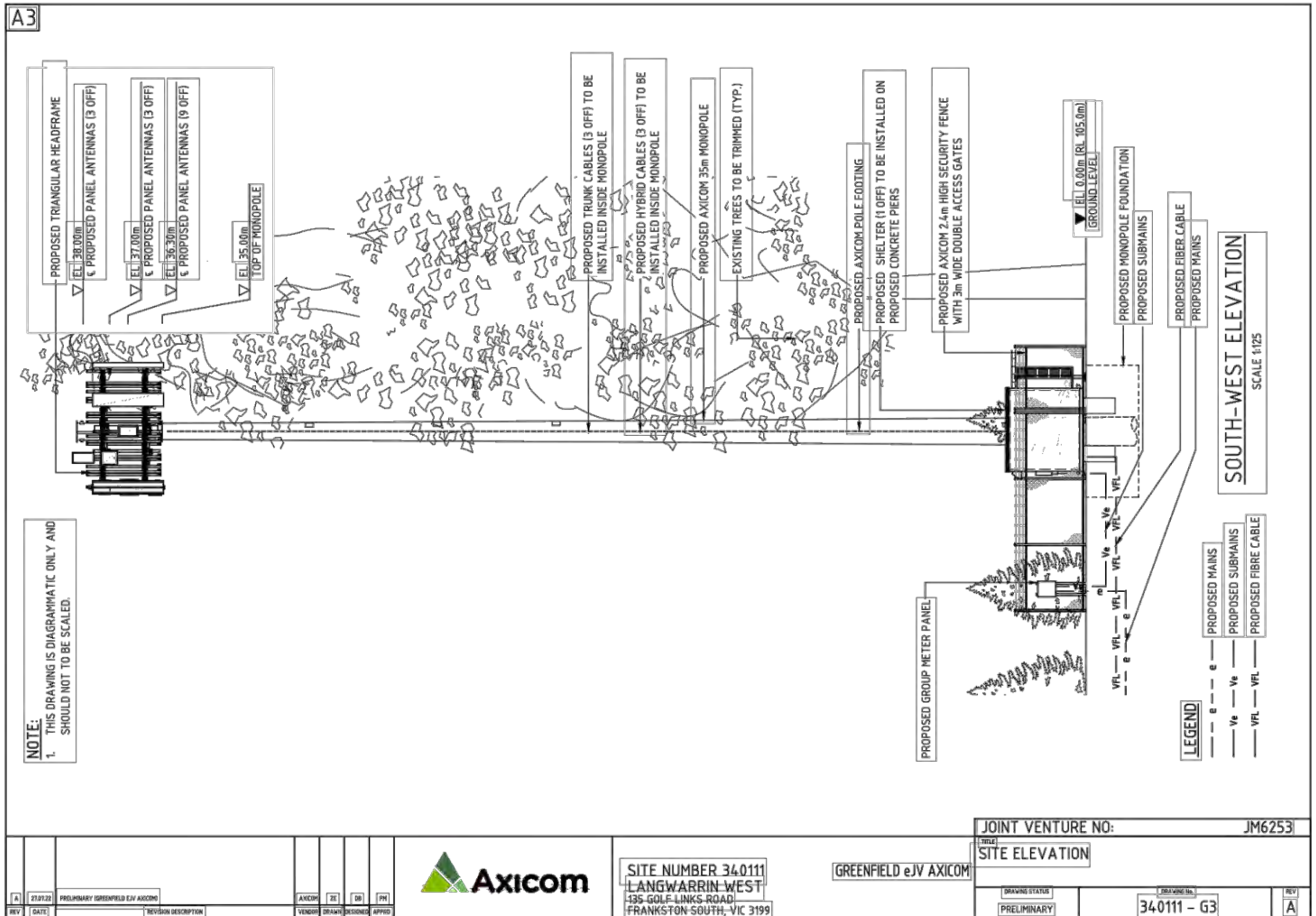
GREENFIELD eJV AXICOM

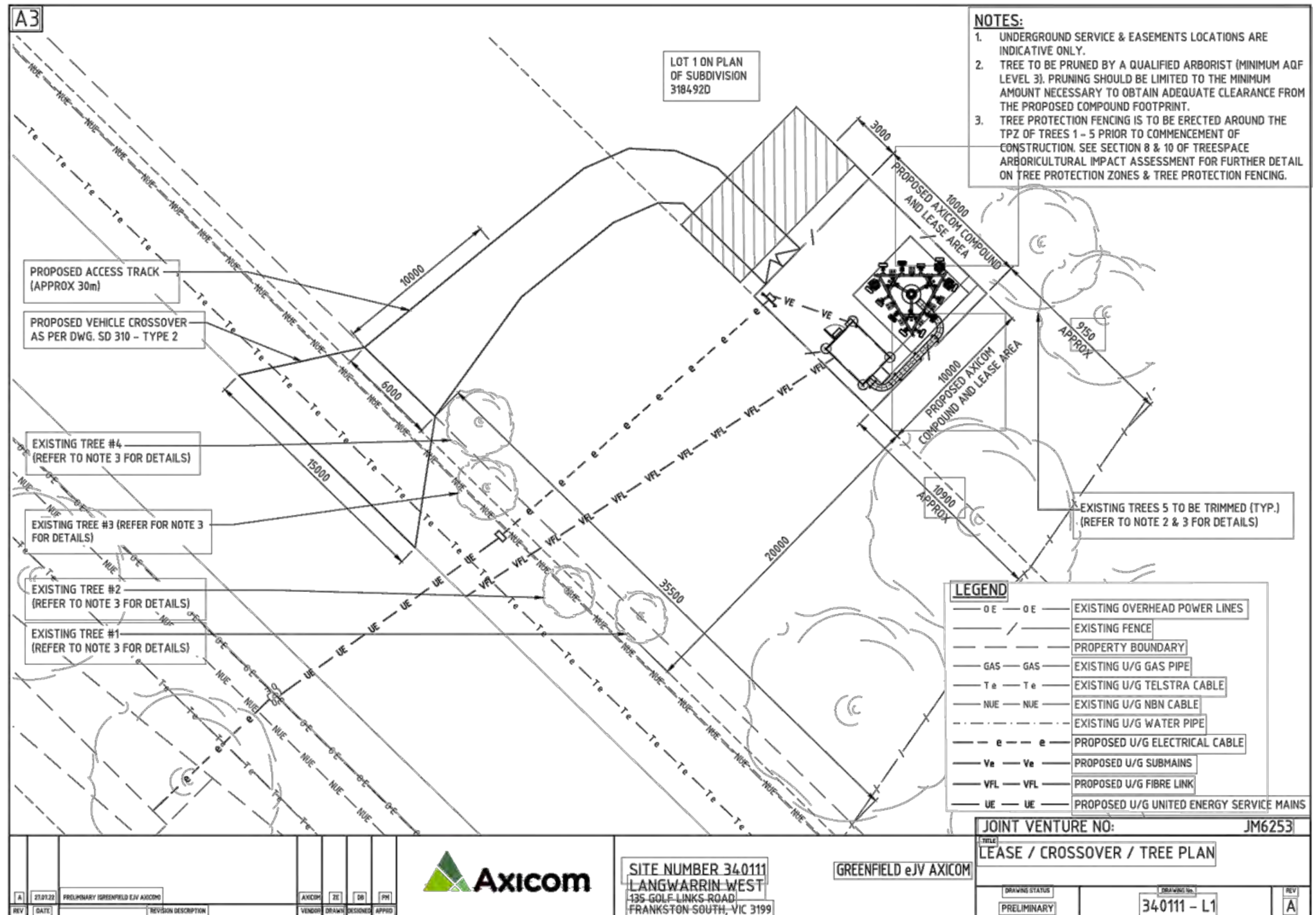
PRELIMINARY

DRAWING NO: 340111-00











ADVERTISED PLAN

Online Statutory Planning Application Summary



Frankston City Council has received your application for a Planning Permit as per the below details:

Statutory Planning will be in contact with you further via email to provide details of the Planner assessing your application and the next steps in the assessment process.

Application Lodgement Date: 1 February 2022 **Application Number:** 44/2022/P

Property associated with the application: 135 Golf Links Road, Frankston South 3199

Applicant Details:

Axlcom Pty Ltd

PO Box 566, ST LEONARDS NSW 1590

Owner Details:

Proposal:

Telecommunications Facility

Application Type:

Commercial or industrial application

Cost of development:

\$400000

Additional Triggers:

Existing Use of Land: Other Land Use

Pre-Application Information:

Has a Pre-Application Meeting Occurred?

No

Business Concierge:

Have you consulted with the business concierge?

No

Title Information:

Does the proposal breach, in any way, an encumbrance on the title?

No

Accepted Privacy Disclaimer:

The personal information on this form and in supporting documents is being collected in accordance with the Planning and Environment Act 1987. It will be used and disclosed as required to process the application. Any of the information provided with the application, including personal information and plans, may be made public in accordance with the Act until the planning application process has concluded, including any review at the Victorian Civil and Administrative Tribunal. This may include making the complete documents available for public inspection in person at Council's offices, publishing copies with personal information redacted on Council's website during the public notice period, distributing copies to other government agencies involved in the planning process and including copies in public Council meeting papers. Summary information about Planning Permit applications is also included in a public register. The planning applicant should ensure that other parties who have provided



ADVERTISED PLAN

documents are aware that they are being submitted with the application. Personal information will only be used and disclosed as authorised by law. If personal information is not provided, we may not be able to process the application. For further details about how Council handles personal information, or to request access to your information, see Council's privacy policy at www.frankston.vic.gov.au or contact Council's Privacy Officer on 1300 322 322.

I have read and understand the above privacy statement:

Yes

Property Owner Declaration:

I declare that I am the Applicant and that all the information in this application is true and correct and the owner (if not myself) has been notified:

Yes

Copyright State of Victoria. No part of this publication may be reproduced except as permitted by the Copyright Act 1968 (Cth), to comply with a statutory requirement or pursuant to a written agreement. The information is only valid at the time and in the form obtained from the LANDATA REGD TM System. None of the State of Victoria, its agents or contractors, accepts responsibility for any subsequent publication or reproduction of the information.

ADVERTISED PLAN

The Victorian Government acknowledges the Traditional Owners of Victoria and pays respects to their ongoing connection to their Country, History and Culture. The Victorian Government extends this respect to their Elders, past, present and emerging.

REGISTER SEARCH STATEMENT (Title Search) Transfer of Land Act 1958

VOLUME 10140 FOLIO 932

Security no : 124096970807B
Produced 21/04/2022 04:44 PM

LAND DESCRIPTION

Lot 1 on Plan of Subdivision 318492D.
PARENT TITLE Volume 08205 Folio 165
Created by instrument PS318492D 04/11/1993

REGISTERED PROPRIETOR

Estate Fee Simple
Sole Proprietor

PS318492D 04/11/1993

ENCUMBRANCES, CAVEATS AND NOTICES

MORTGAGE AL463890K 03/11/2014
BENDIGO AND ADELAIDE BANK LTD

Any encumbrances created by Section 98 Transfer of Land Act 1958 or Section 24 Subdivision Act 1988 and any other encumbrances shown or entered on the plan set out under DIAGRAM LOCATION below.

DIAGRAM LOCATION

SEE PS318492D FOR FURTHER DETAILS AND BOUNDARIES

ACTIVITY IN THE LAST 125 DAYS

NIL

-----END OF REGISTER SEARCH STATEMENT-----

Additional information: (not part of the Register Search Statement)

Street Address: 135 GOLF LINKS ROAD FRANKSTON SOUTH VIC 3199

ADMINISTRATIVE NOTICES

NIL

eCT Control 03500L BENDIGO AND ADELAIDE BANK LTD - SAFE CUSTODY
Effective from 21/07/2017

DOCUMENT END

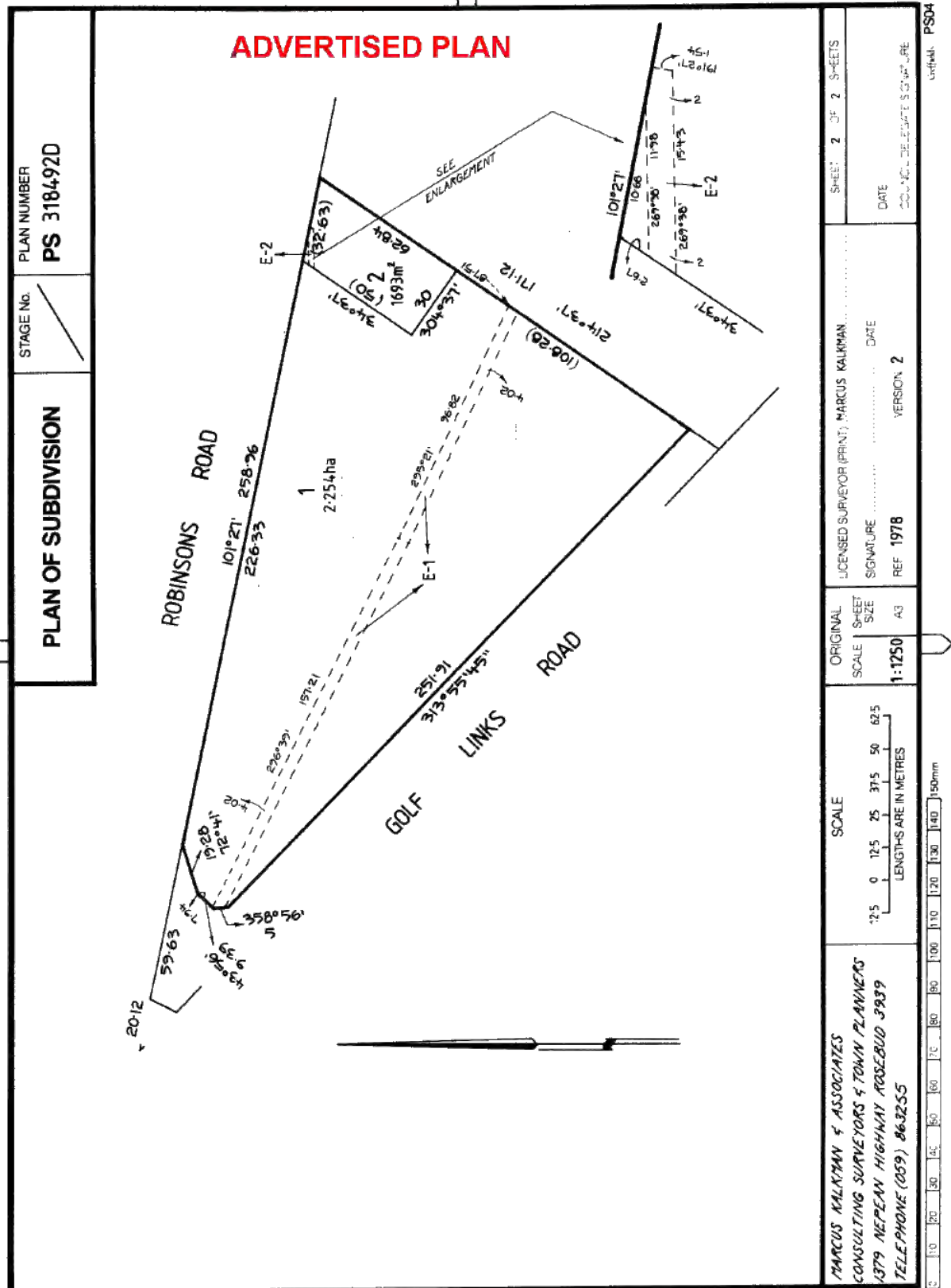
Delivered from the LANDATA® System by GlobalX Pty Ltd

Delivered by LANDATA®, timestamp 21/04/2022 15:45 Page 1 of 2

© State of Victoria. This publication is copyright. No part may be reproduced by any process except in accordance with the provisions of the Copyright Act 1968 (Cth) and for the purposes of Section 32 of the Sale of Land Act 1962 or pursuant to a written agreement. The information is only valid at the time and in the form obtained from the LANDATA® System. None of the State of Victoria, LANDATA®, Victorian Land Registry Services Pty. Ltd. ABN 86 627 986 396 as trustee for the Victorian Land Registry Services Trust ABN 83 206 746 897 accept responsibility for any subsequent release, publication or reproduction of the information.

PLAN OF SUBDIVISION		STAGE No.	LTO USE ONLY EDITION 1	PLAN NUMBER PS 318492D
LOCATION OF LAND PARISH: FRANKSTON TOWNSHIP: _____ SECTION: _____ CROWN ALLOTMENT: 30A (PART) CROWN PORTION: _____ LTO BASE RECORD: LITHO (2619) TITLE REFERENCES: VOL 8205 FOL 165 LAST PLAN REFERENCE/S: PART LOT 1 LP 42616 POSTAL ADDRESS: ROBINSONS ROAD (At time of subdivision) FRANKSTON 3199 AMG Co-ordinates E 338 150 ZONE: 55 (of approx centre of land in plan) N 5 772 850		COUNCIL CERTIFICATION AND ENDORSEMENT COUNCIL NAME: CITY OF FRANKSTON REF - 1. This plan is certified under Section 6 of the Subdivision Act 1988 2. This plan is certified under Section 11(7) of the Subdivision Act 1988 3. This is a statement of compliance issued under Section 21 of the Subdivision Act 1988 ADVERTISED PLAN OPEN SPACE (i) A requirement for public open space under Section 18 of the Subdivision Act 1988 has/has not been made. (ii) The requirement has been satisfied - (iii) The requirement is to be satisfied in Stage - Council Delegate Council Seal Date 25/05/92 Re-certified under Section 11(7) of the Subdivision Act 1988 Council Delegate Council Seal Date / /		
VESTING OF ROADS AND/OR RESERVES		NOTATIONS		
IDENTIFIER	COUNCIL/BODY/PERSON	STAGING This is not a staged subdivision. Planning permit No.		
NIL	NIL	DEPTH LIMITATION DOES NOT APPLY		
		LOT 1 IS NOT BASED ON SURVEY		
		SURVEY: THIS PLAN IS NOT BASED ON SURVEY THIS SURVEY HAS BEEN CONNECTED TO PERMANENT MARKS No(s) 858, 894 IN PROCLAIMED SURVEY AREA No. 16		
EASEMENT INFORMATION		LTO USE ONLY		
LEGEND A - Appurtenant Easement E - Encumbering Easement R - Encumbering Easement (Road)		STATEMENT OF COMPLIANCE / EXEMPTION STATEMENT		
Easement Reference	Purpose	Width (Metres)	Origin	Land Benefited/in Favour Of
E-1	WATER SUPPLY	4.02	LP 42616	LOTS ON LP 42616
E-2	DRAINAGE	2	THIS PLAN	LOTS ON THIS PLAN
		RECEIVED DATE 3 11 93		
		LTO USE ONLY PLAN REGISTERED TIME DATE 4 11 93 J. Svagani Assistant Registrar of Titles SHEET 1 OF 2 SHEETS		
MARCUS KALKMAN & ASSOCIATES CONSULTING SURVEYORS & TOWN PLANNERS 1379 NEPEAN HIGHWAY ROSEBUD 3939 TELEPHONE (059) 863255		LICENSED SURVEYOR (PRINT) : MARCUS KALKMAN SIGNATURE _____ DATE / / REF 1978 VERSION 2		DATE COUNCIL DELEGATE SIGNATURE ORIGINAL SHEET SIZE A3

C:\p11b PS01





ADVERTISED PLAN

22 April 2022

Axicom Ref: 340111 Langwarrin West

Frankston City Council
PO Box 490
Frankston VIC 3199
Via email: info@frankston.vic.gov.au

Dear [REDACTED],

Response to Request for Further Information for Planning Application 44/2022/P for Proposed Telecommunications Facility, 135 Golf Links Road, Frankston South VIC 3199

Thank you for the opportunity to provide a response to the queries raised in your Request for Further Information dated 28 February 2022. Axicom note your concerns about the proposed height of the tower and perceived impact on character landscape and amenity, as well as the vegetation clearing impacts and will address them in this reply.

Monopole Height and Impact on Character Landscape and Amenity

From a technical perspective, telecommunications facilities must be tall enough to protrude above the surrounding environment in order to function. Axicom acknowledge the facility will be visible from a number of perspectives within the area, however we consider that visual impact is appropriate in context.

The proposed facility is intended to service parts of Langwarrin and Frankston which are well established, and much of the land in these areas has already been developed for residential purposes. Axicom has sought to minimise visual impact by locating the facility on non-residential land. Note there are limited options on non-residential land in this area.

Figure 1 shows the prospective locations considered by Axicom for the new telecommunications facility. All of the potential candidates identified in Section 3.2 of the Town Planning Report are on non-residential land between Golf Links Road and the Peninsula Link. All land in this area is subject to the Significant Landscape Overlay. Accordingly, regardless of which location was chosen, it would not have been possible to completely avoid impacts on areas that Council considers to be significant landscapes.



Figure 1: Proposed candidate locations within the Significant Landscape Overlay. Of the six identified candidates, the two with conditionally supportive landowners are shown by way of the red arrow markers. Landowners who were either unresponsive or unsupportive are shown by way of blue arrow markers (VicPlan).

MELBOURNE
Level 16, 360 Elizabeth
Street
Melbourne VIC 3000

SYDNEY
Level 1, 110 Pacific Highway
St Leonards NSW 2065
T +61 2 9495 9000

BRISBANE
Level 17, 69 Ann Street
Brisbane QLD 4000
T +61 2 9495 9000

axicom.com.au
ACN 24 095 9000
community@axicom.com.au



Whilst Axicom sought to locate the proposed facility away from residential areas, the respective landowners, which included Council, were either unresponsive or unsupportive of the proposal. Of the six potential candidates, a site at 135 Golf Links Road is best positioned to satisfy Vodafone and Optus' coverage objectives for residents in Langwarrin. This location represents a considerably superior option to siting the facility in residential areas south and west of Golf Links Road.

Axicom are unable to reduce the height of the proposed facility, as it is required in order to achieve Vodafone and Optus' service objectives for this area. However, we note that this facility has been deliberately designed to facilitate co-location.

Councils and community members have expressed concerns about proliferation of telecommunications infrastructure, which can occur when existing mobile base stations do not have sufficient elevation or structural capacity to accommodate additional infrastructure. This can result in multiple facilities being constructed in relatively close proximity to one another.

Axicom, as a neutral host, design and construct telecommunications facilities with the ability to accommodate additional carriers in the future. While the proposed height of this facility is required in order to achieve Vodafone and Optus' service objectives, it also ensures that there is sufficient space on the facility to accommodate additional carriers and other communications providers, such as government entities and wireless service providers, at a future time if required – thus minimising the likelihood of additional base stations being deployed in this area.

If a lower facility was proposed, it would not be able to achieve the service outcomes required by Vodafone and Optus for this area. Further, a smaller tower may be limited in its future capability to support co-location – additional carriers or communications providers could potentially need to extend the tower to enable co-location, or deploy an additional base station elsewhere in the vicinity.

We reiterate that measures have been taken to ensure visual impact is mitigated as much as practicable.

- Use of a monopole is proposed. Monopoles are considered to be a sympathetic inclusion to the environment when compared to other structure types, such as lattice towers, because of their slimmer profile.
- To minimize visual bulk, Vodafone and Optus antennas will be mounted on a single headframe, reducing visual impact compared with separate headframes at different heights.
- The facility has been sited to take advantage of the screening opportunities afforded by the mature vegetation surrounding the proposed compound area. As this is a well-established area and in the interest of avoiding the residential development directly to the north, east and south, as well as the State Heritage Listed 'Westerfield' estate located 270m to the east, the proposed location is considered appropriate. The screening afforded by the vegetation will minimise amenity impacts from surrounding perspectives as far as practical.
- The facility will be finished in a pale grey, which is considered to be the most sympathetic finish with regards to blending into the natural landscape in all weathers. It will also match other existing vertical elements in the area, such as light poles and power poles. However, Axicom will considered an alternate colour scheme if requested by Council.

MELBOURNE
Level 16, 360 Elizabeth
Street
Melbourne VIC 3000

SYDNEY
Level 1, 110 Pacific Highway
St Leonards NSW 2065
T +61 2 9495 9000

BRISBANE
Level 17, 69 Ann Street
Brisbane QLD 4000
T +61 2 9495 9000

axicom.com.au
ABN 34 030 873 019
community@axicom.com.au



Title

1. An updated copy of the Certificate of Title and respective plans/diagrams are enclosed.

Plans/Elevations

2. The Design Drawings have been updated to show the crossover, which will be constructed in accordance with Council's Vehicle Crossings Notes & Specifications Drawings SD310 Type 2. Regarding the access track itself, this will be constructed of compacted fine gravel.

Noting Council's concerns about the removal of substantial trees, the location of the proposed compound and access track has been updated to reduce the tree clearing requirements from two trees to one tree, the relevant sections of the Town Planning Report have been updated to reflect this change. Additionally, the Design Drawings have been updated to note that tree protection measures will be implemented in accordance with the recommendations outlined in Section 5 of the Arboricultural Impact Assessment undertaken by Treespace Solutions.

3. The setback distances are noted in the updated Design Drawings.
4. The Site Elevation page is provided in a 1:125 scale, as a 1:100 scale does not fit on an A3 page due to the height of the proposed facility. As a telecommunications facility does not have internal fittings similar to other types of development, such as residential, this scale is considered appropriate for Council's assessment purposes.
5. The monopole will either be of concrete or steel construction and will be pale grey in colour, similar to other monopole within Council's LGA. Equipment shelters are generally prefabricated off-site and delivered as a completed unit in either a beige or pale green colour. As mentioned previously, Axicom will considered an alternate colour scheme if requested by Council.
6. The existing site conditions consist of predominantly cleared land, with a row of landscaping trees, which were planted along the property boundary in approximately mid-2015, as shown by the satellite imagery in **Figure 2**.



Figure 2: Satellite imaging showing the presence of the tree plantings in 2015, compared to 2022 (Nearmap).

MELBOURNE
Level 16, 360 Elizabeth
Street
Melbourne VIC 3000

SYDNEY
Level 1, 110 Pacific Highway
St Leonards NSW 2065
T +61 2 9495 9000

BRISBANE
Level 17, 69 Ann Street
Brisbane QLD 4000
T +61 2 9495 9000

axicom.com.au
ABN 34 050 873 019
community@axicom.com.au



The development footprint consists of a 100m² (10m x 10m) fenced telecommunications facility compound area and approximately 160m² access track with crossover.

ADVERTISED PLAN

Predevelopment, 100% of the development area is permeable. However, upon completion of construction, approximately 50m², or 19%, of the development footprint will be impervious, consisting of the monopole and equipment shelter foundations, as well as the crossover.

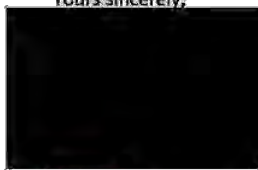
7. The proposed facility is on cleared level ground, no cut and fill or retaining walls are proposed
8. The AHD ground level is noted as being approximately 104m. Axicom will be engaging a registered surveyor to undertake a first order survey after Council have issued a Planning Permit and the final construction drawings are progressed. If Council would like a copy of this for their records, this can be provided once it is available and noted as a condition of consent.

Arboricultural Impact Assessment

9. An Arboricultural Impact Assessment has been undertaken by Treespace Solutions, the Town Planning Report and Design Drawings have been updated to reflect the recommendations noted in Section 5 of the assessment.
10. Please refer to the enclosed Arboricultural Impact Assessment.
11. Please refer to the enclosed Arboricultural Impact Assessment.

We trust that this information satisfies Council's requirements, should you require any further information or clarification, please do not hesitate to contact me.

Yours sincerely,



Axicom:

(1+)
Ed

www.axicom.com.au

MELBOURNE
Level 15, 1800 Elizabeth
Street
Melbourne VIC 3000

SYDNEY
Level 2, 210 Pacific Highway
St Leonards NSW 2055
T: 61 2 9435 0000

BRISBANE
Level 17, 65 Ann Street
Brisbane QLD 4000
T: 61 7 2435 0000

axicom@axicom.com.au
0011 24 350000000
communications@axicom.com.au

ADVERTISED PLAN

**DEVELOPMENT APPLICATION FOR
PLANNING CONSENT**



*Proposal to install a new
Telecommunications Facility at
135 Golf Links Road
Frankston South Vic 3199*

Town Planning Report

April 2022

Project Reference: 340111 Langwarrin West

RFNSA Reference: 3199056



Document prepared by:

ADVERTISED PLAN



Level 1, 110 Pacific Highway
St Leonards
NSW 2065 Australia

T: 02 9495 9000
E: community@axicom.com.au
W: <http://axicom.com.au/>



ADVERTISED PLAN

TABLE OF CONTENTS

EXECUTIVE SUMMARY	5
1. INTRODUCTION	6
2. BACKGROUND	6
2.1 Demand for Network Services	6
3. CANDIDATE SELECTION	7
3.1 Upgrade and Co-Location Opportunities	7
3.2 Greenfield Opportunities	8
4. SITE CONTEXT	9
5. PROPOSED WORKS	11
5.1 Equipment to be Installed	11
5.2 Site Access and Parking	11
5.3 Acoustics	12
5.4 Utilities, Stormwater and Drainage	12
6. LEGISLATIVE CONTEXT	12
6.1 Commonwealth Legislation	12
6.1.1 Telecommunications Act 1997 and Telecommunications (Low-Impact Facilities) Determination 2018	12
6.1.2 C564:2020 Mobile Phone Base Station Deployment Code	12
6.2 State Legislation	13
6.2.1 Victoria Planning Provisions	13
6.2.2 A Code of Practice for Telecommunications Facilities in Victoria (Vic Code)	13
6.3 Local Planning Legislation – Frankston Planning Scheme	13
6.3.1 Rural Conservation Zone and Schedule 3 to Rural Conservation Zone	13
6.3.2 Metropolitan Green Wedge Land: Core Planning Provisions	14
6.3.3 Telecommunications Facility	14
6.3.4 Significant Landscape Overlay & Schedule 1 to Significant Landscape Overlay	14
7. ENVIRONMENTAL IMPACTS	14
7.1 Emissions and Health	14
7.2 Environment and Biodiversity	16
7.3 Heritage	16
7.4 Natural Hazards	16
7.4.1 Flooding	16
7.4.2 Bushfire	17

ADVERTISED PLAN



7.5 Visual Impact.....	17
8. CONCLUSION.....	21
APPENDIX 1: CERTIFICATE OF TITLE.....	22
APPENDIX 2: PROPOSAL PLANS	23
APPENDIX 3: ARPANSA EME REPORT	24
APPENDIX 4: VICTORIAN PLANNING PROVISIONS	25
APPENDIX 5: A CODE OF PRACTICE FOR TELECOMMUNICATIONS FACILITIES IN VICTORIA	26
APPENDIX 6: RURAL CONSERVATION ZONE	29
APPENDIX 7: METROPOLITAN GREEN WEDGE LAND: CORE PLANNING PROVISIONS.....	31
APPENDIX 8: TELECOMMUNICATIONS FACILITY.....	32
APPENDIX 9: SIGNIFICANT LANDSCAPE OVERLAY AND SCHEDULE 1	33
APPENDIX 10: ARBORICULTURAL IMPACT ASSESSMENT	35



EXECUTIVE SUMMARY

Proposal	<p>Axicom, on behalf of Vodafone and Optus, is seeking development approval for a new telecommunications facility located at 135 Golf Links Road, Frankston South VIC 3199.</p> <p>The facility will be owned by Axicom, and will host Vodafone and Optus telecommunications equipment. The facility will provide improved Vodafone and Optus 3G and 4G mobile and data services, and establish 5G services in Frankston South and the surrounding areas.</p> <p>The proposal involves:</p> <ul style="list-style-type: none"> • The installation of a new 35m monopole; • The installation of a new triangular headframe atop the proposed monopole; • The installation of fifteen (15) new panel antennas at the following centreline heights: <ul style="list-style-type: none"> - Three (3) new panel antennas at a centreline height of 38m - Three (3) new panel antennas at a centreline height of 37m - Nine (9) new panel antennas at a centreline height of 36.3m • The installation of twenty-one (21) new remote radio units (RRUs) mounted on the proposed headframe; • The installation of a new ICS panel equipment shelter installed on concrete pier foundations within the proposed Axicom compound; • Removal of one Eucalyptus grandis and trimming of one Acacia mearnsii; • The installation of ancillary equipment associated with the safety and proper function of the facility, including a group meter panel, submains, elevated cable tray, cabling, antenna mounts, security fencing, weed matting and gravel etc. <p>The monopole and associated equipment will be finished in an unpainted pale grey, while equipment shelters will generally be a beige or pale green colour.</p>	
Site Information	Lot description:	Lot 1 PS318492
	Physical address:	135 Golf Links Road, Frankston South VIC 3199
Planning Considerations	LGA:	Frankston City Council
	Zoning:	RC23 – Rural Conservation Zone 3
	Overlays:	SLO – Significant Landscape Overlay Metropolitan Green Wedge Land: Core Planning Provisions
Applicant	<p>Axicom Pty Ltd Level 1, 110 Pacific Highway St Leonards NSW 2055</p> <p>Contact Person: [REDACTED]</p> <p>Email: [REDACTED]</p> <p>Our Reference: 340111 Langwarrin West</p>	



1. INTRODUCTION

Axicom, on behalf of Vodafone and Optus, is seeking development approval for a new telecommunications facility located at 135 Golf Links Road, Frankston South VIC 3199.

The facility will be owned by Axicom, and will host Vodafone and Optus telecommunications equipment. The facility will provide improved Vodafone and Optus 3G and 4G mobile and data services, and establish 5G services in Frankston South and the surrounding areas.

The proposal includes installation of one (1) 35m monopole, upon which Vodafone and Optus telecommunications equipment will be installed.

2. BACKGROUND

2.1 Demand for Network Services

Axicom is Australia's leading independent owner and provider of shared wireless telecommunications infrastructure. Axicom build and manage telecommunications facilities that are shared by Australia's mobile carriers, government agencies and other wireless service providers. Axicom also provide site acquisition, town planning and engineering services to the telecommunications industry.

Vodafone are currently undertaking a significant expansion of their national mobile network across Australia, both to improve existing 3G and 4G services and establish 5G services. Axicom are working with Vodafone to deploy new infrastructure across Australia. This proposed facility is being deployed as part of Vodafone and Optus' Extended Joint Venture program, meaning it will provide both Vodafone and Optus services.

Access to high quality telecommunications coverage is vitally important to the local community. Nationally, mobile usage continues to trend upward:

- The number of Australians who have no landline phone, but exclusively rely on their mobile phone to make and receive calls, has increased to 60% of the adult population¹, up from 51% in 2018-2019².
- 99% of Australians use a mobile phone³, up from 96% in 2018-2019⁴.
- The volume of data downloaded by mobile handset increases significantly each year, as more Australians use their phones to browse the internet and stream content⁵. Between 2018 and 2019, for example, the amount of data downloaded by phone handset increased by over 121%⁶.

¹ <https://www.acma.gov.au/publications/2020-12/report/mobile-only-australia-living-without-fixed-line-home>

² <https://www.acma.gov.au/publications/2020-02/report/communications-report-2018-19> "At a Glance – How We Engaged", p71

³ <https://www.acma.gov.au/publications/2021-04/report/communications-and-media-australia-how-we-communicate>

⁴ <https://www.acma.gov.au/publications/2020-02/report/communications-report-2018-19> "At a Glance – Our Access to Services"

⁵ <https://www.acma.gov.au/publications/2021-05/report/communications-and-media-australia-how-we-use-internet> and

<https://www.acma.gov.au/sites/default/files/2021-05/Accessibility%20File%20-%20How%20we%20use%20the%20internet.csv>

⁶ <https://www.acma.gov.au/publications/2020-02/report/communications-report-2018-19> "Volume of broadband and mobile data downloaded", p11

ADVERTISED PLAN



- In 2020, covid-19 significantly changed the way that Australians live, work and use mobile data. There has been exponential growth in data usage as more people spent more time living and working from home; according to ACMA, average data consumption increased approximately 50% between June 2018 and June 2020⁷.
- 75.4% of emergency calls were made from a mobile handset in 2018-2019.⁸

With an increasing population density, there is greater demand for mobile and data services, and Frankston South and the surrounding suburbs have been identified as areas of high network demand. Both Vodafone and Optus have identified a need to improve mobile coverage and network capacity in this area.

There are no existing Vodafone or Optus base stations specifically servicing this area. The closest facility servicing both networks is located at 6 Robinsons Road, Frankston South, approximately 980m northwest from the proposed facility location.

While this facility is capable of covering the areas closest to it, it is too far away, and poorly positioned from a technical perspective, to reliably service the south-east area of Frankston South. Both carriers have identified the need to deploy an additional base station in this area to meet local demand.

3. CANDIDATE SELECTION

3.1 Upgrade and Co-Location Opportunities

Before proposing a new base station, carriers attempt to resolve service issues by reconfiguring or upgrading their existing base stations.

If upgrades do not resolve service issues, carriers will consider any opportunities to co-locate on an existing mobile facility, building or other structure. If there are no feasible co-location opportunities, the carrier will proceed to deploy a new 'greenfield' base station.

Both Vodafone and Optus have identified a need to improve mobile coverage and network capacity in the Frankston South area. The closest existing telecommunications facility supporting both carriers is a 45m lattice tower (RFNSA 3199001) approximately 980m northwest of the proposed new site.

Due to the large spatial separation between this facility and the targeted coverage area, upgrades to this existing facility would not be able to provide the network improvements required by both carriers. There are no other telecommunications facilities in the Frankston South area that would be suitable for co-location.

As there are no viable opportunities for co-location in proximity to the targeted coverage area, nor opportunities to upgrade an existing facility to meet service demand, Vodafone and Optus have

⁷ <https://www.acma.gov.au/publications/2021-04/report/communications-and-media-australia-supply-and-use-services-2019-20>

⁸ <https://www.acma.gov.au/publications/2020-02/report/communications-report-2018-19> "3.1 Emergency Call Service", p102

ADVERTISED PLAN



identified that a new base station is required and are working with Axicom to deploy a new telecommunications facility in the area.

3.2 Greenfield Opportunities

Axicom has assessed a number of potential candidate sites in the Frankston South area, as follows.

Site Address	Comments
Robinsons Park 1/97 Robinsons Road, Frankston VIC 3199	New 35m monopole. From a technical perspective, this candidate was able to adequately meet the coverage objectives for both Vodafone and Optus. However, the landowner was not supportive of a facility at this location. As such, this candidate was not progressed further.
Bayside Christian College 120-128 Robinsons Road Langwarrin South VIC 3911	New 35m monopole. From a technical perspective, this candidate was able to adequately meet the coverage objectives for both Vodafone and Optus. However, contact with the landowner was not able to be established in order to enter into a lease agreement for the proposed facility. As such, this candidate was not progressed further.
135 Golf Links Road Frankston South VIC 3199	New 35m monopole. From a technical perspective, this candidate was able to adequately meet the coverage objectives for both Vodafone and Optus. Additionally, this candidate was reasonably separated from sensitive land uses found within the locality and required only minor vegetation clearing. As such, this candidate was chosen as Axicom's prime candidate and is the subject of this Development Application.
72-84 Robinsons Road Frankston South VIC 3199	New 35m monopole. From a technical perspective, this candidate was able to adequately meet the coverage objectives for both Vodafone and Optus. However, contact with the landowner was not able to be established in order to enter into a lease agreement for the proposed facility. As such, this candidate was not progressed further.
189 Golf Links Road Frankston South VIC 3199	New 35m monopole. From a technical perspective, this candidate was able to satisfy a large portion of the coverage objectives for both Vodafone and Optus, however coverage to the residential properties to the northwest was limited, when compared to the prime candidate. As such, this candidate was not progressed further.



4. SITE CONTEXT

The proposal involves the establishment of a new Axicom telecommunications facility, in the form of a 35m monopole hosting carrier antennas and ancillary ground equipment.

The subject site is located at 135 Golf Links Road, Frankston South (Lot 1 on PS318492.) The proposed facility will host both Vodafone and Optus equipment, and will provide telecommunications services to residential and commercial customers located in Frankston South and the surrounding area for both carriers.

The site is located on a large lot retaining an RCZ3 Rural Conservation Zone - Schedule 3 under the Frankston Planning Scheme. The site has been predominantly cleared of all significant vegetation and has been developed as a Connect Christian Church, situated between Robinsons Road to the north and Golf Links Road to the south.

The proposed facility location is positioned along the south-east corner of the subject property, setback approximately 35m from Golf Links Road.

The surrounding locality consists predominantly of residential properties to the north, south and west and rural-residential properties to the east. Additionally, the State Heritage listed 'Westerfield' estate is located approximately 270m to the east.

Figures 1 to 3 show the proposed site location.



Figure 1: Site context (Nearmap).

ADVERTISED PLAN



Figure 2: Site zoning (VicPlan).



Figure 3: View looking southeast toward proposed facility location. Compound location shown indicatively in red (Field Investigation, 27 August 2021).



5. PROPOSED WORKS

5.1 Equipment to be Installed

The proposed works consist of:

- The installation of a new 35m monopole;
- The installation of a new triangular headframe atop the proposed monopole;
- The installation of fifteen (15) new panel antennas at the following centreline heights:
 - Three (3) new panel antennas at a centreline height of 38m
 - Three (3) new panel antennas at a centreline height of 37m
 - Nine (9) new panel antennas at a centreline height of 36.3m
- The installation of twenty-one (21) new remote radio units (RRUs) mounted on the proposed headframe;
- The installation of a new ICS panel equipment shelter installed on concrete pier foundations within the proposed Axicom compound;
- Removal of one Eucalyptus grandis and trimming of one Acacia mearnsii;
- The installation of ancillary equipment associated with the safety and proper function of the facility, including a group meter panel, submains, elevated cable tray, cabling, antenna mounts, security fencing, weed matting and gravel etc.

The monopole and associated equipment will be finished in an unpainted pale grey, while equipment shelters will generally be a beige or pale green colour.

Axicom, as a neutral host, design and construct telecommunications facilities with the potential to accommodate additional carriers. The facility has been designed with the capability to host additional carriers in future, minimising the potential proliferation of telecommunications facilities being deployed in Frankston South.

Refer **Appendix 2** for proposal plans.

5.2 Site Access and Parking

The property will be accessed via a new access track off Golf Links Road. The vehicle crossing will be constructed in accordance with Frankston City Council's Vehicular Crossings Specification SD 310 Type 2.

There is adequate space within the subject lot for construction staging and parking. Once the facility is operational, it will require access only 2-4 times annually for routine maintenance, during which a four wheel drive vehicle is normally used. The facility will otherwise operate on an unmanned basis, and will not generate significant vehicle traffic.



5.3 Acoustics

Minor noise impacts could be expected at the construction phase and will only be of a brief duration. and any conditions concerning hours of operation will be complied with.

Once operational, the facility will not be a significant generator of noise. The only part of a telecommunications facility that generates noise is the air-conditioning equipment on the equipment shelter.

The air-conditioning units are designed to operate at levels comparable to a domestic air conditioner, in compliance with the background levels specified in Australian Standard AS1055. The proposal is not anticipated to constitute a noise nuisance.

5.4 Utilities, Stormwater and Drainage

Axicom propose to connect the facility to mains power from the existing power pole, southwest of the proposed facility location.

The proposed facility will operate on an unmanned basis and does not require connection to reticulated water or sewerage, nor will it emit any dust, heat, smoke, gaseous plumes or particulates.

Telecommunications facilities do not generally require specific stormwater or drainage works, because they have only a small footprint with minimal hardstand surfacing, and thus generate minimal runoff. The tower's foundation will be below the ground surface and there will be no hardstand surfacing (paved surface/concrete etc). As a result, the facility will have negligible impact on stormwater runoff and drainage.

6. LEGISLATIVE CONTEXT

6.1 Commonwealth Legislation

6.1.1 Telecommunications Act 1997 and Telecommunications (Low-Impact Facilities) Determination 2018

The *Telecommunications Act 1997* regulates telecommunications carrier activities, and gives certain powers to carriers to undertake maintenance and installation works. The *Telecommunications (Low-Impact Facilities) Determination 2018* provides that certain proposals are 'Low Impact' and do not require development approval, providing they fall within the parameters of the Determination.

This proposal involves establishment of a new tower. New towers are not permitted as 'Low Impact', meaning Council development consent is needed.

6.1.2 C564:2020 Mobile Phone Base Station Deployment Code

The Communications Alliance Limited *C564:2020 Mobile Phone Base Station Deployment Code* (the Deployment Code) is an industry code of practice registered by the Australian Communications and

ADVERTISED PLAN



Media Authority. It applies to all licenced telecommunications carriers. The Code sets guidelines for site selection, community consultation, design, installation and operation of telecommunications facilities.

Sections 4.1 and 4.2 are relevant to this proposal. These sections require completion of precautionary approach checklists for site selection, infrastructure design and site operation. The proposal has been sited and designed with consideration for these principles. The checklists are available on request.

It is also a requirement of the Code that an ARPANSA EME compliance report be prepared for all new mobile base stations. The ARPANSA EME Report is enclosed in **Appendix 3**.

6.2 State Legislation

6.2.1 Victoria Planning Provisions

The Victoria Planning Provisions (VPPs) are a comprehensive set of planning provisions that apply across the state of Victoria. They provide a consistent policy direction that is included in every planning scheme.

The VPPs recognise the importance of telecommunications networks to Victoria, while also identifying that deployment of telecommunications infrastructure must be balanced against adverse environmental impacts.

Clause 19.03-4S of the VPPs provides guidelines for Councils to consider. This VPP has been adopted as part of the *Frankston Planning Scheme*, and the proposal is generally compliant with its objectives and strategies. An assessment of the proposal against Clause 19.03-4S is provided in **Appendix 4**.

6.2.2 A Code of Practice for Telecommunications Facilities in Victoria (Vic Code)

An incorporated document in all Victorian planning schemes is *A Code of Practice for Telecommunications Facilities in Victoria* (the Vic Code), which allows for certain types of telecommunications infrastructure to be installed without a planning permit.

In this instance, the proposed facility does not satisfy the requirements of Section 5 of the Vic Code and a Planning Permit is required. Section 4 of the Vic Code provides guidelines for mobile carriers to consider when deploying new facilities in Victoria. An assessment of the proposal against the principles of Section 4 is provided in **Appendix 5**.

6.3 Local Planning Legislation – Frankston Planning Scheme

6.3.1 Rural Conservation Zone and Schedule 3 to Rural Conservation Zone

The proposal is generally compliant with the purpose of the Rural Conservation Zone 3 (RCZ3), as well as the conservation values outlined in Schedule 3. An assessment of the proposal against the purpose and conservation values of Clause 35.06 and Schedule 3 is provided in **Appendix 6**.

ADVERTISED PLAN



In accordance with Clause 35.06-1 of the Frankston Planning Scheme, a Planning Permit is required for the use and development of a Telecommunications Facility.

6.3.2 Metropolitan Green Wedge Land: Core Planning Provisions

The proposal is located just outside the Urban Growth Boundary and is subject to the Metropolitan Green Wedge Land: Core Planning Provisions. Proposal is generally compliant with the purpose of these provisions. An assessment of the proposal against the purpose of Clause 51.02 is provided in **Appendix 7**.

6.3.3 Telecommunications Facility

Specific provisions relating to Telecommunications Facilities are listed under Clause 52.19 of the Frankston Planning Scheme. An assessment of the proposal against the purpose of Clause 52.19 is provided in **Appendix 8**.

6.3.4 Significant Landscape Overlay & Schedule 1 to Significant Landscape Overlay

The proposal is generally compliant with the purpose of Significant Landscape Overlay 1 (SLO1), as well as the character objectives outlined in Schedule 1. An assessment of the proposal against the purpose and character objectives of Clause 42.03 and Schedule 1 is provided in **Appendix 9**.

7. ENVIRONMENTAL IMPACTS

7.1 Emissions and Health

Whilst Axicom does not operate its own telecommunications network, they provide the means for Australia's mobile carriers, government agencies and wireless service providers to do so. Axicom acknowledges that people are genuinely concerned about the safety of electromagnetic energy (EME) from mobile phone base stations.

As 5G networks start to be rolled out across Australia, there has been heightened community sensitivity regarding telecommunications infrastructure. Vodafone and Optus rely on the advice of the Australian government, other international governments, and peak health bodies such as the World Health Organization (WHO). These organizations take the view, based on the latest scientific consensus, that mobile base stations are safe.

World Health Organization

Despite extensive research, to date there is no evidence to conclude that exposure to low level electromagnetic fields is harmful to human health.

<https://www.who.int/peh-emf/about/WhatisEMF/en/index1.html>

Studies to date provide no indication that environmental exposure to RF fields, such as from base stations, increases the risk of cancer or any other disease.

<https://www.who.int/features/qa/30/en/>

The Australian Government

ADVERTISED PLAN



Mobile phone networks and other wireless telecommunications emit low-powered radio waves also known as radiofrequency (RF) electromagnetic energy (EME). This is different to ionising radiation associated with nuclear energy or use in medicine. The radio waves to which the general public is exposed from telecommunications are not hazardous to human health.

<https://www.health.gov.au/news/safety-of-5g-technology>

There is no substantiated evidence that EME causes any harm to humans when it is below the limits specified in Australian safety standards.

<https://www.infrastructure.gov.au/sites/default/files/safety-of-mobile-phone-networks-factsheet.pdf>

Health authorities around the world, including ARPANSA and the World Health Organization, have examined the scientific evidence regarding possible health effects from base stations. Current research indicates that there are no established health effects from the low exposure to the RF EME from mobile phone base station antennas.

<https://www.arpansa.gov.au/understanding-radiation/radiation-sources/more-radiation-sources/mobile-phone-base-stations>

Current research indicates that there is no established evidence for health effects from radio waves used in mobile telecommunications.

https://www.arpansa.gov.au/sites/default/files/arpansa_submission_to_inquiry_into_5g_in_australia_1.pdf

All mobile carriers must abide by the *Radiation Protection Series S-1 – Standard for Limiting Exposure to Radiofrequency Fields – 100kHz to 300GHz (2021)*, a safety standard prepared by the Australian Radiation Protection and Nuclear Safety Agency (ARPANSA), based on the recommendations of ICNIRP (International Commission for Non-Ionising Radiation Protection). The Australian Communications and Media Authority (ACMA) regulate compliance with the standard. The safety standard applies to all mobile frequencies currently used in Australia, including 3G, 4G and 5G.

The Standard operates by placing a limit on the strength of the signal (or RF EME) that mobile carriers can transmit to and from any network base station. The environmental standard restricts the signal strength to a level low enough to protect all people at all times. It has a significant safety margin, or precautionary approach, built into it.

An ARPANSA format compliance report has been prepared and is attached. The compliance report demonstrates the maximum signal strength of a proposed facility, assuming that it is handling the maximum number of users 24-hours a day.

This proposal will comply with the ACMA mandated exposure standard. Maximum EME levels from this facility will equate to **2.41%** of the standard.

Note mobile base stations are designed to operate at minimum, not maximum, power levels at all times. The facility will only operate at a level necessary to accommodate the number of customers using the facility at any one time. Accordingly, while EME levels from the facility cannot exceed **2.41%**

ADVERTISED PLAN



of the standard, they will generally be much lower than this level. The ARPANSA EME report is attached for Council's reference.

Refer to **Appendix 3** for a copy of the ARPANSA EME Report.

7.2 Environment and Biodiversity

The subject lot has been extensively cleared of vegetation to establish the church facilities and little vegetation of significance remains. The proposed site has been positioned to the southeast, in a largely cleared area of the lot, as shown in **Figure 3**.

The removal of one *Eucalyptus grandis* and trimming of one *Acacia mearnsii* is required to establish the proposed access track and compound, as identified in the Arboricultural Impact Assessment prepared by Treespace Solutions Pty Ltd.

As per the recommendations identified in Section 5 of the report, the following protection measures will be implemented during construction:

- Tree Protection Fencing is erected around the TPZ of Trees 1, 2, 4 & 5 prior to commencement of construction.
- Canopy pruning of Tree 5 will be undertaken prior to the commencement of construction by a suitably qualified arborist (minimum AQF Level 3) in accordance with AS4373-2007 Pruning of Amenity Trees.

As neither species is listed on the *Flora and Fauna Guarantee Act 1988 - Threatened List* (June 2021), the removal and trimming of the identified trees is not considered to have an adverse impact on the environment. Refer to **Appendix 10** for a copy of the Arboricultural Impact Assessment.

7.3 Heritage

The subject lot is not heritage listed and searches indicate no record of aboriginal artefacts or sensitivity. Should any artefacts be identified during build, works will cease, and the appropriate additional investigations undertaken.

The closest heritage item site is the State Heritage listed 'Westerfield' estate is located approximately 270m to the east. The proposed monopole is not anticipated to have an adverse visual impact, given its position relative to this location. Additionally, there are several mature vegetation buffers between the proposed site location and Westerfield which will provide a visual buffer.

7.4 Natural Hazards

7.4.1 Flooding

The subject lot is not identified as being subject to flooding.



7.4.2 Bushfire

The subject lot is not identified as being a bushfire management area, however it is noted as being a designated bushfire prone area.

Telecommunications facility are unmanned utility installations that do not pose any increased risk to bushfire. Notwithstanding, the land around the proposed location has been cleared of most significant vegetation and is currently maintained by Connect Christian Church as a low surface fuel environment of 10m or more. Note, Axicom are not proposing to clear the existing vegetation to the east along the property boundary due to the significant screening opportunities it affords to the adjoining landowners.

7.5 Visual Impact

Telecommunications facilities, by their nature, must be tall enough to protrude above the surrounding environment to function. Axicom acknowledge the facility will be visible from a number of perspectives within the area – however, the visual impact of this proposal is considered appropriate in this context. Additionally, certain measures have been taken to ensure that visual impact is mitigated as much as practicable.

At this location, a 35m monopole is required to meet the targeted coverage objectives for both Vodafone and Optus. Axicom note that this proposal represents a suitable planning outcome because it avoids proliferation of telecommunications infrastructure in this area – the proposed facility will support two carriers initially, and has been designed to accommodate additional infrastructure where required at a future time. Both carriers will also share the same headframe at this site, further reducing visual impact.

The proposed facility has been positioned in a location to avoid community sensitive land uses within the broader locality as far as possible, with the nearest residence being located approximately 60m southwest of the proposed facility location.

As shown in **Figure 4**, the presence of existing mature vegetation and roadside plantings surrounding the proposed facility affords significant screening opportunities, though it is noted that the top of the monopole and headframe will protrude above the tree line and will be visible from vantage points in the locality. A number of indicative photomontages have been prepared to provide a visual representation of the amenity impacts of a monopole in this location, refer **Figures 5 to 7**.

With regards to the design and appearance of the facility, the proposed monopole is considered to be a sympathetic inclusion to the natural environment when compared to other structure types, such as a lattice tower. As previously discussed, the proposed monopole will be a visible addition to the existing landscape, however, the design of the monopole and the sharing of one headframe between both Vodafone and Optus will assist in reducing visual impact as far as practicable.

Furthermore, the facility will be finished in an unpainted grey finish. This is considered to be the most sympathetic finish with regards to blending into the natural landscape, however, Axicom will considered an alternate colour scheme if requested by Council.

Overall, the proposed facility is considered to have a moderate visual impact.

ADVERTISED PLAN



Figure 4: Photomontage locations and mature vegetation (shown in blue) surrounding the proposed facility location (Nearmap).



Figure 5: Indicative views of proposed facility from Stotts Lane (Location A). Note the photomontage is not to scale and is indicative only. Much of the facility is expected to be screened by vegetation, with only the uppermost part of the facility protruding above the tree line.

ADVERTISED PLAN



Figure 6: Indicative views of proposed facility from Robinsons Road and Golf Links Road roundabout (Location B). The facility will benefit from vegetation screening from this perspective. Note photomontage is not to scale and indicative only.



Figure 7: Indicative view of proposed facility from Robinsons Road (Location C). Note photomontage is not to scale and indicative only.

ADVERTISED PLAN



Figure 8: Removal of Tree 3, as identified in the Arboricultural Impact Assessment is required to establish the proposed access track, as shown in red (Field Investigation, 27 August 2021).



Figure 9: Trimming of Tree 5, as identified in the Arboricultural Impact Assessment is required to avoid encroachment over the proposed compound area, as shown in red (Arboricultural Impact Assessment, 7 April 2022).

ADVERTISED PLAN



Figure 9: View of existing roadside vegetation from the closest properties to the proposed facility on Golf Links Road (Field Investigation, 27 August 2021).



Figure 10: View of existing mature vegetation along the property boundary of the Village Baxter estate on Golf Links Road (Field Investigation, 27 August 2021).

8. CONCLUSION

Axicom, on behalf of Vodafone and Optus, are seeking consent to install a new telecommunications facility, in the form of a 35m monopole with associated ancillary equipment, at 135 Golf Links Road, Frankston South. The proposal will improve upon the existing 3G and 4G network services in the area, and establish 5G services, for both carriers.

The proposal is generally consistent with Council planning requirements and has as small as possible a visual impact. Given the significant public benefit afforded by the proposal, it is requested that consent be granted to undertake the proposed development.

APPENDIX 1: CERTIFICATE OF TITLE



APPENDIX 2: PROPOSAL PLANS



APPENDIX 3: ARPANSA EME REPORT





ADVERTISED PLAN

APPENDIX 4: VICTORIAN PLANNING PROVISIONS

Compliance with Clause 19.03-4S Telecommunications	
Objective	
To facilitate the orderly development, extension and maintenance of telecommunications infrastructure.	Complies. This proposal is for the orderly development of a new telecommunications facility. The proposal will provide additional capacity for Vodafone and Optus mobile and data services to residential and commercial customers in Frankston South and the surrounding area.
Strategies	
Facilitate the upgrading and maintenance of telecommunications facilities.	Not applicable. The proposal is for a new telecommunications facility.
Ensure that modern telecommunications facilities are widely accessible to business, industry and the community.	Complies. The proposal will provide improved Vodafone and Optus 3G and 4G mobile and data services and establish 5G services in Frankston South and the surrounding area.
Ensure the communications technology needs of business, domestic, entertainment and community services are met.	Complies. The proposal will provide access to more reliable Vodafone and Optus mobile and data services to businesses, residents and emergency services organisations in Frankston South and surrounding areas.
Ensure that the use of land for a telecommunications facility is not prohibited in any zone.	Complies. In accordance with Clause 35.06-1 of the Frankston Planning Scheme, the proposal is not considered a prohibited use within the Rural Conservation Zone 3.
Encourage the continued deployment of broad telecommunications that are easily accessible by: <ul style="list-style-type: none"> Increasing and improving access for all sectors of the community to the broadband telecommunications trunk network Supporting access to transport and other public corridors for the deployment of broadband networks in order to encourage infrastructure investment and reduce investor risk 	Complies. The proposal will provide additional capacity for Vodafone and Optus mobile and data services to residential and commercial customers in Frankston South and the surrounding areas.
Ensure a balance between the provision of important telecommunications services and the need to protect the environment from adverse impacts arising from telecommunications infrastructure.	Complies. The proposal seeks to minimise environmental impacts as far as possible. The proposal has been sited within a cleared area of the subject lot and does not require significant vegetation removal to establish the proposed compound and access track. Vegetation removal will be limited to the removal of one <i>Eucalyptus grandis</i> and trimming of one <i>Acacia mearnsii</i> . As neither species is listed on the <i>Flora and Fauna Guarantee Act 1988 - Threatened List</i> (June 2021), the removal and trimming of the identified trees is not considered to have an adverse impact on the environment.
Planning should have regard to national implications of a telecommunications network and the need for consistency in infrastructure design and placement.	Complies. The proposal will provide access to more reliable Vodafone and Optus mobile and data services to businesses, residents and emergency services organisations in Frankston South and surrounding areas.

ADVERTISED PLAN



APPENDIX 5: A CODE OF PRACTICE FOR TELECOMMUNICATIONS FACILITIES IN VICTORIA

Compliance with Vic Code, Section 4	
Principle 1: A Telecommunications Facility should be sited to minimise visual impact.	
On, or in the vicinity of a heritage place, a telecommunications facility should be sited and designed with external colours, finishes and scale sympathetic to those of the heritage place. A heritage place is a heritage place listed in the schedule to the Heritage Overlay in the planning scheme.	Complies. The proposal is not located on, nor in the vicinity of a heritage place. The closest heritage property is identified as 'Westerfield', a State Heritage listed estate located approximately 270m east.
A telecommunications facility mounted on a building should be integrated with the design and appearance of the building.	Not applicable – the proposed facility will not be mounted on a building.
Equipment associated with the telecommunications facility should be screened or housed to reduce its visibility.	<p>Complies. The proposed outdoor equipment units will be located at ground level adjacent to the proposed monopole, the units have been setback approximately 30m from Golf Links Road and will be partially screened by the presence of existing roadside planting on the subject lot. While the units may be visible motorists from certain vantage points located along Golf Links Road, these units will not create a visual distraction for motorists travelling along this road.</p> <p>Additionally, the proposed facility has been sited to take advantage of the screening opportunities afforded by the surrounding vegetation as far as practical. As this is a well-established area, it is noted that the amenity impacts afforded by the vegetation will vary from one aspect to another and the headframe will protrude above the tree line. Telecommunications facilities, by their nature, must be tall enough to protrude above the surrounding environment to function. Axicom acknowledge the facility will be visible from a number of perspectives within the area – however, the visual impact of this proposal is considered appropriate in this context.</p>
The relevant officer of the responsible authority should be consulted before any street tree is pruned, lopped, destroyed or removed.	Complies. Axicom is seeking approval for the removal of removal of one Eucalyptus grandis and trimming of one Acacia mearnsii as part of this Planning Permit application.
A telecommunications facility should be located so as to minimise any interrupted to a significant view of a heritage place, a landmark, a streetscape, vista or a panorama, whether viewed from public or private land.	Complies. The proposal is not anticipated to interrupt any significant view of a heritage place, landmark, streetscape, vista or panorama. The closest heritage place is identified as 'Westerfield', a State Heritage listed estate located approximately 270m east.
Principle 2: A Telecommunications Facility should be co-located wherever practical.	
Wherever practical, telecommunications lines should be located within an existing underground conduit or duct.	Complies. The proposal includes the installation of underground power and fibre infrastructure.

ADVERTISED PLAN



Compliance with Vic Code, Section 4	
Principle 2: A Telecommunications Facility should be co-located wherever practical.	
Overhead lines and antennae should be attached to existing utility poles, towers or other radiocommunications equipment to minimise unnecessary clutter.	<p>Complies. No overhead lines are proposed as part of this development.</p> <p>In relation to the antennas, the proposed Vodafone and Optus equipment will be attached to the proposed Axicom 35 monopole.</p>
Principle 3: Health standards for exposure to radio emissions will be met.	
A telecommunications facility must be designed and installed so that the maximum human exposure levels to radio frequency emissions comply with <i>Radiation Protection Standard – Maximum Exposure Levels to Radiofrequency Fields – 3kHz to 300 GHz, ARPANSA, May 2002</i> .	Complies. The proposal has been designed, and will be installed, to satisfy the requirements of the <i>Radiation Protection Standard – Maximum Exposure Levels to Radiofrequency Fields – 3kHz to 300 GHz</i> . Refer to Appendix 3 – ARPANSA EME Report .
Principle 4: Disturbance and risk relating to siting and construction should be minimised. Construction activity and site location should comply with State environment protection policies and best practice environmental management guidelines.	
Soil erosion during construction and soil instability during operation should be minimised in accordance with any relevant policy or guideline issues by the Environment Protection Authority.	Complies. The proposal will comply with necessary erosion and sediment control measures during construction of the proposed facility.
Construction should be carried out in a safe and effective manner in accordance with relevant requirements of the <i>Occupational Health and Safety Act 1985</i> .	Complies. The proposed facility will be constructed in line with the requirements of the Act.
Obstruction or danger to pedestrians or vehicles caused by the location of the facility, construction activity or materials used in construction should be minimised.	Complies. The proposal will not interfere with pedestrian or traffic flow once it is operational.
Where practical, construction should be carried out during times that cause minimum disruption to adjoining properties and public access.	Complies. Axicom are willing to coordinate construction works with Council to minimise disruption to the local community.
Traffic control measures should be taken during construction in accordance with <i>Australian Standard AS1742.3 – 2002 Manual of uniform traffic control devices – Traffic control devices on roads</i> .	Complies. Axicom's construction contractors will consider the requirements of the Standard in the event that traffic control is required.
Open trenching should be guarded in accordance with <i>Australia Standard Section 93.080 – Road Engineering AS 1165 – 1982 – Traffic hazard warning lamps</i> .	Complies. Axicom's construction contractors will consider the requirements of the Standard where open trenching is required.

ADVERTISED PLAN



Compliance with Vic Code, Section 4	
Principle 4: Disturbance and risk relating to siting and construction should be minimised. Construction activity and site location should comply with State environment protection policies and best practice environmental management guidelines.	
Disturbance to flora and fauna should be minimised during construction and vegetation replaced to the satisfaction of the land owner or responsible authority at the conclusion of work.	Complies. The proposal is not anticipated to have an adverse impact or disturbance to flora or fauna.
Street furniture, paving or other existing facilities removed or damaged during construction should be reinstated (at the telecommunication carrier's expense) to at least the same condition as that which existed prior to the telecommunications facility being installed.	Complies. Any removal or damage of street furniture, paving or existing infrastructure will be made good prior to the completion of the construction period.



ADVERTISED PLAN

APPENDIX 6: RURAL CONSERVATION ZONE

Compliance with Clause 35.06 Rural Conservation Zone	
Purpose	
To implement the Municipal Planning Strategy and the Planning Policy Framework.	Complies. This proposal is for the orderly development of a new telecommunications facility. The proposal will provide additional capacity for Vodafone and Optus mobile and data services to residential and commercial customers in Frankston South and the surrounding areas.
To conserve the values specified in a schedule to this zone.	Complies – see below.
To protect and enhance the natural environment and natural processes for their historic, archaeological and scientific interest, landscape, faunal habitat and cultural values.	Complies. The proposal seeks to minimise environmental impacts as far as possible. The proposal has been sited within a cleared area of the subject lot and does not require significant vegetation removal to establish the proposed compound and access track. Vegetation removal will be limited to two small trees and some minor branch trimming. It is not anticipated that the proposal will have adverse impacts on the surrounding environment.
To protect and enhance natural resources and the biodiversity of the area.	As above.
To encourage development and use of land which is consistent with sustainable land management and land capability practices, and which takes into account the conservation values and environmental sensitivity of the locality	As above.
To provide for agricultural use consistent with the conservation of environmental and landscape values of the area.	<p>Complies. This proposal is for the orderly development of a new telecommunications facility. The proposal will provide additional capacity for Vodafone and Optus mobile and data services to residential and commercial customers in Frankston South and the surrounding areas. These mobile and data services will support the development of agricultural use in the surrounding area.</p> <p>Additionally, as the proposal has been sited within a cleared area of the subject lot and does not require significant vegetation removal it is not anticipated to adversely impact the conservation of environmental and landscape values of the area.</p>
To conserve and enhance the cultural significance and character of open rural and scenic non-urban landscapes.	Complies. The proposal is not anticipated to adversely impact the cultural significance and character of open rural and scenic non-urban landscapes. Additionally, the presence of existing mature vegetation and roadside plantings surrounding the proposed facility affords significant screening opportunities as far as practical, though it is noted that the top of the monopole and headframe will protrude above the tree line and will be visible from vantage points in the locality. Telecommunications facilities, by their nature, must be tall enough to protrude above the surrounding environment to function. Axicom acknowledge the facility will be visible from a number of perspectives within the area – however, the visual impact of this proposal is considered appropriate in this context.

ADVERTISED PLAN



Compliance with Schedule 3 to Clause 35.06 Rural Conservation Zone	
Conservation Values	
To maintain a predominantly rural break between Frankston and Langwarrin while accommodating some low intensity, fringe urban uses.	Complies. Given the small scale of the proposal, it is not anticipated to adversely impact the land use intensity to any significant extent that a rural break between Frankston and Langwarrin is not maintained.
To protect remnant vegetation and to protect water quality, particularly in the Western Port Catchment.	Complies. The proposal seeks to minimise environmental impacts as far as possible. The proposal has been sited within a cleared area of the subject lot and does not require significant vegetation removal to establish the proposed compound and access track. Vegetation removal will be limited to two small trees and some minor branch trimming. It is not anticipated that the proposal will have adverse impacts on the surrounding environment.

ADVERTISED PLAN



APPENDIX 7: METROPOLITAN GREEN WEDGE LAND: CORE PLANNING PROVISIONS

Compliance with Clause 51.02 Metropolitan Green Wedge Land: Core Planning Provisions	
Purpose	
To protect metropolitan green wedge land from uses and development that would diminish its agricultural, environmental, cultural heritage, conservation, landscape natural resource or recreation values.	Complies. This proposal is for the orderly development of a new telecommunications facility. The proposal will provide additional capacity for Vodafone and Optus mobile and data services to residential and commercial customers in Frankston South and the surrounding areas. Given the small footprint of the proposal, it is not anticipated that it will diminish the agricultural, environmental, cultural heritage, conservation, natural resource or recreation values of the RCZ3 land.
To protect productive agricultural land from incompatible uses and development.	Complies. Given the small scale of the proposed development, it is not anticipated to adversely impact any productive agricultural land.
To ensure that the scale of use is compatible with the non-urban character of metropolitan green wedge land.	Complies. Given the small scale of the proposed development, it is considered to be compatible with the non-urban character of metropolitan green wedge land.
To encourage the location of urban activities in urban areas.	Not applicable.
To provide transitional arrangements for permit applications made to the responsible authority before 19 May 2004.	Not applicable.
To provide deeming provisions for metropolitan green wedge land.	Not applicable.



ADVERTISED PLAN

APPENDIX 8: TELECOMMUNICATIONS FACILITY

Compliance with Clause 52.19 Telecommunications Facility	
Purpose	
To ensure that telecommunications infrastructure and services are provided in an efficient and cost effective manner to meet community needs.	Complies. This proposal is for the orderly development of a new telecommunications facility. The proposal will provide additional capacity for Vodafone and Optus mobile and data services to residential and commercial customers in Frankston South and the surrounding areas.
To facilitate an effective statewide telecommunications network in a manner consistent with orderly and proper planning.	As above.
To encourage the provision of telecommunications facilities with minimal impact on the amenity of the area.	Complies as far as practical. Telecommunications facilities, by their nature, must be tall enough to protrude above the surrounding environment to function. Axicom acknowledge the facility will be visible from a number of perspectives within the area – however, the visual impact of this proposal is considered appropriate in this context, noting this is a well-established area and there were limited candidate options. Notwithstanding, certain measures have been taken to ensure that visual impact is mitigated as much as practicable. Refer to Appendix 9 for further information.

ADVERTISED PLAN



APPENDIX 9: SIGNIFICANT LANDSCAPE OVERLAY AND SCHEDULE 1

Compliance with Clause 42.03 Significant Landscape Overlay	
Purpose	
To implement the Municipal Planning Strategy and the Planning Policy Framework.	Complies. This proposal is for the orderly development of a new telecommunications facility. The proposal will provide additional capacity for Vodafone and Optus mobile and data services to residents and businesses in Frankston South and the surrounding areas.
To identify significant landscapes.	Not applicable. The proposal is for a new telecommunications facility.
To conserve and enhance the character of significant landscapes.	<p>Complies as far as practical. From a technical perspective, telecommunications facilities must be tall enough to protrude above the surrounding environment in order to function. Axicom acknowledge the facility will be visible from a number of perspectives within the area, however we consider that visual impact is appropriate in context.</p> <p>The proposed facility is intended to service parts of Langwarrin and Frankston which are well established, and much of the land in these areas has already been developed for residential purposes. Axicom has sought to minimise visual impact by locating the facility on non-residential land. Note there are limited options on non-residential land in this area.</p> <p>All of the potential candidates identified in Section 3.2 of the Town Planning Report are on non-residential land between Golf Links Road and the Peninsula Link. All land in this area is subject to the Significant Landscape Overlay. Accordingly, regardless of which location was chosen, it would not have been possible to completely avoid impacts on areas that Council considers to be significant landscapes.</p> <p>Whilst Axicom sought to locate the proposed facility away from residential areas, the respective landowners, which included Council, were either unresponsive or unsupportive of the proposal. Of the six potential candidates, a site at 135 Golf Links Road is best positioned to satisfy Vodafone and Optus' coverage objectives for residents in Langwarrin. This location represents a considerably superior option to siting the facility in residential areas south and west of Golf Links Road.</p> <p>Notwithstanding, certain measures have been taken to ensure that visual impact is mitigated as much as practicable, these include:</p> <ul style="list-style-type: none"> ■ Use of a monopole is proposed. Monopoles are considered to be a sympathetic inclusion to the environment when compared to other structure types, such as lattice towers, because of their slimmer profile. ■ To minimize visual bulk, Vodafone and Optus antennas will be mounted on a single headframe, reducing visual impact compared with separate headframes at different heights.

ADVERTISED PLAN



Compliance with Clause 42.03 Significant Landscape Overlay	
Purpose	
To conserve and enhance the character of significant landscapes.	<ul style="list-style-type: none"> The facility has been sited to take advantage of the screening opportunities afforded by the mature vegetation surrounding the proposed compound area. As this is a well-established area and in the interest of avoiding the residential development directly to the north, east and south, as well as the State Heritage Listed 'Westerfield' estate located 270m to the east, the proposed location is considered appropriate. The screening afforded by the vegetation will minimise amenity impacts from surrounding perspectives as far as practical. The facility will be finished in a pale grey, which is considered to be the most sympathetic finish with regards to blending into the natural landscape in all weathers. It will also match other existing vertical elements in the area, such as light poles and power poles. However, Axicom will considered an alternate colour scheme if requested by Council.
Compliance with Schedule 1 to Clause 42.03 Significant Landscape Overlay	
Character Objectives	
To conserve and enhance the area's trees and native vegetation for its intrinsic, habitat and landscape values.	Complies. The proposal seeks to minimise environmental impacts as far as possible. The proposal has been sited within a cleared area of the subject lot and does not require significant vegetation removal to establish the proposed compound and access track. Vegetation removal will be limited to the removal of one Eucalyptus grandis and trimming of one Acacia mearnsii. As neither species is listed on the Flora and Fauna Guarantee Act 1988 - Threatened List (June 2021), the removal and trimming of the identified trees is not considered to have an adverse impact on the environment.
To protect national, state, regional and locally significant vegetation and biodiversity within the municipality.	As above.
To protect and enhance bio links across the landscape and ensure that vegetation is suitable for maintaining the health of species, communities and ecological processes, including the prevention of the incremental loss of vegetation.	As above.
To ensure that development and management of land demonstrates the 'avoidance hierarchy': <ul style="list-style-type: none"> – To avoid adverse impacts, particularly through vegetation clearance. – If impacts cannot be avoided, to minimise impacts through appropriate consideration and expert input to project design or management. – Identify appropriate mitigation options. Only after avoidance and minimisation actions are thoroughly investigated should mitigation be considered.	As above.

ADVERTISED PLAN**Environmental EME Report**

Location	135 Golf Links Road, FRANKSTON SOUTH VIC 3199		
Date	28/01/2022	RFNSA No.	3199056

How does this report work?

This report provides a summary of levels of radiofrequency (RF) electromagnetic energy (EME) around the wireless base station at 135 Golf Links Road, FRANKSTON SOUTH VIC 3199. These levels have been calculated by Nokia using methodology developed by the Australian Radiation Protection and Nuclear Safety Agency (ARPANSA).

A document describing how to interpret this report is available at ARPANSA's website:

[A Guide to the Environmental Report.](#)

A snapshot of calculated EME levels at this site

There are currently no existing radio systems for this site.

The maximum EME level calculated for the **proposed** changes at this site is

2.41%

out of 100% of the public exposure limit, 179 m from the location.

**EME levels with the proposed changes**

Distance from the site	Percentage of the public exposure limit
0-50 m	0.85%
50-100 m	2.00%
100-200 m	2.41%
200-300 m	2.37%
300-400 m	1.53%
400-500 m	0.88%

For additional information please refer to the EME ARPANSA Report annexure for this site which can be found at <http://www.rfnsa.com.au/3199056>.

Radio systems at the site

This base station currently has equipment for transmitting the services listed under the existing configuration.

The proposal would modify the base station to include all the services listed under the proposed configuration.

Carrier	Existing		Proposed	
	Systems	Configuration	Systems	Configuration
Vodafone			3G, 5G	NR/LTE700 (proposed), NR/LTE850 (proposed), NB-IOT900 (proposed), WCDMA900 (proposed), NR/LTE1800 (proposed), NR/LTE2100 (proposed), NR3500 (proposed)
Optus			3G, 4G, 5G	LTE700 (proposed), LTE900 (proposed), WCDMA900 (proposed), LTE1800 (proposed), NR3500 (proposed), NR2300 (proposed), LTE2100 (proposed), LTE2300 (proposed), LTE2600 (proposed)

ADVERTISED PLAN**An in-depth look at calculated EME levels at this site**

This table provides calculations of RF EME at different distances from the base station for emissions from existing equipment alone and for emissions from existing equipment and proposed equipment combined. All EME levels are relative to 1.5 m above ground and all distances from the site are in 360° circular bands.

Distance from the site	Existing configuration			Proposed configuration		
	Electric field (V/m)	Power density (mW/m ²)	Percentage of the public exposure limit	Electric field (V/m)	Power density (mW/m ²)	Percentage of the public exposure limit
0-50m				5.18	71.23	0.85%
50-100m				8.35	184.92	2.00%
100-200m				8.44	189.17	2.41%
200-300m				7.97	168.31	2.37%
300-400m				6.41	109.15	1.53%
400-500m				4.80	61.02	0.88%

Calculated EME levels at other areas of interest

This table contains calculations of the maximum EME levels at selected areas of interest, identified through consultation requirements of the [Communications Alliance Ltd Deployment Code C564:2020](#) or other means. Calculations are performed over the indicated height range and include all existing and any proposed radio systems for this site.

Maximum cumulative EME level for the proposed configuration

Location	Height range	Electric field (V/m)	Power density (mW/m ²)	Percentage of the public exposure limit
No locations identified				



APPENDIX 10: ARBORICULTURAL IMPACT ASSESSMENT

ADVERTISED PLAN

ADVERTISED PLAN

ARBORICULTURAL IMPACT ASSESSMENT

PROPOSED AXICOM TELECOMMUNICATIONS FACILITY
135 GOLF LINKS ROAD, FRANKSTON SOUTH

PREPARED BY:

CONSULTANT ARBORIST
GRAD CERT (ARB), MENV, BENVSCI

7 APRIL 2022



Treespace Solutions Pty Ltd

Email [REDACTED]

www.treespacesolutions.com.au

ADVERTISED PLAN

CONTENTS

1.0	Introduction.....	2
2.0	Discussion	2
3.0	Lease Plan & Tree Impact Assessment	3
4.0	Tree Impact Assessment.....	4
5.0	Recommendations	4
6.0	Aerial Photograph	5
7.0	Photographs	6
8.0	Tree Assessment Data	7
9.0	Descriptors	8
10.0	Tree Protection Fencing.....	10
11.0	Assessment Methodology	11

ADVERTISED PLAN

1.0 INTRODUCTION

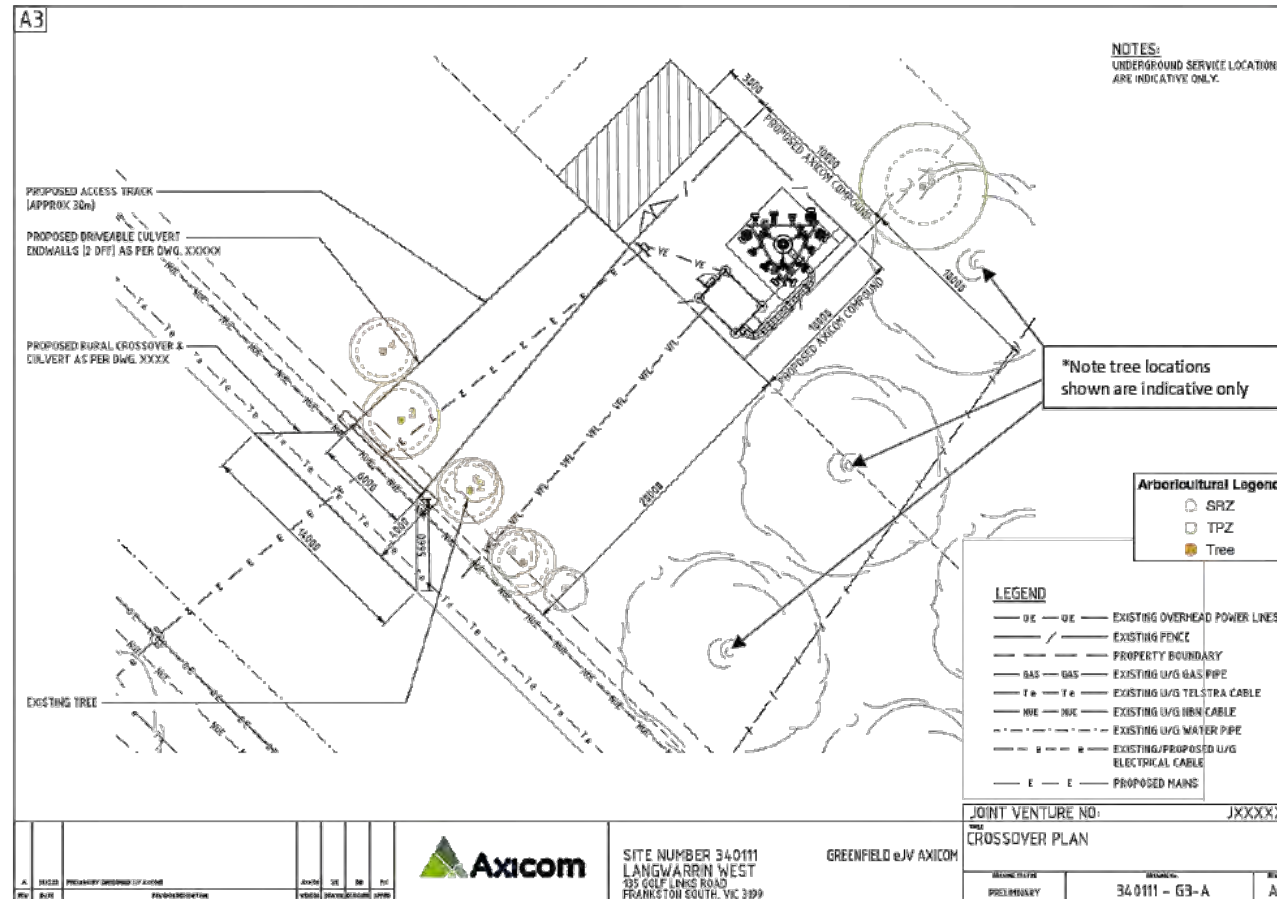
- 1.1.1 Treespace Solutions Pty Ltd has been engaged by Axicom to provide an Arboricultural Impact Assessment for the proposed telecommunications facility and compound at 135 Golf Links Road, Frankston South.
- 1.1.2 Scope of work:
- Provide an assessment of the existing trees within and adjacent to the site and proposed facility location including an identification of the species, estimated age, health, structure, form, ULE and retention value.
 - Assessment of associated impact of the proposal in accordance with *AS4970-2009 Protection of trees on development sites* with consideration to minimising the loss of vegetation and/or construction impacts.
- 1.1.3 A total of five individual trees were assessed on 16 March 2022 from within the subject site and using a Richter 10m Fibreglass Diameter Tape.

2.0 DISCUSSION

- 2.1.1 The proposed site for the telecommunications facility and compound is located within the south-east corner of the subject site.
- 2.1.2 The property is a large, wedge-shaped parcel which predominantly consists of open lawn areas, while a community church and asphalt parking is located near the centre of the site.
- 2.1.3 The site is irregularly treed, with most of the canopy cover in rows along the northern and eastern boundaries and a cluster of trees located to the south of the church.
- 2.1.4 Surrounding land use is mainly residential, however to the east of the site is a large property consisting of paddocks and bushy vegetation.
- 2.1.5 The subject trees comprise of four semi-mature *Eucalyptus grandis* (Flooded Gum) in good condition along the Golf Links Road frontage, and one *Acacia mearnsii* (Black Wattle) along the eastern boundary of the site adjacent to the proposed compound.
- 2.1.6 The *A. mearnsii* is in poor condition due to borer damage within lower trunk and has a short Useful Life Expectancy. The root zone of the tree is well setback from the proposed works, however the tree has an extended lower branch which protrudes ~6m from the trunk and over the proposed compound footprint.
- 2.1.7 Refer to Section 8.0 Tree Assessment Data for further details.

ADVERTISED PLAN

3.0 LEASE PLAN & TREE IMPACT ASSESSMENT



ARBORICULTURAL IMPACT ASSESSMENT

135 GOLF LINKS ROAD, FRANKSTON SOUTH

ADVERTISED PLAN

4.0 TREE IMPACT ASSESSMENT

4.1.1 The assessment has been prepared with the following drawings:

- 340111-G3-A Preliminary (Greenfield EJV Axicom) Revision A prepared by Axicom 1 February 2022.

4.1.2 The current proposal involves the installation of a 35m monopole installed within a compound. Mains power and a fibre cable are proposed for installation between the facility and Golf Links Road, while a crossover and access track will provided access from the south of the site.

4.1.3 Tree removals – Tree 3

4.1.4 Tree 3 is located within the footprint of the proposed access track. The tree is the largest of the roadside planting group, however a redesign of the track alignment is not recommended as other tree/s will likely be impacted, and these will have a similar landscape value as Tree 3 in the short term regardless.

4.1.5 No TPZ encroachment – Trees 1, 2, 4 & 5

4.1.6 The remaining trees are within close proximity to proposed works (access track- Trees 2 & 4, fibre cable- Tree 1 and compound- Tree 5), however they are sufficiently setback to avoid TPZ encroachment.

4.1.7 The trees will require Tree Protection Fencing to ensure adverse indirect impacts are avoided.

4.1.8 Tree 5 will require canopy pruning to provide adequate clearance from the compound footprint.

4.1.9 All other trees within the vicinity of the compound are adequately setback and will not incur canopy or root zone impacts.

5.0 RECOMMENDATIONS

5.1.1 Tree 3 is shown on all Site Plans as 'To be Removed'.

5.1.2 Tree 5 is subject to canopy pruning prior to commencement of construction. Pruning should be undertaken by a suitably qualified arborist (minimum AQF Level 3) and in accordance with AS4373-2007 Pruning of amenity trees. Pruning should be limited to the minimum amount necessary to obtain adequate clearance from the proposed compound footprint.

5.1.3 Tree Protection Fencing is erected around the TPZ of Trees 1, 2, 4 & 5 prior to commencement of construction. See Section 10 for further detail on Tree Protection Fencing.

ADVERTISED PLAN

6.0 AERIAL PHOTOGRAPH



Figure 2: Nearmap image 11 September 2020

ADVERTISED PLAN

7.0 PHOTOGRAPHS



ADVERTISED PLAN

8.0 TREE ASSESSMENT DATA

Tree	Taxon	Common Name	Origin	DBH (cm)	TPZ (m)	DAB (cm)	SRZ (m)	Height x Width (m)	Age	ULE (years)	Health	Structure	Arboricultural value
1	<i>Eucalyptus grandis</i>	Flooded Gum	Australian Native	11	2	15	1.5	6x4	Semi-mature	20+ years	Good	Good	Low
2	<i>Eucalyptus grandis</i>	Flooded Gum	Australian Native	14	2	16	1.6	7x5	Semi-mature	20+ years	Fair-good	Good	Low
3	<i>Eucalyptus grandis</i>	Flooded Gum	Australian Native	20	2.4	25	1.9	8x6	Semi-mature	20+ years	Good	Good	Medium
4	<i>Eucalyptus grandis</i>	Flooded Gum	Australian Native	12	2	17	1.6	7x3	Semi-mature	20+ years	Fair-good	Good	Low
5	<i>Acacia mearnsii</i>	Black Wattle	Indigenous	32	3.9	38	2.3	9x7	Over-mature	1-5 years	Fair	Poor	Low

ADVERTISED PLAN

9.0 DESCRIPTORS

Tree Protection Zone (TPZ)	The principal means of protecting trees on development sites. The TPZ is a combination of the root area and crown area requiring protection. It is an area isolated from construction disturbance, so that the tree remains viable.
Structural Root Zone (SRZ)	The area required for tree stability. The SRZ is typically calculated when a major encroachment into a TPZ is proposed.
Taxon:	Botanical name of tree.
Common Name:	Accepted common name of taxon
Sources for Taxon and Common Names:	
Flora of Victoria online (https://vicflora.rbg.vic.gov.au/)	
Horticultural Flora of South-Eastern Australia (Vols. 1-5)	
Origin:	
Indigenous	Naturally occurring taxon within locale. Considered Native under planning scheme provisions
Victoria	Naturally occurring taxon within Victoria. Considered Native under planning scheme provisions
Australian	Australian native. Occurs naturally within Australia, but outside Victoria.
Exotic.	Introduced taxon to Australia.
DBH:	Diameter at breast height (1.4m), in centimetres.
DAB:	Diameter of trunk immediately above root buttress, in centimetres.
Height:	Height of tree, in metres.
Width:	Estimated width of tree, in metres.
TPZ:	Tree Protection Zone calculated in accordance with AS4970-2009 Protection of Trees on Development Sites.
SRZ:	Structural Root Zone calculated in accordance with AS4970-2009 Protection of Trees on Development Sites.
Form	Shape of tree crown
Age	
Juvenile:	Young, recently planted tree.
Semi-mature:	Tree is developing and established.
Mature:	Specimen has reached expected size in current situation, limited extension growth.
Over-mature:	Specimen entering stage of decline, declining health.
Senescent	Tree is in advancing decline.
Health	
Good:	Optimal vigour for this taxon. Crown full with good density, foliage entire, with good colour, minimal or no pathogen damage. Good growth indicators, e.g. extension growth. No or minimal canopy dieback. Good wound-wood and callus formation.
Fair:	Tree is exhibiting one or more of the following: Tree has <30% deadwood. Or can have minor canopy dieback. Foliage generally with good colour, some

ADVERTISED PLAN

discolouration **may** be present, minor pathogen damage present. Typical growth indicators, e.g. extension growth, leaf size, canopy density for species in location may be slightly abnormal.

Poor: Tree has >30% deadwood. Canopy dieback present. Discoloured or distorted leaves and/or excessive epicormic re-growth. Pathogen is present and/or stress symptoms that could lead to or are contributing to the decline of tree.

Dead: Tree is dead.

Structure

Good: Optimal structure for this taxon. Sound branch attachment and/or no minor structural defects. Trunk and scaffold branches sound or only minor damage. Good trunk and scaffold branch taper. No branch over extension. No damage to structural roots, good buttressing present. No obvious root pests or diseases.

Fair: Some minor structural defects and/or minimal damage to trunk. Bark missing. Cavities could be present. Minimal or no damage to structural roots. Typical structure for species.

Poor: Major structural defects and/or trunk damaged and/or missing bark. Large cavities and/or girdling or damaged roots that are problematic.

Useful Life Expectancy (ULE)

The length of time a tree can be maintained as a useful amenity specimen. Contingent on a number of factors including expected life-span of the taxon, health and structure, pest, and diseases, weed status.

Arboricultural Value

None Tree with severe health and/or structural defects that cannot be rectified through reasonably practicable Arboricultural works; Tree may be inter dependent with surrounding trees and will be unable to be retained once adjacent shelter trees are removed; The tree is classed as a noxious or environmental weed species and is detrimental to the environment.

Low A tree that offers little in terms of contributing to the of the future landscape for reasons of poor health, structural condition, and/or species suitability, including propensity to weediness; A tree that is not significant due to its size and/or age and can be easily replaced; Tree with a ULE of under 10 years; Trees classed as having a low retention value may be able to be retained in the mid to short term if they do not require a disproportionate expenditure of resources (i.e. design modification).

Moderate A tree with some attributes that may benefit the site in relation to botanical, horticultural, historical, or local significance but may be limited to some degree by their current health condition or future growth in relation to existing or future site conditions and/or immediate/future maintenance requirements. The tree is likely to tolerate changes in its environment and will respond to arboricultural treatments. Trees classed as having a moderate retention **value should** be considered for retention if reasonably practicable. Arboricultural works may be required but should remain within reasonable limits. Tree may have a ULE of over 10 years if managed appropriately.

High A tree in good overall condition that has the potential to positively contribute to the landscape in the long-term if appropriately managed. Species is suited to its existing site conditions and can tolerate certain changes in its environment. Ideally, trees with a high retention value should be retained and incorporated into any development plans. The tree is worthy of retention wherever possible.

ADVERTISED PLAN

10.0 TREE PROTECTION FENCING

- 10.1.1 Tree Protection Fencing must consist of chainmesh temporary fencing or similar, be a minimum of 1.8m tall and be erected before any machinery or materials are brought onto or off the site and before the commencement of all demolition works. The enclosed TPZ areas within the site boundaries are to be mulched with composted mulch at a depth of 100mm.
- 10.1.2 Any change to the tree protection fencing must be approved and sited by the project arborist.
- 10.1.3 Signage must be placed around the outer edge of perimeter the fencing identifying the area as a TPZ. The signage must be visible from within the development, with the lettering complying with AS 1319.
- 10.1.4 Other than the approved works, those activities generally excluded from the TPZ, both fenced, and unfenced section, include:
- Storage of materials and/or chemicals
 - Parking of vehicles and machinery (except for section of retained driveway)
 - Excavation, cultivation, or compaction of existing soil levels, trenching or soil level changes
 - Wash down and cleaning of equipment
 - Refuelling
 - Dumping of waste/chemicals
 - Burning of materials
 - Placement of fill
 - Physical Damage to trees

ADVERTISED PLAN

11.0 ASSESSMENT METHODOLOGY

- 11.1.1 On 16 March 2022, Jason Clifford carried out a site inspection at the above-mentioned site. The trees were inspected from the ground only and no diagnostic tests have been carried out. Observations were recorded, and photographs were taken during the inspection.
- 11.1.2 The inspection was carried out in accordance with steps one and two of the internationally recognised Visual Tree Assessment (VTA). This method for assessing trees was developed by Matlack and Breloer (1994) and is included in standard arboricultural texts by Harris, Clarke, and Matheny (2004) and Lonsdale (1999).
- 11.1.3 No evasive or diagnostic tests were carried out. If step three of the VTA process is deemed necessary, it will be recommended in this report.
- 11.1.4 DBH and DAB measurements were recorded using a Richter 10m Fibreglass Diameter Tape.
- 11.1.5 Diameter at Breast Height (DBH) is measured at 1.4m as per the Australian Standard 4970 - 2009 Protection of trees on development sites assessment guidelines.
- 11.1.6 Tree Protection Zones (TPZ) have been calculated at DBH x 12 as per the Australian Standard 4970 - 2009 Protection of trees on development sites.
- 11.1.7 Tree health and structure were assessed based on descriptors from the aforementioned arboricultural texts.
- 11.1.8 Trees are assessed based on size, location, health, structure, significance, management requirements and local by-laws.
- 11.1.9 Based on the above-mentioned descriptors, trees are categorised having an arboricultural value of none, low, moderate, or high.
- 11.1.10 All photographs were taken with a Samsung A22 mobile phone by the report's author.



T +61 2 9481 8000 A Level 1, 172 Pacific Highway
F +61 2 9495 8100 Sydney NSW 2000
E community@axicom.com.au

PO Box 656
Sydney NSW 1585

8 February 2023

Axicom Ref: 340111 Langwarrin West

Frankston City Council
PO Box 490
Frankston VIC 3199

Dear Sir/Madam,

Application ID 44/2022/P – Proposed Telecommunications Facility, 135 Golf Links Road, Frankstown South VIC 3199 – Investigation of Alternative Site Location

We are writing in respect of Planning Permit Application 44/2022/P, the proposed telecommunications facility at 135 Golf Links Road, Frankstown South. Axicom seeks to provide Council with further information on the project and advise next steps.

Engagement with Objector

Council has considered the application twice, in meetings on 21 November 2022 and 30 January 2023. At the 21 November meeting, an objector made representations about potential visual impact from their property. The objector believed insufficient consultation had been undertaken and sought for the facility to be relocated to the northwest corner of the lot, close to the Robinsons Road / Golf Links Road roundabout. As a result, Council resolved to defer consideration of the Planning Permit to a future council meeting to enable further engagement between the Axicom and the objector.

Axicom subsequently engaged with the objector on several occasions between November 2022 and January 2023.

At the 30 January meeting, the same objector made further representations about a perceived lack of consultation on alternate sites. Council again deferred consideration of the Planning Permit to confirm what engagement had taken place.

At the conclusion of the meeting, Axicom's representative was approached by Councillor [REDACTED] and Councillor [REDACTED] to confirm whether consultation had been undertaken. To satisfy the Councillors that engagement with the objector had occurred, it was agreed that Axicom would provide a Consultation Summary detailing the consultation activities undertaken. Refer Attachment 1.

Axicom acknowledge that the objector is dissatisfied with the location of the proposed facility, however it is our view that the objector cannot be satisfied unless the facility is either relocated or discontinued. Axicom further advise that we are unable to relocate the facility for several reasons as outlined below. Accordingly, we do not consider that further engagement with the objector will achieve a satisfactory compromise:

- **Landowner Unsupportive of Location**

As advised in the Submitters Information Session (SIS) held on 27 September 2022, and in our response to Council dated 22 December 2022, the alternate location has been previously considered but was not supported by the landowner, as it did not meet their future objectives for the property.



T +61 2 9491 8000
F +61 2 9495 8100
community@axicom.com.au

A Unit 1, 172 Pacific Highway
Sydney NSW 2005

PO Box 886
Sydney NSW 1585

■ **Proximity to residential properties**

The location near the roundabout is in proximity to a greater number of residential properties, being within 100m of 17 residences as opposed to 6 residences for the current facility location.

■ **Visual Amenity**

Axicom considers that the alternate location would have a greater cumulative community impact, were the facility to be relocated to satisfy the objector. The alternate site is in close proximity to numerous residential dwellings and would generally be less screened by vegetation, because trees in this area are generally lower in height and have a lesser volume than those to the southeast. The facility would also be much more visually prominent for traffic on Golf Links Road.

Axicom considers the alternate location, in the northwest corner of the lot, to be an inferior planning outcome compared with the current site. While the objector's concerns are acknowledged, Axicom are of the view that relocating the facility would have a more significant amenity impact for more local residents.

Assessment of Proposal in Accordance with Relevant Planning Considerations

Axicom respectfully requests that Council decide the application on relevant planning grounds, in accordance with the information provided as part of the permit application and recommendations made by the Council planning officer.

During the 30 January meeting, the councillors made several comments which appeared to favour the objector, criticise the location and the consultation undertaken, and raise unfounded concerns about EME and health. We are concerned that the councillors are not making a decision on relevant planning grounds, and are prejudging a decision without considering the merit of the proposal.

Directing Council's attention to the following VCAT case, *Marshall & Ors v Ararat Rural CC [2013]*, VCAT 90 (22 January 2013), in which Deputy President [REDACTED] ruled on several grounds of objection, that are not planning grounds, to be relied upon at hearings involving telecommunications facilities, including:

- Potential health risks from EME
- Lack of consultation with the community
- Alternative locations for the towers

As outlined in Section 3 of the Planning Permit Report, Axicom, in partnership with Vodafone and Optus, undertook a robust investigation process when selecting a suitable location for the proposed facility. We also note that a comprehensive justification for the facility was provided in the development application.

Axicom considers that the proposed site is the best available location in this area for a new telecommunications facility, in an area where there is established need for improved communications services. Additionally, the visual impact of the facility has been minimised as far as practicable.

The site is consistent with local planning requirements, as noted by the Council Officer's report:

"The proposal will not unreasonably impact adjacent land, subject to recommended conditions, as it has been appropriately located with regards to balancing the need for an improved telecommunications service with the impact of the facility on the landscape."

And...

"It is considered that the proposal strikes an appropriate balance between the provision of expected community infrastructure and the need to minimise visual intrusion and impact on landscape values."



T +61 2 9491 5000
F +61 2 9495 9100
community@axicom.com.au

A Level 1, 172 Pacific Highway
Sydney NSW 2005

PO Box 990
Sydney NSW 1581

Several objectors have raised concerns about impacts on the 'Westerfield' heritage property. Axicom disagrees with the objectors' assertions that the entirety of the property to the east is of heritage significance, or that impacts to the heritage estate will be adverse. Again, we note that Council's officer has arrived at a similar conclusion:

"There will be some views of the facility from the main building of the Westerfield Estate through vegetation. The building is approximately 280 metres from the facility. The facility would not interrupt any significant view of the heritage place. The facility and the heritage place would not be seen together. A portion of the estate is covered by the Heritage Overlay Schedule 5 (HO5) and is also listed on the Victorian Heritage Register (VHR). The land covered by the HO5 and VHR is the same. There is no heritage overlay affecting 135 Golf Links Road. In accordance with the National Trust principle, the provisions of Clause 43.01 Heritage Overlay are not relevant. Furthermore, Clause 43.01 does not seek to protect development or use beyond the heritage place. The extent of the HO5 is the area that the Planning Scheme is seeking to protect. The limited extent of the HO5 is an indication that the heritage significance does not extend beyond the house and its immediate surrounds to the west."

In response to the EME concerns noted by the respective objectors as well as Councillor [REDACTED] during the January meeting, we advise that the facility will operate in accordance with all regulatory requirements. As noted by Council's officer:

"In Mason v Greater Geelong CC (Red Dot) [2013] VCAT 2057 (16 December 2013) the Tribunal made findings on public health concerns relating to electromagnetic radiation. The Tribunal set out that it is not the role of VCAT to second-guess the expert authorities that regulate the area."

Decision Timing and Procedural Matters

We understand from discussions with [REDACTED] Coordinator Statutory Planning, that the deadline for the 20 February 2023 meeting has passed; but there are instances where late additions may be added to the schedule. Accordingly, we strongly urge Council to include this application in the February meeting agenda.

Axicom note that the application has been under assessment for approximately 12 months, with the original application being emailed to Council on 10 February 2022. This assessment timeframe is considerably in excess of the 60-day legislative timeframe, accounting for 'stop the clock' periods:

If Council does not decide the application at the February 2023 meeting, Axicom will consider exercising its rights as an applicant to consider the application a 'failure to determine in time' and pursue a determination through the Victorian Civil and Administrative Tribunal (VCAT).



T 612 5495 2000
F 612 5495 4100
community@axicom.com.au

A Level 1, 112 Pacific Highway
St Leonards NSW 2055

PO Box 656
St Leonards NSW 1500

Concluding Remarks

Axicom strongly encourages Council to decide this application at the February Council meeting. Having conducted a review of the proposed location, Axicom would like to reiterate our stance that the current location near the south-east corner of the site is and continues to be the most suitable location for the proposed facility regarding minimising overall amenity impacts to the surrounding community. This stance is supported by Council's own officer, who has recommended approval, and we believe that approval of this project is warranted.

Further, the new telecommunications facility is proposed in response to a genuine need for improved mobile services in the local area. It will also ensure that the existing as well as any new development in Frankston South area surrounding the proposed site location, will be well serviced by reliable, high-quality telecommunications.

The proposed facility is not at odds with the planning vision for the area. Due to a lack of existing coverage, as well as increased capacity on existing facilities in the area, this proposal is vital to ensure existing and future residents have access to improved mobile and data services.

Should you have any further questions or need additional information, please contact our office.

Yours sincerely,



TOWN PLANNER

Axicom



www.axicom.com.au

Executive Summary**12.1 Governance Matters for 20 February 2023**

Enquiries: (Brianna Alcock: Corporate and Commercial Services)

Council Plan

Level 1:

Level 2:

6. Progressive and Engaged City

6.5 Support transparent and evidenced based decision making through sharing council data and clear reporting on our measures of success to the community

Purpose

To seek endorsement from Council on the recent Governance matters including current status of resolutions.

Recommendation (Director Corporate and Commercial Services)

That Council:

1. Resolves to include the Council Resolution Status update as part of this Governance matters report going forward;
2. Receives the Council Resolution Status update, including:
 - a. Notice of Motion Cost Summary and Notice of Motion Report for 20 February 2023;
 - b. Urgent Business Status Update for 20 February 2023;
 - c. Notes there is one Notice of Motion actions reported as complete:
 - 2023/NOM1 – Kananook Railway Station Sound Wall;
 - d. Notes there are two reports delayed in its presentation to Council:
 - Proposed renaming a section of RF Miles Reserve, delayed to May 2023
 - Response to 2022/NOM11 - Exploration of the establishment of a South Eastern Councils Biodiversity Network, delayed to 3 April 2023
 - e. Notes since the Council Meeting held on 30 January 2023, 22 resolutions have been completed, as listed in the body of the report;
3.
 - a. Appoints the officers listed in the Instrument of Appointment and Authorisation under Section 147 (4) of the Planning and Environment Act 1987 and the regulations made thereunder and under Section 313 of the Local Government Act 2020;
 - b. Authorises for the Instruments of Appointment and Authorisation to be signed and Sealed;
4.
 - a. Revokes the Audit and Risk Committee Charter adopted on 10 August 2020;
 - b. Adopts the Draft Audit and Risk Committee Charter 2023 as recommended by the Audit and Risk Committee at its meeting on 2 December 2022 to take effect from 20 February 2023 including updating the website.
 - c. Authorises the charter be signed by the Audit Committee Chair, the Mayor and the CEO; and
5. Resolves that the Attachments D, E and F to remain confidential indefinitely on the grounds that they include confidential meeting information, being the records of meetings closed to the public under section 66(2)(a) (*Local Government Act 2020*, s.3(1)(h)) and that they include personal information, being information which if

12.1 Governance Matters for 20 February 2023**Executive Summary**

released would result in the unreasonable disclosure of information about any person or their personal affairs (*Local Government Act 2020, s.3(1)(f)*) respectively.

Key Points / Issues**Background**

- In accordance with the Local Government Act 2020, Council's Governance Rules, Policies and Council resolutions, the agenda for each Council Meeting is required to list certain governance and/or administrative matters in addition to other specified items.
- Keeping in mind best practice, good governance principles and transparent reporting it is deemed appropriate to consolidate governance and/or administrative type reports into one standing report to provide a single reporting mechanism for a range of statutory compliance and/or governance matters. This will ensure sharing council data and clear reporting for the community.
- The Governance matters report may include, but is not limited to, the Council resolution Status, Instruments of Appointment & Authorisation, Instruments of Delegations, Audit and Risk Committee matters, Advisory committee matters, and other governance related matters.
- Going forward the Governance matters report will be prepared as a standing report to Council at each Council Meeting to provide a single reporting platform for Governance matters.
- As this will include the Council resolution Status update provided earlier to the Council at each Council Meeting it is recommended that Council resolves to include it in the Governance matters report.

Governance Matters reported for this meeting

The matters covered under the Governance Report for this meeting are:

- Council Resolution Status Update;
- Recommendation to appoint officers listed in the attached Instruments as an Authorised officer under *Planning and Environment Act 1987*; and
- Adoption of 2023 Audit and Risk Committee Charter

Council Resolution Status Update

- At its meeting on 19 December 2016, Council resolved that:

"That the Chief Executive Officer is directed to provide regular updates to Council on the progress or status of Council's resolutions resulting from Notices of Motion raised by Councillors. In order to facilitate this, a brief progress report (detailing the status of each outstanding resolution) is required to be presented to Council at each of its Ordinary Meetings in future commencing with Ordinary Meeting 296 (scheduled for the 30 January 2017)."

- Additionally, at its meeting on 22 July 2019, Council resolved that:

"4. a) Includes in the attached monthly report (Notice of Motion Cost Summary), the number of Urgent business items per councillor"

12.1 Governance Matters for 20 February 2023**Executive Summary**

b) Includes the updates of the status of Urgent Business items in the attached monthly report (Notice of Motion Report)”

- In line with the above resolutions, following reports are attached for 20 February 2023:
 - Notice of Motion Cost Summary (**Attachment A**)
 - Notice of Motion Report (**Attachment B**)
 - Urgent Business Status Update (**Attachment C**)
- Since the last Council Meeting 2023/CM01 on 30 January 2023, the following 22 resolution actions have been reported as 'complete'. A detailed report has been provided at **Attachment D (CONFIDENTIAL)**.
 - Advanced Waste Processing - Community Engagement
 - 2022/NOM9 - Nature Strip Guidelines
 - City Futures Progress Report - Quarter 4 April - June 2022
 - Further response to 2022/NOM2 Kananook Station Precinct: Advocacy Update
 - 2022/NOM10 - Letter Under Seal
 - E-bikes trial progress report
 - Further response to 2022/NOM2 Kananook Station Precinct: Advocacy Update
 - Council Resolution Status Update for 12 December 2022
 - Outcomes of the Audit & Risk Committee Meeting - 14 October 2022
 - Adoption of Child Safety and Wellbeing Policy
 - Management of Community Requests For Use of Council Facilities
 - South East Metropolitan Advanced Waste Processing Project
 - Chief Executive Officer's Quarterly report - January to March 2022 period
 - Chief Executive Officer's Quarterly report - January to March 2022 period
 - Chief Executive Officer's Quarterly report - January to March 2022 period
 - Planning Application 446/2022/P - 383-389 Nepean Highway, Frankston - Use and develop a five to six (5-6) storey office building in a Mixed Use Zone, Design and Development Overlay (Schedule 5) and Special Building Overlay, reduction to car parking
 - Statutory Planning Progress Report - November and December 2022
 - Council Resolution Status Update for 30 January 2023
 - Appointment of Directors to the Board of Peninsula Leisure Pty Ltd
 - Appointment of Independent Member to the Audit and Risk Committee
 - Appointment of Chairperson to the Audit and Risk Committee 2023
 - Outcomes of the Audit & Risk Committee Meeting - 2 December 2022
- One Notice of Motion action has have been reported as complete:
 - 2023/NOM1 – Kananook Railway Station Sound Wall.
- Due to various factors, it is sometimes not possible for reports to be brought back before Council in accordance with the time frames resolved. The following reports have been delayed from presentation to this Council Meeting:
 - Proposed renaming a section of RF Miles Reserve

Due to timing over the Christmas period, the community engagement campaign was delayed to commence in February for a period of four weeks for the

12.1 Governance Matters for 20 February 2023**Executive Summary**

following report. A report on this matter is expected to be presented to Council at the May 2023 Council Meeting.

- Response to 2022/NOM11 - Exploration of the establishment of a South Eastern Councils Biodiversity Network

Due to ongoing discussions with South East Council Officers, a number of factors are required to be considered into the finalisation of the report. This is expected to be presented to Council at its 3 April 2023 Council Meeting.

Endorsement of Instruments of Appointment and Authorisation

- Section 147(4) of the *Planning and Environment Act 1987* (P&E Act) require that officers must be formally appointed as an 'authorised officers' to enable them to administer and enforce the provisions of the P&E Act.
- Council's lawyers have reviewed the provisions of these Acts in regards to the delegation of powers and are of the view that Council resolution is required to authorise officers under this Act.
- Instrument of Appointment and Authorisation for the officers has been drafted and is attached at **Attachment E & F (confidential)** of this report. The Instrument is based on the template provided by the Maddocks Delegations and Authorisations Service.
- It is recommended that Council appoints the officers listed in the attached Instruments of Appointment and Authorisation as Authorised Officers under *Planning and Environment Act*, and authorises the Instruments to be signed and sealed.

Adoption of 2023 Audit and Risk Committee Charter

- In accordance with Section 54 of the Local Government Act 2020 the Audit and Risk Charter was adopted by the Council on 10 August 2020.
- Under Section 9 of the Audit and Risk Charter notes that the charter be reviewed every 2 years by the Audit and Risk Committee (ARC).
- The Audit and Risk Committee at its meeting on 2 December 2022 provided feedback on Clause 4.2 which has been amended as follows:

Original

Item 4.2 All Committee members are expected to attend each meeting in person, although in special circumstances members can attend through electronic means;

to

Proposed

Item 4.2 All Committee members are expected to attend each meeting in person, although arrangements to attend by Zoom or by Teams will be accommodated for all attendees;

- The Governance Department has provided further feedback and suggested to add the year to the title and also a Governance information table in line with the recommendation made by the Local Government Inspectorate (LGI) in their recent review of the Council Policies across Victoria.
- After adoption by the Council, it is recommended that the Charter be signed off by the Committee Chair, the Mayor and the CEO as recommended by LGI in their report on review of the Council Policies.

12.1 Governance Matters for 20 February 2023**Executive Summary**

- It is recommended that Council adopt the revised Audit and Risk Committee Charter provided at **Attachment G** of this Report.

Financial Impact

There are no financial implications associated with this report.

Consultation**1. External Stakeholders**

Not applicable

2. Other Stakeholders

The authorisations of the officers listed for consideration have been discussed with the relevant Manager.

The draft Audit and Risk Committee Charter was considered by the ARC at its meeting held on 2 December 2022. The Committee has recommended its adoption to Council.

Analysis (Environmental / Economic / Social Implications)

There are no environmental or social implications associated with this report.

Legal / Policy / Council Plan ImpactCharter of Human Rights and Responsibilities

The Charter of Human Rights and Responsibilities has been considered in the preparation of this report but is not relevant to the content of the report.

Legal

Officers are required to be appointed as authorised officers under Section 147(4) the *Planning and Environment Act 1987* to enable the officer to legally enforce and administer the Acts.

Policy Impacts

There is no impact on Council policies.

Officer's Declaration of Interests

Council officers involved in the preparation of this report have no Conflict of Interest in this matter.

Risk Mitigation

Failure to provide authorisations would result in officers not being able to enforce or administer the law. There are a range of checks and balances undertaken to ensure these powers are exercised appropriately. When no longer required these powers are revoked to ensure good governance practices are being maintained and the risks associated with inappropriate use are reduced.

The smooth functioning of the Audit and Risk Committee contributes to the overall management of Council's governance and management risks.

Conclusion

The purpose of this report is to brief, update and seek Council's endorsement on various governance issues listed above.

It is recommended that Council endorses the governance matters raised in this report.

12.1 Governance Matters for 20 February 2023

Executive Summary

ATTACHMENTS

- Attachment A: [↓](#) Notice of Motions - Cost Summary for 20 February 2023
- Attachment B: [↓](#) Notice of Motions - Status update for 20 February 2023
- Attachment C: [↓](#) Urgent Business - Status Update for 20 February 2023
- Attachment D: Completed Actions Report - **CONFIDENTIAL**
- Attachment E: S11A - Draft Instrument of Appointment and Authorisation - Statutory Planner (a) - **CONFIDENTIAL**
- Attachment F: S11A - Draft Instrument of Appointment and Authorisation - Statutory Planner (b) - **CONFIDENTIAL**
- Attachment G: [↓](#) Draft Audit and Risk Committee Charter - February 2023

Notice of Motion Report - 2023 - CM2 - for the 20 February Council Meeting (A4840208).XLSX

Notice of Motions Estimated Costs By Councillor 2020 - 2024 Term

Councillor	Number	Primary Cost	Ongoing Cost	Outcome Cost	Urgent Business
Cr David Asker	0	\$0	\$0	\$0	1
Cr Sue Baker	2	\$0	\$0	\$0	3
Cr Kris Bolam	7	\$6,000	\$0	\$0	1
Cr Nathan Conroy	0	\$0	\$0	\$0	0
Cr Claire Harvey	5	\$7,155	\$0	\$0	2
Cr Brad Hill	4	\$0	\$0	\$0	1
Cr Liam Hughes	2	\$0	\$0	\$0	1
Cr Steven Hughes	3	\$0	\$0	\$0	0
Cr Suzetter Tayler	1	\$0	\$0	\$0	1
TOTAL	24	\$ 13,155	\$ -	\$ -	10

NOTE: There may be occasions when the Ongoing Cost is ALSO reported under Outcome costs: this is on the occasions when the ongoing cost has a KNOWN FINITE total. This is to note for budgeting purposes (for eg: \$121,000 total over 11 years = \$11,000 budgeted per year).

Notes/comments are provided in the report when this occurs

Item 12.1 Attachment B: Notice of Motions - Status update for 20 February 2023

Notice of Motion Report - 2023 - CM2 - for the 20 February Council Meeting (A4B40208).XLSX

Meeting Date	Item No.	NOM Title and Councillor	Council Resolution	Responsibility	Comments	Cost Summary
20-Sep-21	14.1	2021/NOM8 - Humanitarian Support for Fiji Cr Bolam	Council Decision; Moved: Councillor Bolam Seconded: Councillor Baker That Council: 1. Notes the letter from the Victorian Multicultural Sports Association seeking a \$10,000 contribution from Council for humanitarian support in Fiji; 2. Notes that Frankston and Suva (Fiji) have provisionally agreed to form a Friendship City relationship; 3. Notes Suva (Fiji) is Frankston's geographically closest 'Sister City' / 'Friendship City', this agreement is to be formally upgraded to a 'Sister City' relationship, pending advice from Sister Cities Australia; 4. Notes the letter of appreciation from the Fijian Government's Minister for Local Government, Housing and Community Development, in appreciation for the \$5500 donation for the delivery of hospital beds to Fiji to assist with their response to the second wave of the COVID-19 pandemic; 5. Acknowledges the relationships and contribution of the Fijian community to the diversity in Frankston and notes the impact of the pandemic on our Pacific neighbours; 6. Supports the facilitation of this humanitarian initiative under the stewardship of the Mayor to work with Rotary Club of Frankston Sunrise (who have deductible gift recipient status) to receive all goods and donations with respect to the humanitarian aid relating to the Fijian community; 7. Notes the Mayor has driven a community stewardship campaign for donations. \$8,400 has been raised in the past two weeks to provide sanitary products for women and baby products for newborns, together with donations of children's clothing, sanitiser and PPE. This includes: • Colles Karingal - \$100 gift card; • Woolworths Karingal - \$100 gift card; • Woolworths Frankston - \$300 gift card; • Chisholm Frankston - \$1000 cash donation; • DC Urban - \$1000 cash donation; • St Kilda Football Club - \$1000 cash donation; • Rotary Frankston - \$1000 cash donation; • Rotary Sunrise - \$1000 cash donation; • Rotary 2.0 - \$1000 cash donation; • Private resident - \$500 cash donation; • Private resident - \$500 cash donation; • Monash University - \$500 cash donation In this time, the following businesses have also provided, in writing, commitments for discounts and/or additional stock upon purchase to assist in the relief effort: • Target Frankston – bulk discount; • Libra (Avalon Care) – bulk discount; • Australian Dairy Park, Carnum Downs – excess product/aid; • Golden Fields Nutrition, Dandenong – excess product/aid; • Kellogg's – volunteered pallets of infant breakfast cereal; • Community Support Frankston – volunteered pallets of sanitiser 8. That formal letters of thanks be sent to the aforementioned donors; 9. Supports a Council donation of \$5000 to the Rotary Club of Frankston Sunrise towards the shipping of humanitarian aid to Fiji (\$5599), and product/aid (\$401); 10. Funds the humanitarian aid from the Mayor's Event Budget that was initially allocated to fund the 'COVID Heroes' Appreciation Event, but is no longer proceeding due to restrictions on mass gatherings; 11. Writes to the Hon. Frank Bainimarama, the Prime Minister of Fiji, the Hon. Pramila Kumar, the Local Government Minister Fiji, the Fijian High Commissioner to Australia His Excellency Luke Downie and the Australian High Commissioner to Fiji, His Excellency Mr John Peake, to advise of Council's decision and note the total donation of \$14,400 (comprising \$8,400 community donations and \$5000 Frankston City Council donation) plus donated wholesale product/aid that comfortably represents an overall charitable effort surpassing \$15,000. Carried	Fiona McQueen	07 Feb 2023 In Progress. We received a further revised draft MOU back from Fiji, which is currently with the Governance Team for review and consideration.	Council donation of \$6000 to the Rotary Club of Frankston Sunrise towards the shipping of humanitarian aid to Fiji (\$5599), and product/aid (\$401).
11-Jul-22	14.1	2022/NOM8 - Outreach Support Service Cr Bolam	Council Decision Moved: Councillor Bolam Seconded: Councillor Hill That Council: 1. Acknowledges the work currently being undertaken by organisation/s to provide an outreach service to rough sleepers, whereby contact with the rough sleeper is made within 24 hours of a referral where possible and, 2. Requires a report to be provided at the September 2022 Council Meeting exploring a formalised service agreement with a suitably qualified localised outreach provider to undertake referral advocacy, throughout the municipality, to assist those without a permanent place of abode. The service guarantee is to focus on a prescribed minimum response time (i.e. twenty-four hours) upon the outreach provider being notified of new clients/rough sleepers by the Frankston City Council. Following the initial interaction with new clients/rough sleepers, the service provider is to: a) Make clients aware of local and regional support agencies insofar uplift and direct support; b) Collaborate with local and regional support services on behalf of clients and their needs; and c) Conduct ongoing wellbeing audits of clients/rough sleepers, as commissioned by the Frankston City Council. Carried Unanimously	Tammy Beauchamp	02 Feb 2023 1. Work of outreach services currently engaged acknowledged – complete. 2) Officers completed a report responding to NOM for September 2022 Council Meeting, but this report required amendments and was postponed to the October Council Meeting with advice that officers explore further social research. This report has been further postponed to 2023 to enable officers to engage a consultant to assist with the social research. A consultant's brief was developed in December, and officers are still seeking a consultant to complete the work.	
24-Oct-22	14.1	2022/NOM11 - Exploration of the establishment of a South Eastern Councils Biodiversity Network Cr Harvey	Council Decision Moved: Councillor Harvey Seconded: Councillor Baker That Council receives a report at its 12 December 2022 Council Meeting exploring the establishment of a South Eastern Councils Biodiversity Network (consisting of the cities of Hobsons Bay, Melbourne, Port Phillip, Kingston, Frankston, Mornington Peninsula Shire and Bayside). The network is to be comprised of Councillors and Council officers from the network councils in the South Eastern metropolitan region, with the purpose of: 1. information sharing 2. collaboration in relation to joint projects 3. advocacy in relation to common objectives 4. work with State and Federal Governments on environment initiatives 5. exploration of wildlife corridors across the region 6. engagement with traditional owners across the region.	Angela Hughes	06 Feb 2023 Report did not come to 12/12/22 council meeting due to delays with other councils, an update was provided in the City Futures Quarter One 22/23 report and NOM response booked for early 2023.	
30-Jan-23	14.1	2023/NOM1 - Kananook Railway Station Sound Wall Cr Bolam	Council Decision Moved: Councillor Bolam Seconded: Councillor Hill That Council formally writes to the State Member for Frankston, Mr Paul Edbrooke MP, and State Minister for Public Transport, the Hon Ben Carroll MP, expressing concern about the aesthetic state of the new sound-wall on Frankston Freeway adjoining Kananook Railway Station. The new wall, much like the previous sound-wall, is recurrently vandalised resulting in an unpleasant sense of arrival to Frankston City while impacting amenity, civic pride and municipal reputation. The letter will seek Victorian Government investment towards beautification works to the Kananook Railway Station sound-wall, which could include a public art mural and/or artificial greening. Carried Unanimously	Fiona McQueen	03 Feb 2023 Completed. Letters sent to Minister for Public Transport and Minister for Roads and Road Safety, copied to Members for Frankston and South-East Metropolitan Region, seeking investment towards beautification and increased responsiveness to graffiti and vegetation complaints. Director recommends closure of this completed item.	
30-Jan-23	14.2	2023/NOM2 - Release of Closed Council Report on Proposed Long St Kindergarten and MCH Cr Hill	Council Decision Moved: Councillor Hill Seconded: Councillor Harvey That Council: 1. Authorises the immediate public release of the division of voting for the Closed Council Item C.1 (Kindergarten Reform Update and Langwarrin Child & Family Centre), at Council Meeting 2022/CM15 on 24 October 2022 with the draft minutes of this Council Meeting; 2. Authorises the immediate public release of the officer's report for Closed Council item referred to in (1) with the draft minutes of this Council meeting, except for the first dot point/fourth paragraph under the Key Points/issues sub-heading and the attachment. These two items of information to be excluded relate to kindergarten sites other than Long Street Langwarrin; and 3. Receives a report at the February 2023 Council Meeting outlining: (a) The information released to the community to date; (b) Information to be released to the community in future and timeframes around this release, including the timeframe for the release of the excluded information referred to in item 2 (above). Carried Unanimously	Brianna Alcock / Claire Benzie	06 Feb 2023 1:24pm Alcock, Brianna 1. Complete. The division of voting for the Closed Council Item C.1 (Kindergarten Reform Update and Langwarrin Child & Family Centre) has been released with the draft minutes of this Council Meeting., 2. Complete. The officer's report (except for the first dot point/fourth paragraph under the Key Points/issues sub-heading and the attachment) for Closed Council item has been released with the draft minutes of this Council meeting., This action is requested for closure by the Director CCS. 3. Council report has been prepared for 20 February meeting.	

Item 12.1 Attachment C: Urgent Business - Status Update for 20 February 2023

Notice of Motion Report - 2023 - CM2 - for the 20 February Council Meeting (A4840208).XLSX

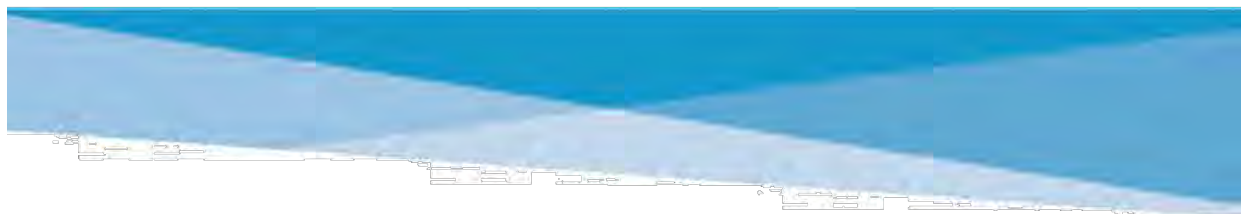
Urgent Business				
Meeting Date	Urgent Business Title and Councillor	Council Resolution	Responsibility	Comments
15-Nov-21	Response to Urgent Business - Disposal of Tree Debris arising from severe weather event Or Harvey	Moved: Councillor Harvey Seconded: Councillor Baker That Council supports further detailed costings to be obtained for providing a dedicated booked green waste kerbside collection service, available for residents after severe weather events, to be considered during the 2022-23 annual budget process. Carried Unanimously	Bruce Howden	2 Feb 2023 A service initiative and estimated costings was provided at the Councillor Planning workshop in April 2022 to consider a dedicated booked green waste kerbside collection service, available for residents after severe weather events. The initiative was voted down by the majority of Councillors and was not included in the draft 2022-23 annual budget. There was an undertaking that officers would further discuss with the current Mayor and investigate if there were any viable options to meet the intent of the Urgent Business item. Officers met with the Mayor to investigate a potential solution. Council does not own a suitable location within the municipality to stockpile, process and dispose of tree branches and stumps. There is no free options available for residents who have the means, to transport tree branches and stumps to another location. Contractors in the municipality do not have a suitable depot to provide this service due to a number of associated risks including contaminated debris, lack of resources and the option is not commercially viable. Officers contacted Mornington Peninsula Shire Council to clarify how they process green waste generated from their community. All green waste is either transferred from their transfer station or household kerbside green waste bins to the same processing facility (cleanaway Dandenong) that Frankston Council uses to be processed into compost (no mulching is carried out). Green waste collections do increase the rapidly expanding FOGO processing volume in the SE region. Council officers are currently working with the Metro Group to explore ways to avoid any future capacity limitations, requiring vehicles being redirected to alternative processing locations. A letter has been sent to MPSC to explore a collaborative solution, a response was received in December 2022. Both Councils will work together to look at options for green waste processing and disposal. There are two service initiatives being considered during the 2023/24 annual budget process that will assist in both the collection of tree debris and disposal of green waste.
24-Oct-22	Urgent Business - Disaster Support Or Bolam	Council Decision Moved: Councillor Bolam Seconded: Councillor Tayler Given the nature of the natural disaster presently in occurrence, Council is to formally provide a \$5,000 donation to the GIVIT to support those impacted upon by flood damage throughout Australia. GIVIT is the National Coordination Agency for donations for the current flood current crisis. The CEO is requested to source the aforementioned funding from the 2022/2023 Annual Budget. Rationale: As per similar funding support provided by Frankston City Council in past catastrophic natural disaster situations, this motion is consistent and appropriate. Carried		18 Jan 2023 Letter sent to GIVIT 1 December 2022. Request to close.

Audit and Risk Committee Charter 2023



Date of Approval: XXXXX

This page is intentionally left blank



Contents

1. Purpose.....	4
2. Authority.....	4
3. Membership and Tenure.....	5
Independent Members.....	5
Councillor Members	5
Chairperson	5
Quorum for Meetings.....	6
4. Meetings.....	6
5. Responsibilities.....	6
Financial and Performance Reporting.....	6
Risk Management.....	7
Fraud Prevention Systems and Controls	7
Compliance Management	7
Internal Control Environment	8
Internal Audit.....	8
External Audit.....	8
Subsidiaries.....	9
Other.....	9
6. Reporting to Council.....	9
7. Performance Evaluation	10
8. Committee Member Regulatory Obligations	10
9. Review of Charter.....	10
Appendix A.....	11



Legislation/Regulation	Local Government Act 2020
Directorate	Corporate & Commercial Services
Responsible Officer & unit	
Document type	Charter
Reviewed by	Audit and Risk Committee
Date reviewed	
Approved by	Council
Date approved	
Date of next review	
Version & Document reference number	Version 2.0 Document No: AXXXXXX

1. Purpose

Frankston City Council has established an Audit & Risk Committee (the Committee) pursuant to Section 53 of the Local Government Act 2020 (the Act) to support Council in discharging its oversight responsibilities related to financial and performance reporting, risk management, fraud prevention systems and control, Council's performance with regard to compliance with its policies and legislative and regulatory requirements, maintenance of a sound internal control environment and assurance activities including internal and external audit. It acts in this capacity by monitoring, reviewing, endorsing and advising on the above matters as set out in this Charter. This Charter has been developed in accordance with Section 54 of the Act.

The appointment of independent members to the Committee as outlined in this Charter enables the Committee to provide advice to Council on matters related to its responsibilities based on broader skills and experience than might otherwise be the case and in so doing bring additional benefits to Council.

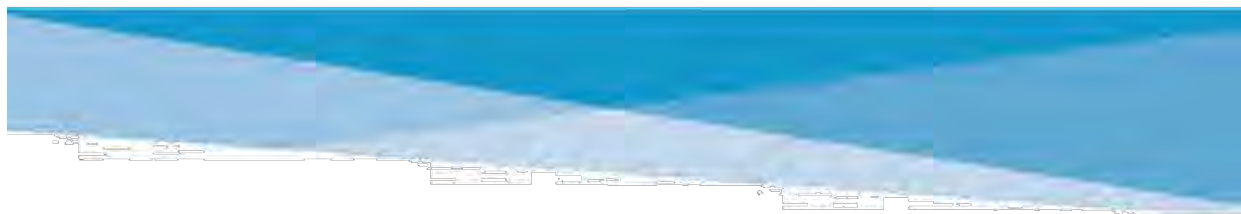
Except as outlined in Section 2, the Committee has no executive authority and no delegated financial responsibilities and is therefore independent of management.

2. Authority

The Committee is directly responsible to Council for discharging its responsibilities as set out in this Charter. Except as outlined in this section, the Committee has no delegated authority from Council unless specifically provided by Council from time to time and any such authority shall be temporary and may only relate to specific matters as directed by Council.

The Committee has the authority to:

- Endorse key documents and reports that must be approved by Council, including annual financial reports, annual performance statements, new or revised policies and other documents that assist in maintaining a strong internal control environment;
- Approve internal and external audit plans, including internal audit plans with an outlook of greater than one year;
- Provide advice and make recommendations to Council on matters within its areas of responsibility;



- Retain counsel of relevant independent experts where it considers that is necessary in order to execute its responsibilities, subject to prior agreement with the Chief Executive Officer;
- Seek any relevant information it requires from Council, Council Officers (who are expected to co-operate with the Committee's requests) and external parties;
- Meet with Council Officers, internal and external auditors and other parties as required to discharge its responsibilities.

The Committee will, through the Chief Executive Officer, have access to appropriate management support to enable it to discharge its responsibilities effectively.

3. Membership and Tenure

The Committee will consist of five members appointed by Council, three of whom must be independent members. Council employees cannot be members of the Committee. Details of membership and tenure are set out below:

Independent Members

- 3.1 Independent members will be appointed for three year terms;
- 3.2 Independent members may be reappointed for two additional three-year terms subject to satisfactory performance, that is, a maximum of nine years ;
- 3.3 Independent members must collectively have expertise in financial management and reporting and risk management and also experience in public sector management;
- 3.4 Independent members terms of appointment will be set so that as far as possible only one member retires at a time in order to minimise the loss of knowledge of Council's business that may occur on change of membership;
- 3.5 Remuneration will be paid to independent members as approved by Council from time to time;

Councillor Members

- 3.6 Councillor members will be appointed to the Committee by Council annually;
- 3.7 Should an appointed Councillor member not be able to attend a Committee meeting, Council can appoint an alternate member to act in such circumstances, either on a meeting by meeting basis or for the entire year;

Chairperson

- 3.8 The Chairperson of the Committee must be an independent member;
- 3.9 Council will appoint the Chairperson of the Committee;
- 3.10 If the Chairperson is unable to attend a meeting, the members in attendance at the meeting will appoint a Chairperson for that meeting from among the attending members;



Quorum for Meetings

3.11 A quorum shall comprise at least one Councillor member and two independent members.

4. Meetings

The Committee will meet at least five times a year, with authority to convene additional meetings, as circumstances require;

4.1 A schedule of meetings will be developed annually and agreed by members;

~~4.2 All Committee members are expected to attend each meeting in person, although in special circumstances members can attend through electronic means;~~

4.2 All Committee members are expected to attend each meeting in person, although arrangements to attend by Zoom or by Teams will be accommodated for all attendees;

4.3 The Committee will invite members of Council's management team, the internal and external auditors and other personnel as appropriate to attend meetings. The Chief Executive Officer and the Director Corporate Services and Manager Finance (or equivalents) will attend all meetings, except for confidential matters;

4.4 Committee members and the internal and external auditors can request the Chairperson to convene additional meetings if they feel that is justified to address unexpected matters that may have arisen;

4.5 Meeting agendas and appropriate briefing materials will be provided to members at least one week before each meeting; and

4.6 Minutes will be prepared for all meetings and circulated as soon as practical.

5. Responsibilities

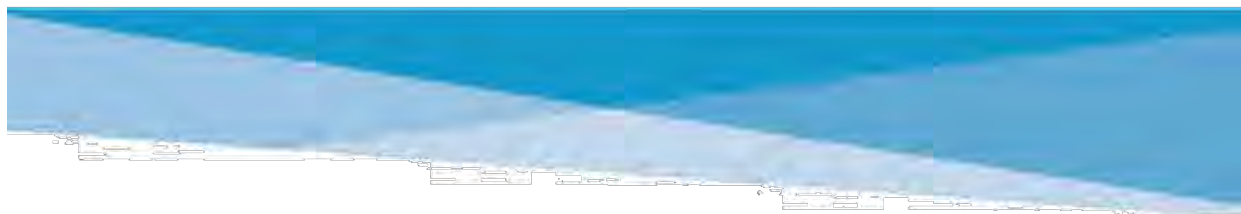
The Committee will carry out the following responsibilities.

Financial and Performance Reporting

5.1 At least annually review significant accounting and external reporting issues, including complex or unusual transactions, transactions and balances in areas where judgement is required, changes to accounting policies, recent accounting, professional and regulatory pronouncements and legislative changes, and understand their effect on the annual financial report and the audit thereof;

5.2 At least annually review changes to the Local Government Performance Reporting Framework and understand the impact of those changes on Council's performance indicators;

5.3 Review the annual financial report and annual performance statement and consider whether they are complete, consistent with information known to Committee members, reflect appropriate accounting treatments and adequately disclose Council's financial performance and position;



- 5.4 Review with management and the external auditors the results of the audit, including any difficulties encountered by the auditors and how they were resolved;
- 5.5 Recommend the adoption of the annual financial report and annual performance statement to Council; and
- 5.6 Review the appropriateness of the format and content of periodic management financial reports and performance statements to Council as required.

Risk Management

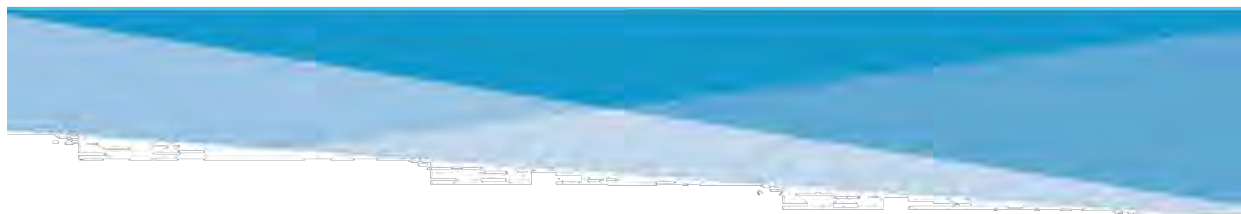
- 5.7 Review annually the effectiveness of Council's risk management framework;
- 5.8 Review annually Council's risk appetite statement and the degree of alignment with Council's risk profile;
- 5.9 Review Council's risk profile and the changes occurring in the profile from meeting to meeting;
- 5.10 Review Council's treatment plans for significant risks, including the timeliness of mitigating actions and progress against those plans;
- 5.11 Review the insurance programme annually prior to renewal; and
- 5.12 Review the approach to business continuity planning arrangements, including whether business continuity and disaster recovery plans have been regularly updated and tested.

Fraud Prevention Systems and Controls

- 5.13 Review Council's Fraud Prevention policies and controls, including the Fraud Control Plan and fraud awareness programmes at least every two years;
- 5.14 Receive reports from management about actual or suspected instances of fraud or corruption including analysis of the underlying control failures and action taken to address each event; and
- 5.15 Review reports by management about the actions taken by Council to report such matters to the appropriate integrity bodies.

Compliance Management

- 5.16 Review the systems and processes implemented by Council for monitoring compliance with relevant legislation and regulations, OH&S and the results of management's follow up of any instances of non-compliance;
- 5.17 Review the processes for communicating and monitoring compliance with Council's various Codes of Conduct to Councillors, employees and contractors;
- 5.18 Obtain briefings on any significant compliance matters; and
- 5.19 Receive reports from management on the findings of any examinations by regulatory or integrity agencies (whether related to investigations at Council or other agencies), such as the Ombudsman, IBAC, Victoria Government Inspectorate, etc. and monitor Council's responses.



Internal Control Environment

- 5.20 Review the adequacy and effectiveness of key policies, systems and controls for providing a sound internal control environment. This should be done on a rotational basis over a three to four year period;
- 5.21 Determine whether systems and controls are reviewed regularly and updated where required;
- 5.22 Monitor significant changes to systems and controls to assess whether those changes significantly impact Council's risk profile;
- 5.23 Ensure that a programme is in place to test compliance with systems and controls; and
- 5.24 Assess whether the control environment is consistent with Council's Governance Principles.

Internal Audit

- 5.25 Review the Internal Audit Charter regularly to determine that it provides an appropriate functional and organisational framework to enable Council's internal audit function to operate effectively and without limitations;
- 5.26 Review and approve the three year strategic internal audit plan, the annual internal audit plan and any significant changes to them;
- 5.27 Review progress on delivery of annual internal audit plan;
- 5.28 Review proposed scopes for each review in the annual internal audit plan;
- 5.29 Review reports on internal audit reviews, including recommendations for improvement arising from those reviews;
- 5.30 Meet with the leader of the internal audit function at least annually in the absence of management;
- 5.31 Monitor action by management on internal audit findings and recommendations;
- 5.32 Review the effectiveness of the internal audit function and ensure that it has appropriate authority within Council and has no unjustified limitations on its work;
- 5.33 Ensure that the Committee is aware of and appropriately represented with regard to any proposed changes to the appointment of the internal audit service provider, including being appropriately briefed on the need for any proposed change; and
- 5.34 Recommend to Council the appointment and if necessary, the termination of the internal audit contractor.

External Audit

- 5.35 Annually review and approve the external audit scope and plan proposed by the external auditor;
- 5.36 Discuss with the external auditor any audit issues encountered in the normal course of audit work, including any restriction on scope of work or access to information;



- 5.37 Ensure that significant findings and recommendations made by the external auditor, and management's responses to them, are appropriate and are acted upon in a timely manner;
- 5.38 Review the effectiveness of the external audit function and ensure that the Victorian Auditor General's Office (VAGO) is aware of the Committee's views when appropriate;
- 5.39 Consider the findings and recommendations of any relevant performance audits undertaken by VAGO and monitor Council's responses to them; and
- 5.40 Meet with the external auditor at least annually in the absence of management.

Subsidiaries

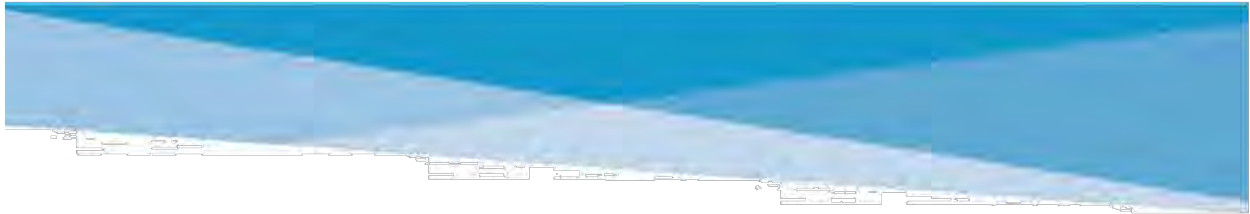
- 5.41 Note and consider the internal audit plan and any significant findings from reviews quarterly;
- 5.42 Note and consider the risk profile annually and the risk matrix identifies the top high rated strategic risks. Note, any new or changing risks that affects the risk profile including controls deemed ineffective;
- 5.43 Note and consider OH&S major incidents, actual potential fraud, legal claims, instances of non-conformance with laws and regulations, material unusual accounting transactions/adjustments;
- 5.44 Note and consider the external Auditors Annual management letter;
- 5.45 Meet with external auditors and review the annual financial report and performance report of the subsidiary; and
- 5.46 The Committee will meet with the Chair and/or Chief Executive Officer of the subsidiary at least annually.

Other

- 5.47 At its discretion, the Committee may consider complaints from the public on referral from Council or officers which may expose inappropriate practices within the Frankston City Council and any subsidiaries.

6. Reporting to Council

- 6.1 Unconfirmed Minutes of Committee meetings will be provided to Council at the first available opportunity after clearance by the Committee Chairperson following each Committee meeting;
- 6.2 The Minutes will be confirmed at the next scheduled meeting; and



- 6.3 The Chairperson will prepare a report to Council through the Chief Executive Officer on the Committee's activities twice per annum. One of these reports will be prepared after the meeting at which the annual financial report and the annual performance statement have been considered and recommended to Council for adoption, such report indicating how the Committee has discharged its responsibilities as set out in this Charter for the previous year.

7. Performance Evaluation

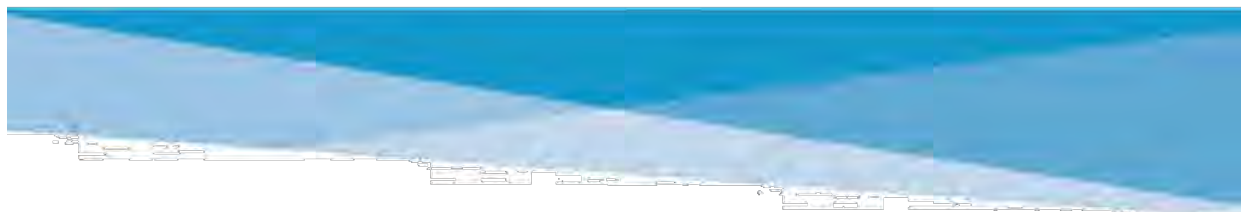
The Committee shall undertake a process to evaluate its performance annually and report the outcomes of the evaluation process to Council through the Chief Executive Officer, including recommendations for any opportunities for improvement. The evaluation will include feedback from both Committee members and senior officers who have regular interactions with the Committee.

8. Committee Member Regulatory Obligations

Committee members are expected to be aware of their obligations under Section 53 of the Act. These obligations relate to misuse of position as a member of the Committee (Section 123), confidential information (Section 125) and conflict of interest (Sections 126 to 131). Details about these obligations are included in Appendix A to this Charter.

9. Review of Charter

The Committee shall review and assess the adequacy of the Charter every two years or earlier if necessary and submit requests to Council through the Chief Executive Officer for revisions and improvements for approval.



Appendix A

Committee Member Regulatory Obligations

Guidance to Members

LGA Section	LGA Requirement
Misuse of Position	
123(1)	A Committee member must not intentionally misuse their position to: <ul style="list-style-type: none"> a) Gain or attempt to gain, directly or indirectly, an advantage for themselves or for any other person; or b) Cause, or attempt to cause, detriment to the Council or another person
123(3)	Circumstances involving misuse of a position by a member of the Committee include: <ul style="list-style-type: none"> a) Making improper use of information acquired as a result of being a member of the Committee; or b) Disclosing information that is confidential information; or c) Directing or improperly influencing, or seeking to direct or improperly influence, a member of Council staff; or d) Exercising or performing, or purporting to exercise or perform, a power, duty or function that the person is not authorised to exercise or perform; or e) Using public funds or resources in a manner that is improper or unauthorised; or f) Participating in a decision on a matter in which the member has a conflict of interest.
Confidential Information	
125	A member of the Committee must not intentionally or recklessly disclose information that the member knows, or should reasonably know, is confidential information. There are some exemptions to this requirement, the key one being that if the information disclosed by the member has been determined by Council to be publicly available.
Conflicts of Interest	
126	A member of the Committee has a conflict of interest if the member has: <ul style="list-style-type: none"> a) A general conflict of interest as described in Section 127; or b) A material conflict of interest as described in Section 128.
127	A member of the Committee has a general conflict of interest in a matter if an impartial, fair-minded person would consider that the members private interests could result in that member acting in a manner that is contrary to their public duty as a member of the Committee.
128	A member of the Committee has a material conflict of interest in a matter if an affected person would gain a benefit or suffer a loss depending on the outcome of the matter.
<p>Please Note</p> <p><i>The above guidance is not verbatim from the Act and does not include all details as explained in Part 6, Division 1 of the Act. For a full understanding of the requirements of the Act in relation to the matters summarised above, members are expected to make themselves fully aware of the requirements of the Act.</i></p>	

Executive Summary**12.2 Capital Works Quarterly Report - Q2 - October to December 2022***Enquiries: (Luke Ure: Infrastructure and Operations)*Council Plan

- | | |
|----------|---|
| Level 1: | 4. Well Planned and Liveable City |
| Level 2: | 4.3 Provide well designed, fit for purpose, multi-use open spaces and infrastructure for the community to connect, engage and participate |

Purpose

To brief Council on the quarterly progress (October to December 2022) of the 2022/23 Capital Works Program.

Recommendation (Director Infrastructure and Operations)

That Council:

1. Receives and notes the quarterly progress report for the second quarter (October to December 2022) of the 2022/23 Capital Works Program;
2. Notes Attachments A, B, C, D and E are included in the report as part of full disclosure of the capital works program to the public; and
3. Notes the reported projects where variations have exceeded the pre-approved variation amount in accordance with S7 Instrument of Sub-Delegation by CEO.

Key Points / Issues

- The 2022/23 Capital Works Program (CWP) comprises a total of 316 projects, including 104 projects carried over from financial year 2021/22.
- The Adjusted Capital Works Budget following the Adopted Budget and subsequent approved variations is \$91.287 million and actual capital expenditure is \$33.510 million as at the end of December 2022 (see Attachment A).

Total Adopted Budget including Carry Over	\$102.760 million
Adjusted Budget (end of December 2022)	\$91.287 million
Forecast (EOFY)	\$91.060 million
Forecast Variance	\$1.449 million
Actual Expenditure	\$33.510 million
Actuals Plus Commitments	\$69.583 million

- Due to unfavourable market conditions and COVID impacts resulting in cost escalations and timing delays, a number of capital works projects in the current program have been impacted. There are 53 projects which have been deferred to 2023/24 and future years, and a further two projects that have been withdrawn from the program to mitigate the effects of cost escalations.
- Following comprehensive review of the Program, these project changes were endorsed by Council on 12 December 2022 with an update to 2022-32 Long Term Infrastructure Plan (LTIP).

12.2 Capital Works Quarterly Report - Q2 - October to December 2022**Executive Summary****Financial Impact**

The delivery of the CWP is progressing with the End of Financial Year (EOFY) forecast expenditure of \$91.060 million and forecast carry forward of \$1.676 million against an adjusted budget of \$91.287 million.

Currently, there is \$69.583 million in actuals and commitments, which equates to 76% of the Adjusted Budget. In addition, there is \$1.449M in forecast variance which reflects project overspend and increasing project costs. A revised balanced 10-Year LTIP was adopted by Council on 12 December 2022, the narrative reflecting the challenges and changes in priorities in the last 12 months.

Consultation**1. External Stakeholders**

Council officers responsible for the delivery of individual projects consult with key stakeholders directly during the delivery of the projects.

2. Other Stakeholders

The Major Projects Advisory Committee last met on 30 November 2022. Governance group meetings are also held monthly and include a Program Review Group meeting, EMT Capital Works Review meeting, Program Sponsor Group meeting and Program Control Group meeting. Many Project Advisory Group meetings were also held for major projects during the quarter.

Analysis (Environmental / Economic / Social Implications)

Many Council assets underpin economic systems and provide a vehicle for economic growth and prosperity. Some Council assets seek to improve the environment and amenity of the municipality. Council assets also support services to the community. Better infrastructure asset management practices will enhance these services to the community and promote better health and wellbeing.

Legal / Policy / Council Plan ImpactCharter of Human Rights and Responsibilities

All matters relevant to the Charter of Human Rights and Responsibilities have been considered in the preparation of this report and are consistent with the standards set by the Charter.

The Charter of Human Rights and Responsibilities has been considered in the preparation of this report but is not relevant to the content of the report.

Legal

There are no statutory obligations or legal implications relevant to the content to the report.

Policy Impacts

Council's Asset Management Policy, Capital Works Program Monitoring Framework Project Management Framework, the Financial Plan and the Long Term Infrastructure Plan are relevant to this report.

Officer's Declaration of Interests

Council officers involved in the preparation of this report have no Conflict of Interest in this matter.

12.2 Capital Works Quarterly Report - Q2 - October to December 2022**Executive Summary****Risk Mitigation**

The Capital Works Program is managed actively in accordance with relevant Council policies and the Long Term Infrastructure Plan Governance Structure.

Conclusion

At the completion of the second quarter of the 2022/23 financial year (October to December 2022), Council has a year-to-date (YTD) expenditure of \$33.510 million against an Adjusted Budget of \$91.287 million.

ATTACHMENTS

- Attachment A: [↓](#) 2022/23 Capital Works Program - Overall Program Summary
- Attachment B: [↓](#) 2022/23 Capital Works Program - Ongoing Multi-Year Projects
- Attachment C: [↓](#) 2022/23 Capital Works Program - Service Program Summary
- Attachment D: [↓](#) 2022/23 Capital Works Program - Schedule of Capital Works
- Attachment E: [↓](#) 2022/23 Schedule of Major and Councillor Sponsored Projects

12.2 Capital Works Quarterly Report - Q2 - October to December 2022**Officers' Assessment****Issues and Discussion**

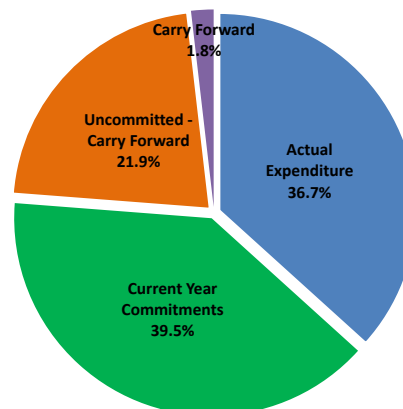
The Capital Works Budget of \$91.606 million was adopted by Council at its Ordinary Meeting on 6 June 2022. Subsequently, the Budget has been adjusted to include \$11.154 million of carry over projects from 2021/22.

At its Council Meeting on 12 December 2022, Council endorsed a series of budget adjustments to manage cost escalations and following approved variations under delegation, the Adjusted Budget now amounts to \$91.287 million (see Attachment A).

2022/23 CWP – Status as at end of December (first quarter)

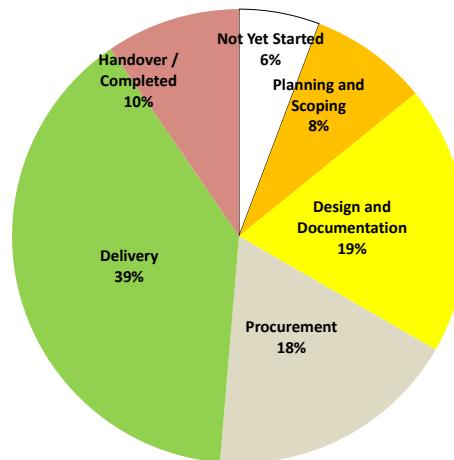
- The delivery of the 2022/23 CWP is on track with an EOFY forecast expenditure of \$91.060 million.
- The following graph compares actuals & commitments against the Adjusted Budget showing 76.2% of the available budget has been allocated to contractors or spent.

**Capital Works Program Delivery Rate
December 2022**

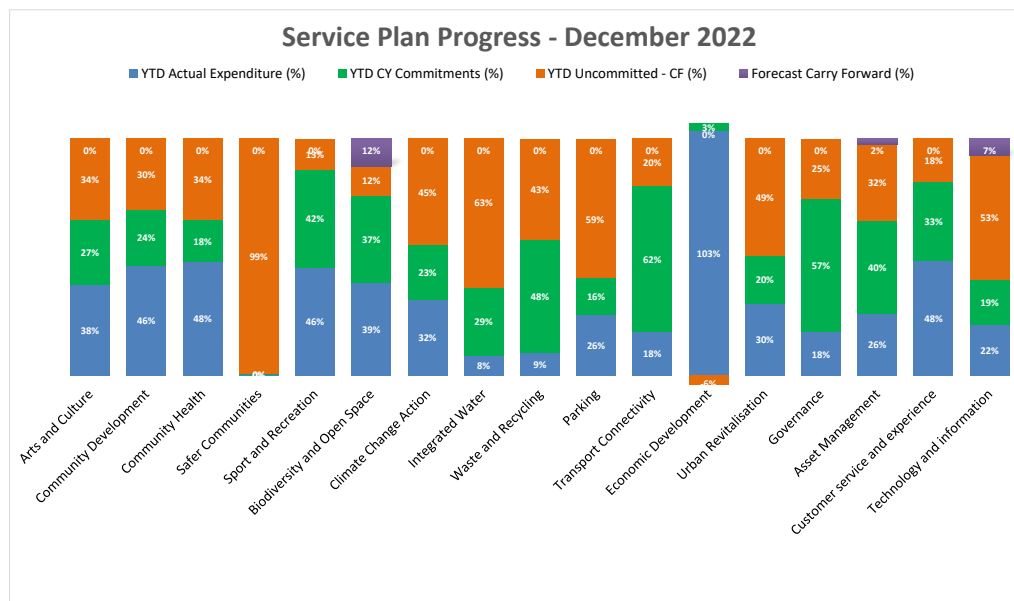


- The Overall Program Summary (see Attachment A) details of the 316 projects in the CWP, there are 58 projects ongoing / multi-year projects (see Attachment B) and 55 projects have been either withdrawn or re-allocated. There are 261 active projects in the following phases at the end of December 2022:

12.2 Capital Works Quarterly Report - Q2 - October to December 2022

Officers' AssessmentBaseline Program Phasing
December 2022

- There are eight (8) projects that have been completed.
- The Service Program Summary provides a breakdown of the allocation of Projects including budget, expenditure and forecasts for each service program involved (see Attachment C). The following graph provides the status of delivery within each service program as at the end of December 2022.



- The detailed Schedule of Capital Works Delivery as at the end of December 2022 is shown in Attachment D.

Major & Councillor Sponsored Projects in the 2022/23 Capital Works Program

Major projects have been identified and are reported to the Major Projects Advisory Committee (MPAC) on a bi-monthly basis.

The list of major projects and Councillor sponsored projects through the development of the 2022/23 Capital Works Program are shown in Attachment E, which details the status the status of these projects as at the end of December 2022.

12.2 Capital Works Quarterly Report - Q2 - October to December 2022**Officers' Assessment*****Contract Variations Greater Than Council Awarded Value***

There are no contracts with an accumulative value of variations exceeding the pre-approved variation amount stated in the award Resolution.

Cost Escalation Variations

There are four (4) projects that have reported cost escalations via tender acceptance or agreed deed of contract variations, of which three (3) projects have had budget variations processed, totalling additional cost variance of \$1,292,390.

Committed Expenditure – Minor Civil Contractors Panel – CN2436 (FCC - CN10303)

In accordance with the Council resolution (2022/CM14) in relation to Council's minor civil works contractors panel, committed expenditure under CN2436 over the two (2) year contract term extension currently is at \$500,024 as at the end of December 2022.

Key Issues Encountered in the Delivery of the Program

Current market conditions and COVID related issues are impacting the Capital Works Program delivery resulting in cost escalations and timing delays.

The challenges being experienced include:

- Lack of tender responses or nil tender responses to publicly advertised tenders due to builders or contractors not willing to absorb the unprecedented cost escalations
- Increased costs and shortages in materials
- Increased energy and insurance costs
- Shipment – logistic supply chain delays
- Restrictions on number of workers able to work onsite
- Skill and project management resource shortages
- Changes in site management practices
- Mandatory vaccination regime in construction
- COVID Marshalls required for high-risk industries
- Worldwide shortage on microchips
- Increased costs will be passed on by contractors to Council.

Projects that have been impacted include:

- Healthy Futures Hub (Linen House)
- Kananook Commuter Car Park
- Jubilee Park Stadium Redevelopment
- Peninsula Aquatic Recreation Centre Solar PV Installation
- Lloyd Park Football Pavilion Upgrade
- Monterey Reserve Soccer Pavilion Upgrade

12.2 Capital Works Quarterly Report - Q2 - October to December 2022**Officers' Assessment**

- Frankston Revitalisation Projects
- Plant and Vehicle Acquisitions / Replacements
- Seaford Wetlands Bridge
- Kevin Collopy Pavilion Upgrade at Jubilee Park
- Overport Park Mountain Bike Track
- Frankston Park Oval Widening & Master Plan Implementation
- Memorial Park Public Toilet
- Lloyd Park Netball Pavilion
- IT Library Projects
- Drainage Renewal & Upgrade Program

Further details of the scope of these projects are outlined in the Schedule of Capital Works Delivery in Attachment D.

To negate the impacts of COVID and the key challenges facing project delivery, Council has a number of strategies it can deploy, including:

- Reprioritisation of projects;
- Review of project scope;
- Negotiate changes to funding agreements with external bodies;
- Negotiate changes to contract conditions;
- Consider alternate contracting and pricing models; and
- Review tender due diligence practises and contract security models.

A set of key principles for managing cost escalations and funding strategies was endorsed by Council on 12 December 2022.

COVID challenges and the intervention strategies listed in this report will continue to be discussed with Councillors and monitored in accordance with Council's LTIP governance framework.



Summary "Health Check"

2022/23 Capital Works Program - as at end December 2022

Project Category	Total Number of Projects	Withdrawn	Reallocated	Revised No. of Projects to be Delivered in 2022/23	EOY Project Completion Target (excl. ongoing projects in 2023/24)	EOY % Completion (vs Delivery Rate)	Projects to be Carried Forward into 2023/24
Due to be completed in 2022/23							
Adopted 2022/23 (excluding adopted on-going works into 2023/24)	119	39	12	106	108	100%	
Carry Over from 2021/22 (excluding adopted on-going works into 2023/24)	84	0	4	80	78	98%	14304 - Plant & Equipment Replacement 14317 - Human Resources & Payroll System Renewal
New (excluding adopted on-going works into 2023/24)	15	0	0	15	14	93%	
Total Projects Due to be Completed	238	39	16	203	200	99%	
On-going projects into 2023/24							
Adopted Ongoing (multi-year Projects)	35						EOY PROJECT DELIVERY RATE 99%
Carried Over from 2021/22 (including multi year on-going projects into 2023/24)	20						
New Ongoing (multi-year Projects)	3						
Total On-going Projects	58						
Total Projects	316						

Project Status as at end December 2022	Total Active Projects	Not Yet Started	Planning and Scoping	Design and Documentation	Procurement	Delivery	Handover / Completed
Totals	281	15	22	50	47	102	25
% Spent	100%	6%	8%	19%	18%	39%	10%
Completed	8	0	1	0	0	0	7
OK (Ahead of schedule or within 1 month of schedule)	245	14	21	47	46	89	10
Watch (Delayed by 1 - 2 months of schedule)	6	0	0	2	1	3	0
Intervene (Delayed beyond 2 months of schedule)	0	0	0	0	0	0	0
Not Started	2	1	0	1	0	0	0

FULL YEAR								
PROGRAM OVERVIEW	Adopted Budget 2022/23	Carry Over from 2021/22	Revised Budget at Start FY	Movement	Adjusted Budget (EOY)	Forecast (EOY)	YTD Actual	Expenditure & Commitments (YTD)
TOTALS	91,606,000	11,154,040	102,760,040	-	11,472,943	91,287,097	92,158,503	33,510,468

Ongoing / Multi-Year Projects

The following list of 58 projects are projects are continuing into 2023/24 and not due for completion by end of June 2023.

Item	Project No. & Project Title
1	14117 - Seaford Local Area Traffic Management
2	14221 - Jubilee Park Indoor Multipurpose Netball Complex
3	14247 - Eric Bell Reserve Pavilion Upgrade
4	14329 - Carrum Downs Recreation Reserve Master Plan Implementation
5	14549 - McCormicks Precinct Local Area Traffic Management
6	14620 - Lloyd Park Netball Pavilion Upgrade
7	14641 - Future Ready Frankston Implementation
8	14644 - Sandfield Reserve Improvements
9	14696 - Baxter Park, Frankston South Master Plan Implementation
10	14698 - Stotts Lane - Road Upgrade
11	14699 - Sweetwater Creek Reserve - Upgrade
12	14707 - Location Intelligence Strategy & Improvement Program
13	14718 - Nepean Highway Revitalisation – Stage 2 & 3
14	14727 - IT Strategy - Cloud Implementation
15	14728 - IT Strategy - Establish Enterprise Architecture
16	14729 - IT Strategy - Cyber Security
17	14730 - IT Strategy - Enhance Integration
18	14731 - IT Strategy - Identity Access Management
19	14732 - Microsoft 365 and Teams Calling
20	14735 - Smart Cities - Asset Utilisation
21	14738 - Riviera Pre-school Renewal & Expansion
22	14743 - Seaford Wetlands Rejuvenation - Landscaping and Environment Works
23	14746 - Lighting Frankston Plan Implementation - Circuit Path Illumination Pilot Programme
24	14747 - Lighting Frankston Plan Implementation - Foreshore Boardwalk Lighting
25	14749 - Frankston Lighting Plan Implementation - Frankston Waterfront Precinct
26	14750 - Lighting Frankston Plan Implementation - Creative Tree Illumination Pilot Program
27	14751 - Lighting Frankston Plan Implementation - Bridge Illumination Programme
28	14752 - Fauna Crossings, Habitat Connectivity and Wildlife Protection
29	14755 - Jubilee Park Landscaping, Lighting and Ancillary Park Infrastructure
30	14800 - East Seaford Reserve, Seaford - Frankston Play Strategy Implementation
31	14801 - Lavender Hill Multiuse Court, Carrum Downs - Frankston Play Strategy Implementation
32	14802 - Kareela Reserve, Frankston - Frankston Play Strategy Implementation
33	14803 - Austin Reserve, Seaford - Frankston Play Strategy Implementation
34	14804 - Heysen Reserve, Skye - Frankston Play Strategy Implementation
35	14805 - Monique Reserve, Langwarrin - Frankston Strategy Implementation
36	14181 - Langwarrin Child & Family Centre
37	14280 - Kevin Collopy Pavilion Upgrade at Jubilee Park
38	14408 - Barretts Road (Robinsons Road to 120 Barretts Road) - Construction
39	14525 - Frankston Arts Centre Forecourt Renewal
40	14530 - Monterey Reserve Master Plan & Playspace Upgrade
41	14541 - Frankston Open Space Strategy – Oliver's Hill Landscape and Lookout Plan, Frankston South
42	14544 - Street Lighting Renewal Program (1,423 Mercury Vapour MV80 Lights to 17W LED Lights)
43	14575 - Carrum Downs Tennis Club Pavilion, Lighting & Court Upgrade
44	14592 - Frankston Memorial Park - Caretakers Residence
45	14611 - Ballam Park Athletics Pavilion Refurbishment

Item	Project No. & Project Title
46	14616 - Long Island Tennis Club Upgrade
47	14618 - Belvedere Local Area Traffic Management
48	14621 - Facility Energy Efficiency Upgrades
49	14622 - Finance System Renewal
50	14636 - Basketball & Gymnastics Centre Concept Design
51	14642 - Smart Cities Implementation
52	14655 - Baxter Park Dam Safety Improvements
53	14666 - Transparency Hub Implementation
54	14676 - LXRP Community Assets Improvements
55	14682 - Kananook Commuter Car Park
56	14683 - Frankston Regional Arts Trail
57	14665 - Baden Powell Kindergarten & Maternal Child Health Centre Refurbishment
58	14811 - Seaford Child & Family Centre
59	14816 - Sandfield Reserve Youth Space



Service Delivery 2022/23 Capital Works Program - Status at end December 2022

LTIP Service Program	Total Number of Projects	Adopted Budget (\$)	Adjusted Budget (\$)	YTD Actual Expenditure (\$)	YTD CY Commitments (\$)	YTD Actual Expenditure + CY Commitments (\$)	Forecast Expenditure (\$)	Forecast Carry Forward (\$)	YTD % of Adj. Budget (Actual + Commitments Vs Adjusted Budget)	EOY % of Adj. Budget (Forecast Vs Adjusted Budget)
Arts and Culture	20	2,067,000	2,214,253	850,810	601,771	1,452,581	2,235,328	-	66%	101%
Community Development	11	570,000	1,363,018	630,455	323,434	953,888	1,366,811	-	70%	100%
Community Health	5	209,000	279,110	133,853	49,404	183,258	279,110	-	66%	100%
Safer Communities	3	358,000	675,995	2,340	2,372	4,712	675,995	-	1%	100%
Sport and Recreation	62	43,008,000	45,430,269	20,680,918	18,880,647	39,561,566	46,140,231	-	87%	102%
Biodiversity and Open Space	56	13,636,000	11,180,702	4,384,704	4,125,724	8,510,428	10,295,867	1,300,000	76%	92%
Climate Change Action	10	727,000	1,945,604	620,860	450,606	1,071,467	1,945,604	-	55%	100%
Integrated Water	13	2,255,000	1,315,246	109,019	378,006	487,025	1,267,199	-	37%	96%
Waste and Recycling	8	1,104,000	1,121,767	105,566	537,896	643,462	1,182,628	-	57%	105%
Parking	2	3,908,000	1,703,710	437,317	268,480	705,797	1,703,710	-	41%	100%
Transport Connectivity	39	11,641,000	10,395,202	1,912,072	6,403,649	8,315,720	10,426,971	-	80%	100%
Economic Development	2	-	80,000	82,648	2,505	85,154	109,848	-	106%	137%
Urban Revitalisation	21	2,310,000	3,469,735	1,053,761	699,623	1,753,384	3,544,480	-	51%	102%
Governance	5	1,647,000	1,116,775	204,072	631,898	835,969	1,117,365	-	75%	100%
Asset Management	21	4,431,000	4,483,287	1,161,540	1,770,916	2,932,456	4,477,629	107,620	65%	100%
Customer service and experience	3	300,000	627,561	303,313	210,159	513,472	627,561	-	82%	100%
Technology and information	35	3,435,000	3,884,864	836,681	730,793	1,567,474	3,663,351	268,000	40%	94%
Not Applicable	0	-	-	540	5,061	5,601	540	-		
TOTALS	316	91,606,000	91,287,097	33,510,468	36,072,943	69,583,411	91,060,228	1,675,620	76%	100%



SCHEDULE OF CAPITAL WORKS DELIVERY - 2022/23 - Status at end of December 2022

Project Phase		Status	
Not Started		OK	Ahead of schedule or within 1 month
Planning and Scoping		Watch	Delayed beyond 1 month but within 2 months of schedule
Design and Documentation		Intervene	Delayed beyond 2 months of schedule
Procurement		Completed	Completed
Delivery		✓	Checked
Handover and Closure			Progress status of the project at the time of assessment
			Month of assessment

	Major Project
	Councillor Sponsored Project

		Overall Program with MYBR Adjustments & Carry Forwards	91,287,097													
Project No	Project Title	Project Description	Adjusted Budget (€OV)	Jul-21	Aug-21	Sep-21	Oct-21	Nov-21	Dec-21	Jan-22	Feb-22	Mar-22	Apr-22	May-22	Jun-22	Status
Arts and Culture																
13448	Frankston Arts Centre - Technical Equipment Renewal (Lighting and Audio)	Renewal & upgrade of technical equipment at the Frankston Arts Centre (FAC). 2022/2023 works include the replacement of 2 x followspots, new audio and lighting, and bi-fold doors.	62,000													OK
13469	Library Collection Renewal	Annual purchase of collection stock to provide access to relevant and useful information to the community.	750,000													OK
13435	Christmas Tree Lights	Replace existing Christmas tree lights and rehabilitate the frame surrounding the tree in front of the Civic Centre.	47,000													Completed
13596	Carum Downs Library Furniture Renewal	Renewal of library furniture based on asset condition including shelving, lounge chairs, desks, chairs, tables and library trolleys. 2022/2023 works: replacement of library shelving at Carum Downs Library.	150,000													OK
13705	Arts & Culture Facilities Renewal Program	Renewal works at facilities based on asset condition and occupant requests. Works include refurbishment to the cafe, carpet replacement and new enclosed room for book return sorter in the Frankston Library.	0													Withdrawn
13808	Public Artworks Renewal Program	Renewal of public artworks across the municipality.	45,000													OK
14209	Laneway Activation - Big Picture Festival	Annual Street Art Commissions, to bring Frankston's lanes to life and encourage diversity of activities, retail, bars and restaurants.	148,000													OK
14417	Sculpture Public Artwork Development	Installation of new public artworks. 2022/23 works include the Mirage sculpture and scoping for new sculptural works for 3 x times new sites.	325,000													OK
14523	Frankston Arts Centre Facade Panel Art Renewal on Davey Street Facade	Commission and installation of replacement art work for the panel art piece on Davey Street, as part of the Frankston Arts Centre Precinct.	0													Withdrawn
14525	Frankston Arts Centre Forecourt Renewal	Redevelopment of the forecourt to include outdoor meeting / events spaces, improved accessibility and forecourt amenity, altered vehicle access and new landscaping and lighting.	31,857													Completed
14615	Carum Downs and Frankston Libraries Service Desk Area Upgrade	Replace the service desks to improve accessibility and customer service.	54,000													OK
14629	Seaford Village Illuminated Blade - Coastal Banksia Motif	Installation of public art at the Seaford Village Shopping Strip.	86,365													OK
14637	Library RFID Automated Sorting Returns Equipment	Automated sorting machine for Frankston Library returns room - ensures service meets meet Covid-19 restriction requirements and improve OH&S through reduced manual handling of library items.	97,971													OK
14659	Library RFID System Implementation	Replacement of the RFID system for libraries.	64,690													OK
14675	McCombs Reserve Electricity Supply Upgrade	Upgrade power supply and associated infrastructure at McCombs Reserve to host large scale, premium events.	50,000													OK
14683	Frankston Regional Arts Trail	Installation of three murals and seven sculptures including a 360° design on a large water tank, clear signage and directional markers on the Seaford Trail from the Frankston Arts Centre to the McClelland Sculpture Park. The intention of each art piece would be to entice people to stop to enjoy an immersive experience or engage with the art piece and signage / markers will ensure the path is informative and easy to follow.	26,370													OK
14701	Frankston Arts Centre Sound System Renewal	Renewal of the sound system in the Frankston Arts Centre (FAC) precinct. 2022/2023 works relate to the renewal & upgrade of the sound system including the speakers & control systems.	200,000													OK
14723	Exhibition & Gallery Spaces Painting	Repaint of all exhibition and gallery walls at Frankston Arts Centre.	0													Withdrawn
14726	Libraries On The Go	Purchase of a van for use by Library Services, for the delivery of resources and facilitation of events and programs within the community and at outreach locations.	56,000													OK
14764	Civic Clock - Station Street / Clyde Street Decorative Clock Feature	Installation of a civic clock at Station Street / Clyde Street intersection, Frankston.	20,000													OK
Community Development																
13541	Community Facilities Renewal Program	Renewal works at facilities based on asset condition and occupant requests.	436,448													OK
14473	Community Halls Renewal Program	Renewal works at facilities based on asset condition and occupant requests.	0													Withdrawn
14565	Karanga PLACE Re-purposing - Stage 2 - Conversion of Storage	Re-purposing Karanga PLACE - Stage 2 - Conversion of storage rooms to a meeting room.	164,679													OK
14530	Frankston North Community Centre Playground Upgrade	Remove rubberc, upgrade playground and equipment, improve front entrance garden and improve linkages with other areas of PNCC (inc fencing).	109,722													OK
14600	Naam Marr Djimbana Gathering Place Building Upgrade	Renewal of the existing facility to provide a fit-for-purpose as a neighbourhood house, culturally safe and welcoming, accessible, child safe and environmentally sustainable.	223,461													OK
14650	Lyrebird Community Centre Emergency Exit & Outdoor Space Upgrade	Reconfiguration of the outdoor space and emergency exit.	36,445													OK
14660	Mechanics Institute Hall Floor Renewal	Renewal of Mechanics Institute Hall Floor.	122,263													OK
14711	Frankston North Community Centre - Security camera upgrade and door counters	Security camera and access upgrades to address OH&S and staff security risks at the Frankston North Community Centre.	30,000													OK
14724	McCombs Reserve redevelopment for events	Improve site at McCombs Reserve to host large scale, premium events.	0													Re-allocated
14737	Langwarin Community Centre Upgrade of Childrens Services Playgrounds	Develop a master plan for the Langwarin Community Centre, including a playground refresh. This project will improve attendee safety.	200,000													OK
14735	Youth Central Upgrade & Risk Mitigation	Refurbish the layout and purchase new furniture and office equipment at the Youth Central office as recommended in a risk assessment on the existing layout to improve ergonomic, security and operational needs.	40,000													OK
Community Health																
13768	Family Support & Aged Services Facilities Renewal Program	Renewal works at facilities based on asset condition and occupant requests.	39,845													Completed
14161	Langwarin Child & Family Centre	Development of a new (3 playroom) kindergarten facility, MCHC and a community meeting room.	26,265													OK
14660	Baden Powell Kindergarten & Maternal Child Health Centre Refurbishment	Refurbishment of the Baden Powell Kindergarten & Maternal Child Health Centre.	50,000													OK
14736	Riviera Pre-school Renewal & Expansion	Renewal and expansion of the existing single unit kindergarten located in Newton Street, Seaford to create a double unit kindergarten. 2022/2023 works include a feasibility study and subsequent construction.	113,000													OK
14811	Seaford Child & Family Centre	Provision of a new (3 playrooms) kindergarten facility, MCHC and a community meeting room. This project would result in the consolidation of Seaford Kindergarten and the Seaford MCH.	50,000													OK
Safer Communities																
13089	Safe City Surveillance System - CCTV Camera Installation in Public Places	Design and installation of new CCTV cameras in public places based on feedback provided by Police, Council Officers and Councillors.	417,995													OK
14429	Safe City Surveillance System - CCTV Camera Renewal Program	Upgrade ageing CCTV cameras at end of life. 2022/2023 works relate to the delivery of replacements.	228,000													OK
14713	Authorised Officer Body Cameras	Purchase body cameras for Authorised Officers to enhance OHS outcomes / safety and reduces the likelihood of aggression in the workplace for staff with the use of body worn video.	30,000													OK
Sport and Recreation																
13237	Structured Recreation Pavilions Renewal Program	Renewal works at facilities based on asset condition and user requests.	0													Withdrawn
12755	Sports Lighting Renewal Program	Design and renewal of sports lighting at Council's active reserves to provide sufficient lighting to meet the needs identified in the Sports Lighting Audit.	60,000													OK

Project No	Project Title	Project Description	Adjusted Budget (€ 000)	Jul-22	Aug-22	Sep-22	Oct-22	Nov-22	Dec-22	Jan-23	Feb-23	Mar-23	Apr-23	May-23	Jun-23	Status
13591	Frankston BMX Track Redevelopment	Redevelopment of the Frankston BMX track. Projects to include land acquisition to accommodate redevelopment track.	56,000													OK
13592	Sporting Ground Pitch Cover Renewal Program	Renewal of sporting ground pitch covers. 2022/2023 works include Baxter Park Oval 3, East Seaford Reserve and Baden Powell Reserve.	22,000													OK
13593	Sporting Ground Goal Post Replacement Program	Replacement of Goal Posts at various reserves based on age and condition assessment.	15,000													OK
13666	Reserve Irrigation & Drainage Systems Renewal Program	Renewal works relating to the design of irrigation systems at Council reserves. The program will replace the existing ageing and defective irrigation systems and will provide an improved playing surface for user groups. Works are identified as per audit results. 2022/2023 parks affected include Ballam Multi Purpose Oval and Lawton Reserve.	200,000													OK
14221	Jubilee Park Indoor Multipurpose Netball Complex	Construction of a new indoor stadium to deliver a multipurpose facility for netball and basketball including an indoor cricket training hub, café and meeting room and amenities to service outdoor courts and the third oval. Works include: • Stadium construction • Addition car parking • Forecourt construction and landscaping • Pathway connections to the broader reserve and outdoor courts • Directional and interpretive signage. Project jointly funded by Local, State and Federal Governments.	20,952,000													OK
14247	Eric Bell Reserve Pavilion Upgrade	Construction of a new 2 storey pavilion including change rooms, umpire room, first aid, storage and public toilets on ground floor, social room, kitchen, servery, meeting space and storage on first floor. Works include pavilion construction, integration of smart technologies, car park integration, car park lighting, pathway connections, ball retainment fences, oval connection including gates from change rooms to oval, external landscaping and beautification.	2,650,000													OK
14250	Kesin Colony Pavilion Upgrade at Jubilee Park	Redevelopment to include an extension to accommodate female friendly facilities, umpires facilities, canteens, storage and first aid rooms. Works include pavilion construction, landscaping and beautification, integration of smart technologies, car park integration, car park lighting, pathway connections, oval connection including gates from change rooms to ovals.	200,000													OK
14262	Monterey Reserve Soccer Pavilion Upgrade	New Soccer pavilion at Monterey Reserve.	70,000													Completed
14335	Healthy Future Hub (formerly Union House Upgrade) at Belvedere Reserve	Redevelopment of the Belvedere Facility (Union House) to accommodate use as a Healthy Futures Hub. The Healthy Futures Hub will be an accessible community facing multipurpose facility with a welcoming entrance, foyer and community café. It will cater for a range of different providers with offerings around community sport, all abilities programs and community health and wellbeing.	5,173,696													OK
14369	Overport Park Mountain Bike Track	Construction of bike path at Overport Park	718,000													OK
14401	Peninsula Aquatic and Recreation Centre Renewal Program	Renewal works at the Peninsula Aquatic and Recreation Centre as per the Facility Asset Management Plan.	520,000													OK
14447	Public Lighting in Reserves	Lighting to improve safety in parks, in particular car parks, walking trails etc.	0													Re-allocated
14479	Pines Aquatic Centre Renewal Program	Renewal works at the Frankston Pines Aquatic Centre as per the Facility Asset Management Plan.	50,000													OK
14495	Robinsons Park (Baseball / Softball 1) New Sports Lighting	Installation of new sports lighting at Robinsons Park - Baseball Softball Field 1.	35,000													OK
14494	Lawton Reserve Sports Lighting	Installation of new sports lighting including upgrade of the electricity substation at Lawton Reserve - Pitch 3.	18,071													OK
14495	Minor Sporting Infrastructure Program	Replacement of minor sports infrastructure at reserves across the municipality. 2022/2023 projects include works at Ballam East Reserve and Eric Bell Reserve.	0													Re-allocated
14500	Lloyd Park Football Pavilion Upgrade	Renewal of the AFL/Cricket pavilion at Lloyd Park.	5,000,000													OK
14575	Carum Downs Tennis Club Pavilion, Lighting & Court Upgrade	Construction started on site in early October 2022 with a completion date of end of March 2023.	1,375,000													OK
14576	Jubilee Park Master Plan Implementation (West Precinct)	Construction of a new entry point to Jubilee Park via Hill Street, reconstruction of the old trotting track oval, upgrade of power to the site, sports lighting, connecting paths and landscaping.	3,133,338													OK
14577	Ballam Park Athletic Pavilion Upgrade & DDA Improvements	Upgrade and install DDA improvements to the Ballam Park Athletic Pavilion.	0													Re-allocated
14596	Frankston Park Oval Widening & Master Plan Implementation	Implement the Frankston Park Master Plan to support community events, sport, unstructured recreation and family leisure including new fencing and landscaping.	196,932													OK
14601	Ballam Park Athletics Pavilion Refurbishment	Redevelopment of the Ballam Park Athletics Pavilion to ensure the facility is fit for purpose, includes female friendly facilities, upgraded amenities and social space, and meets the need of the clubs and community.	174,822													OK
14613	Lloyd Park Skate Park Redevelopment	Design works for the upgrade of the existing Langwarrin skate park.	106,066													OK
14616	Long Island Tennis Club Upgrade	Replacement of the Long Island Tennis Club pavilion including foreshore public toilet amenities and court upgrades.	35,532													Not Started
14619	Frankston Pines Aquatic Centre Upgrade Concept Design	Concept designs for potential future upgrade of the Frankston Pines Aquatic Centre.	85,444													Completed
14620	Lloyd Park Netball Pavilion Upgrade	Refurbishment of the Lloyd Park Netball pavilion including new fit out, female friendly improvements, MCC and DDA compliance works.	800,000													OK
14633	Brice Park Sports Lighting Upgrade	Upgrade of the lighting on courts 1-5 at the Belvedere Tennis Club.	30,198													OK
14635	Ballam Park Athletic Track Renewal	Renewal of the athletics track and associated areas at Ballam Park.	640,936													OK
14636	Basketball & Gymnastics Centre Concept Design	Renewal and expansion of existing basketball facility to include a gymnastics centre at Kanarook Reserve.	46,600													OK
14653	Golf Course Turf Maintenance Equipment	Purchase golf course turf maintenance equipment including: Pedestrian Vertical Mower \$50,000, New 2 tonne Trailer \$15,000, Large Top Dresser \$40,000, Pedestrian Aerator \$10,000	103,331													OK
14656	Skate Park Weatherproofing Program	Develop a strategy for skate park facilities including weather proofing options.	23,460													OK
14673	Frankston Park Grandstand Design	Concept designs for refurbishment of the grandstand at Frankston Park.	49,843													OK
14689	Pat Rollo Reserve Playing Surface Alterations & Associated Infrastructure	Playing surface alterations & installation of associated infrastructure including: • Oval reconstruction (includes relocating 2 sports lighting poles) • Reconfiguration of cricket pitch • Drainage works on oval • New oval fence & concrete strip under fence poles • New coaches boxes • Fitness equipment • Carpark layout improvement works & landscaping • Fitness circuit track and connected pathways • Ball protection fencing • Tree planting • Timber viewing deck • Pathway lighting • Community BBQ, shade and park furniture.	244,000													OK
14694	Peninsula Reserve Cricket Net Renewal	Renewal of the cricket nets at Peninsula Reserve including associated paths, electricity points and drinking fountain.	176,000													OK
14695	Sports Lighting at Baxter Park Oval 2	Install sports lighting at Baxter Park - Oval 2.	0													Deferred
14705	Frankston Skatepark Renewal	Redevelop facility, include new electronic engagement murals and skate elements.	0													Re-allocated
14712	Belvedere Tennis Club Redevelopment including courts 1, 2-5, fencing upgrades, universal access and sp	Renew tennis courts 1, 2-5, fencing upgrades and universal access. Project also includes a review current provisions at various tennis clubs relating to governance and structure, and physical construction at Belvedere Tennis Club.	0													Re-allocated
14713	Yamala Tennis Club - update court to pavilion for DDA access	Upgrade access from the tennis courts to the pavilion at Yamala Tennis Club to be compliant.	0													Deferred

Project No	Project Title	Project Description	Adjusted Budget (EOY)	Jul-22	Aug-22	Sep-22	Oct-22	Nov-22	Dec-22	Jan-23	Feb-23	Mar-23	Apr-23	May-23	Jun-23	Status
14716	Belvedere Precinct Overflow Carparking	Construction of overflow parking at Belvedere Reserve.	0													Re-allocated
14719	Carum Downs Recreation Reserve - New Electronic Scoreboard	Installation of a new Electronic Scoreboard at Carum Downs Recreation Reserve.	30,000													OK
14754	Centenary Park Golf Course Master Plan Implementation - Golf Course Improvements	Implement a master plan at Centenary Park Golf Course, based on recommendations outlined as part of the 2005 master plan. Construction will include a variety of improvements related to construction and course upgrades, in addition to an expanded carpark.	0													Deferred
14753	Jubilee Park Landscaping, Lighting and Ancillary Park Infrastructure	Redevelopment at Jubilee Park including landscaping, lighting and ancillary park infrastructure. 2022/2023 works relate to the design phase.	100,000													OK
14756	Athletics Infrastructure Renewal	Improvements to the Ballam Park Athletics facility and wider precinct, including facility enhancements to complement the track surface renewal project and Ballam Park Athletics Pavilion project to ensure the facility is fit for purpose.	0													Deferred
14757	Sports Lighting Design	Preparation of design and tender documentation for sports lighting projects that mitigate the risks raised in the sports lighting audit. 22/23: Ballam East Oval.	0													Withdrawn
14758	Sports Ground Design	Preparation of design and tender documentation for sports ground redevelopments. 2022/2023: Ballam East Oval, Frankston Park, Kananook Reserve and East Seaford Reserve.	30,000													OK
14760	Carum Downs Recreation Reserve - Expanded Pavilion	Expansion of the pavilion at Carum Downs Recreation Reserve.	0													Deferred
14761	Carum Downs Recreation Reserve - Multipurpose Courts	Renewal of existing tennis courts to multi-purpose courts with sports lighting.	0													Re-allocated
14775	Seaford North Reserve - Sports Lighting for Soccer Pitches and Power Upgrade	2022/23: • Seaford North - Seaford Soccer Club - New lighting to two soccer pitches includes power upgrade (soccer pitches 3 and 5).	475,000													OK
14776	Monteary Reserve - Sports Lighting for Soccer Pitches 1, 2 & 3	2022/23: • Monteary Reserve soccer pitches 1, 2 and 3	650,000													OK
14777	Kitchen upgrade at Riviera Pavilion	Renewal of existing cabinetry, equipment and finishes including installation of a new food and oil interceptor trap in accordance with SEW requirements at Riviera Pavilion.	205,000													OK
14778	Frankston BMX Track Toilet Installation	Installation of new toilets at the Frankston BMX Track.	384,000													OK
14779	Centenary Park Golf Course Master Plan Implementation - Overflow Car Parking (Transfer Station Precinct)	Extend the carpark to improve connections at the Centenary Park Golf Course.	0													Deferred
14780	Centenary Park Golf Course Master Plan Implementation - 1st hole	Improvements to the 1st hole at the Centenary Park Golf Course as identified in the master plan.	0													Deferred
14781	Centenary Park Golf Course Master Plan Implementation - 10th hole	Improvements to the 10th hole at the Centenary Park Golf Course as identified in the master plan.	0													Deferred
14782	Centenary Park Golf Course Master Plan Implementation - 13th hole	Improvements to the 13th hole at the Centenary Park Golf Course as identified in the master plan.	215,000													OK
14783	Centenary Park Golf Course Master Plan Implementation - 8th hole	Improvements to the 8th hole at the Centenary Park Golf Course as identified in the master plan.	0													Deferred
14784	Centenary Park Golf Course Master Plan Implementation - 14th hole/15th tee	Improvements to the 14th hole and 15th tee at the Centenary Park Golf Course as identified in the master plan.	0													Deferred
14786	Delacombe Park Oval 1 - Terrace Seating & Stairs Renewal	Renewal of the terrace seating and stairs at Delacombe Park Oval 1.	150,000													OK
14807	Belvedere Tennis Club Court Lighting	Improvements to the court lighting at the Belvedere Tennis Club.	100,000													OK
14812	Frankston BMX Track - Track Lighting	Frankston BMX Track - BMX track - Lighting - Existing lighting	150,000													OK
Biodiversity and Open Space																
13226	BBQ Renewal Program	Renewal works on BBQs across the municipality, based on asset condition.	0													Withdrawn
13299	Risk Management Works within Council Reserves	Recurring program to alleviate reactive high risk issues within Council relating to reserves and open space.	54,000													OK
13620	Public Toilet Renewal Program	Renewal works at public toilet facilities based on asset condition and user requests.	25,000													OK
13030	Minor Open Space Asset Renewal Program	Renewal of park furniture assets across all Council Reserves and open space. Implementation of the recommendations of the Parks Assets Condition Audit. Renewal works are undertaken in accordance with the Levels of Service Framework within reserves.	50,000													OK
13306	Reserves Internal Fencing Renewal Program	Renewal of internal fencing at sports grounds and Council reserves based on asset condition and user requests.	50,000													OK
13421	Reserves Boundary Fencing Renewal Program	Renewal of boundary fencing where residents contribute half the cost for fence replacement that abuts Council reserves. Identification of projects based on reactive requests from residents dealing with safety and access issues on reserves including cars, playground protection and disabled access.	108,000													OK
13887	Playground Strategy Implementation	Implementation of the Playground Strategy through the design and renewal of play spaces (including Senior Play spaces) throughout Frankston Council. This strategy is based on the categorisation of playgrounds into district, regional and local parks.	774,892													OK
13294	Skye Recreation Reserve - Master Plan Implementation	Review and implementation of the Master Plan at Skye Recreation Reserve.	0													Re-allocated
13771	Forshore & Wetlands Erosion Control Fence Renewal Program	Renewal works related to replacing old and damaged erosion control fences and minor assets as identified in the Open Space Audit.	104,000													OK
14191	Ballam Park Regional Playspace Upgrade	Staged implementation of the Ballam Park Master Plan. Works include: • Front entrance upgrade • New regional play space.	2,220,613													OK
14328	Carum Downs Recreation Reserve Master Plan Implementation	Master Plan implementation at Carum Downs Recreation Reserve including a district level playspace upgrade containing inter-generational play and higher level play facilities, landscaping and access improvements.	965,000													OK
14331	George Pentland Botanic Gardens Master Plan Implementation	Master Plan implementation at George Pentland Botanic Gardens. 2022/2023 works relate to the events space and 'wild' play.	150,000													OK
14416	Local Park Upgrade Program	Implementation of the Local Parks Action Plan. Locations vary across the municipality, priorities are based on asset condition.	0													Re-allocated
14515	Kananook Creek Environmental & Cultural Learning Park	Works to improve Kananook Creek Reserve as an environmental and cultural learning park.	436,587													OK
14530	Monteary Reserve Master Plan & Playspace Upgrade	Implement outstanding recommendations of the master plan to the southern part of Monteary Reserve including consultation with the community around participation needs and improving park amenities. Works include: • Integration of the northern half of the reserve with community activities in the southern half of the reserve • Improved amenity and access • Concise connections to surrounding precinct • Installation of a district level play space incorporating seniors / adult and intergenerational play.	30,000													OK
14541	Frankston Open Space Strategy - Oliver's Hill Landscape and Lookout Plan, Frankston South	Development of a landscape plan for Oliver's Hill including the zoning of land, flora and fauna, land form, key uses and infrastructure, buildings and structures, access and pathways/circulation, parking etc.	112,160													OK
14569	Everlyn Park Open Space	Develop a large community open space on Everlyn Street including the installation of paths, paved / picnic areas, park furniture.	359,804													Completed
14572	Shade Sail Retrofit Program	Install shade sails at local playgrounds based on need and resident requests.	85,000													OK
14601	Seaford Wetlands Improvements	This project is a component of the Seaford Wetlands Rejuvenation Program to construct a shared use path bridge connecting Tel Face Road and the Seaford Wetlands including connecting paths and signage.	1,500,000													Withdrawn
14612	Wingham Park Upgrade	Construct a co-located play and social area, designed for seniors. Works include: • Installation of an accessible adult/senior outdoor activity centre including accessible adult fitness equipment and floor space for ground fitness activities (e.g. Yoga, Pilates); • Improved pedestrian connectivity; • Park amenity (seats and drinking fountain); • Improved horticulture and tree planting; • Better connections to the park, Karling Place and car park.	235,000													OK











Project No	Project Title	Project Description	Adjusted Budget (EOY)	Jul-22	Aug-22	Sep-22	Oct-22	Nov-22	Dec-22	Jan-23	Feb-23	Mar-23	Apr-23	May-23	Jun-23	Status
14644	Sandfield Reserve Improvements	Improvements in accordance with Play Strategy, Sandfield Landscape Plan and Open Space Strategy.	100,000													OK
14654	Urban Forest Action Plan - Tree Planting on Major Roads	Design and delivery of the program of works as outlined in the Urban Forest Action Plan to improve gateway entry treatments on major roads and prominent gateways through tree planting to mitigate urban heat island, enhance amenity and improve biodiversity.	336,270													OK
14672	Ballam Park Storm Water Treatment & Park Improvements	Installation of an integrated water management system and improvements to the southern entrance of the park including: • Enhanced Park Entry • Water Play & Features • Pocket lawns for picnics • Event/Performance lawn • Heritage Garden • Adventure Playspace • New Shelters • New Pathways • Improved BBQ facilities.	250,000													OK
14689	Beach Street / McMahon's Road Underpass Beautification	Develop schematic drawings to be used to advocate the State Government to undertake upgrade work to replace sound walls and improve the amenity of the Beach Street underpass.	20,000													OK
14699	Open Space Strategy - Banyan Reserve, Carrum Downs - Upgrade	Review and implement a master plan for Banyan Reserve in partnership with Melbourne Water to support unstructured recreation. Improve partnerships with adjacent Carrum Downs Primary to support youth recreation and education activities. Improve amenity and facilities for seniors in adjacent retirement housing and to meet population forecast increases.	0													Deferred
14699	Robinsons Bushland Reserve - Upgrade	Implementation of pest control fencing to extend habitat area for local wildlife.	0													Deferred
14694	Wittenberg and Robinsons Park Master Plan Implementation	Implementation of the master plan including various works at Wittenberg Play Space, Wittenberg Reserve and Robinsons Park.	120,000													OK
14696	Barter Park, Frankston South Master Plan Implementation	Implementation of the Barter Park Masterplan to support a diversity of sporting, vegetation management, WSUD, play, dog walking and unstructured recreation for existing residents.	85,000													OK
14697	Open Space Strategy - Deascombe Park Reserve, Frankston South - Upgrade	Upgrade path connections, sporting facilities and unstructured recreation within Deascombe Park. Develop a precinct plan to create a community hub with community café for users including Frankston High / PS and sports clubs.	0													Deferred
14699	Sweetwater Creek Reserve - Upgrade	Review and implement the Sweetwater Creek Management Plan to support the management and quality of public open space and vegetation management in Upper & Lower Sweetwater Creek Reserves. Works include improvements to the track network (22/23) design implementation (23/24).	40,000													Not Started
14700	Dame Elizabeth Murdoch Arboretum - New Rotunda	Replace existing rotunda at the Dame Elizabeth Murdoch Arboretum.	35,000													Deferred
14743	Seaford Wetlands Rejuvenation - Landscaping and Environmental Works	This project is a component of the Seaford Wetlands Rejuvenation Program (\$3.5M) funded by DELWP, to undertake revegetation and habitat improvements within the wetland.	300,000													OK
14744	Seaford Wetlands Rejuvenation - Interpretive and Wayfinding Signage	This project is a component of the Seaford Wetlands Rejuvenation Program (\$3.5M) funded by DELWP, to install interpretive and wayfinding signage and a livestreaming station within the wetland.	100,000													OK
14745	Seaford Wetlands Rejuvenation - Facilities Upgrades	This project is a component of the Seaford Wetlands Rejuvenation Program (\$3.5M) funded by DELWP, to upgrade the infrastructure within the wetland.	230,000													OK
14752	Fauna Crossings, Habitat Connectivity and Wildlife Protection	Installation of fauna crossings, habitat connections and virtual fencing to protect animals and wildlife by way of sensors, protecting the community and animals.	30,000													OK
14759	Carrum Downs Recreation Reserve Carpark and Associated Parkworks Upgrade	Upgrade of the existing carpark and associated parkworks to support the changes to the playground and other facilities at Carrum Downs Recreation Reserve.	0													Deferred
14766	Beuty Park Fountain	Installation of a fountain at Beuty Park	50,000													OK
14767	Natural Reserves Rehabilitation	Program of works to rehabilitate vegetation in natural reserves.	120,000													OK
14770	Ballam Park Lake - Art Pieces & LED Lighting	Installation of art pieces and LED lighting around the proposed lake at Ballam Park.	150,000													OK
14771	Cranbourne Road / Beach Street Intersection Landscaping Works	Upgrade landscape at the Cranbourne Road / Beach Street intersection.	20,000													OK
14774	Landscaping and Feature Garden Works Program	Renewal of landscaping and feature gardens at various locations.	200,000													OK
14797	Willow Park, Frankston - Frankston Play Strategy Implementation	Renewal / upgrade playground at Willow Park as identified in the Frankston Play Strategy.	350,000													OK
14799	Rosemary Reserve, Frankston North - Frankston Play Strategy Implementation	Renewal / upgrade playground at Rosemary Reserve as identified in the Frankston Play Strategy.	420,000													OK
14799	Varralunga Reserve, Langwarrin - Frankston Play Strategy Implementation	Renewal / upgrade playground at Varralunga Reserve as identified in the Frankston Play Strategy.	140,000													OK
14800	East Seaford Reserve, Seaford - Frankston Play Strategy Implementation	Renewal / upgrade playground at East Seaford Reserve as identified in the Frankston Play Strategy.	35,000													OK
14801	Lavender Hill Multiuse Court, Carrum Downs - Frankston Play Strategy Implementation	Renewal / upgrade the multiuse court at Lavender Hill as identified in the Frankston Play Strategy.	30,000													OK
14802	Kareela Reserve, Frankston - Frankston Play Strategy Implementation	Renewal / upgrade playground at Kareela Reserve as identified in the Frankston Play Strategy.	35,000													OK
14803	Austin Reserve, Seaford - Frankston Play Strategy Implementation	Renewal / upgrade playground at Austin Reserve as identified in the Frankston Play Strategy.	35,000													OK
14804	Heyzen Reserve, Skye - Frankston Play Strategy Implementation	Renewal / upgrade playground at Heyzen Reserve as identified in the Frankston Play Strategy.	35,000													OK
14805	Monique Reserve, Langwarrin - Frankston Play Strategy Implementation	Renewal / upgrade playground at Monique Reserve as identified in the Frankston Play Strategy.	35,000													OK
14809	Frankston Gateway Landscaping - Oliver's Hill and Esplanade	Upgrade of landscaping at Oliver's Hill and The Esplanade.	75,000													OK
14809	Pratt Reserve (Multiuse Court Only), Langwarrin - Frankston Play Strategy Implementation	Renewal / upgrade the multiuse court at Pratt Reserve as identified in the Frankston Play Strategy.	30,000													OK
14810	Heritage Reserve (Multiuse Court Only), Skye - Frankston Play Strategy Implementation	Renewal / upgrade the multiuse court at Heritage Reserve as identified in the Frankston Play Strategy.	0													Deferred
14813	Peninsula Reserve Upgrade	Upgrade to the landscape and park infrastructure at Peninsula Reserve.	314,376													OK
14814	Whistletop Reserve Upgrade	Upgrade to the landscape and park infrastructure at Whistletop Reserve.	100,000													OK
14816	Sandfield Reserve Youth Space	Construction of a youth space in Sandfield Reserve in line with the Sandfield Reserve Masterplan.	100,000													OK
Climate Change Action																
14552	Council Facilities Solar PV and Electrification Program	Undertake feasibility and detailed design studies for the installation of solar power at Council facilities.	100,000													OK
14520	Peninsula Aquatic Recreation Centre Solar PV Installation	Design and installation of a 356kW solar power system to improve the environmental performance of a Council facility and reduce electricity use/costs and greenhouse gas emissions. Contributes to achieving Council's adopted Zero net emissions (carbon neutral) target by 2025. 2020/21 includes technical assessment, approvals and detailed design.	858,796													OK
14544	Street Lighting Renewal Program (1,421 Mercury Vapour/150 Lights to 17W LED Lights)	Renewal of street lights across the municipality resulting in an environmental performance increase and reduction in electricity costs and greenhouse emissions.	539,290													OK

Project (No)	Project Title	Project Description	Adjusted Budget (EOY)	Jul-22	Aug-22	Sep-22	Oct-22	Nov-22	Dec-22	Jan-23	Feb-23	Mar-23	Apr-23	May-23	Jun-23	Status
14617	Frankston Arts Centre Boiler and Chiller Optimisation	Replacement and installation of components to improve the efficiency of the boiler and chiller.	22,130													OK
14621	Facility Energy Efficiency Upgrades	Implement energy efficiency improvements at facilities in line with the Towards Zero Emissions Plan 2019-2025.	312,084													OK
14623	Frankston Civic Centre Solar PV	Installation of a 66kW solar powersystem to reduce Council's electricity use/costs and greenhouse gas emissions, plus progress towards its adopted zero net emissions (carbon neutral) target by 2025.	25,762													OK
14640	Solar PV Renewal Program	Renewal of existing solar PV systems and components based on condition assessments and fault reports. 2022/2023 works include reviewing existing systems, reporting and recommendations for future projects.	30,000													OK
14603	Powering Communities Program	Design and installation of solar PV systems, funded by the Federal Government Powering Communities Program, at: • Orrell Street Community House Centre • Overport Park - Frankston Junior Dolphins Football Club Pavilion	22,542													OK
14704	Frankston Civic Centre (internal lighting) - T8 lamp upgrades to LEDs	Renewal of lights at Frankston Civic Centre to reduce electricity usage and greenhouse emissions. 2022/2023 scope includes the replacement of identified lights.	0													Deferred
14709	Occupancy sensors for heating and cooling units	Installation of occupancy sensors on air conditioning units at identified sites across the municipality during 2022/2023.	35,000													OK
Integrated Water																
13334	Monte Rey Recycled Water Scheme	Implementation of a public-private sector partnership project with South East Water and other water users to deliver recycled water from the Eastern Treatment Plant (ETP) for irrigation, to nominated sites in Frankston North, including Council sporting reserves (Eric Hall, Monterey and Pat Rolfe Reserves) and Long Island Golf Club. Action arising from Integrated Water Action Plan.	60,000													Withdrawn
13453	Essement Drainage Pit Alterations	Works identified during the inspection of drainage within easements including the raising of pits to the current surface level.	0													Withdrawn
13525	Minor Drainage Improvement Works	Recurring works that address minor drainage issues arising from major storm events in the municipality.	50,000													OK
13771	Drainage Renewal & Upgrade Program	Renewal of drainage infrastructure throughout the municipality, based on asset condition.	750,000													OK
14423	Gatic Pit Lid Renewal Program	Renewal program of gatic side entry pits throughout the municipality to address manual handling of heavy gatic pit lids with Tera Poma lids as per Council's standards.	80,000													OK
14434	Drainage Renewal Works in Council Reserves	Renewal of drainage assets within reserves across the municipality, based on asset condition.	15,000													OK
14444	Frankston South Drainage Strategy - Drainage Upgrade - Mura	Design and construction of the Mura Street Catchment Stage 2. 22/23 works to develop the detailed design.	0													Deferred
14445	Flood and Catchment Modelling	Ongoing program of flood modelling and catchment analysis across the municipality.	54,000													OK
14462	Water Sensitive Urban Design (WSUD) Implementation Program	Action recommendations outlined in the WSUD condition asset report and to ensure opportunities for WSUD treatments are incorporated into Council projects (e.g. streetscapes, public open spaces, road and carparking projects).	0													Withdrawn
14532	Frankston South Drainage Strategy - 15 Kam Street, Frankston Drainage Upgrade	Review of drainage as per the Frankston South drainage strategy. Scope for 2022/2023 includes outcomes arising from 2021/2022 modelling.	0													Deferred
14553	Frankston South Drainage Strategy - Williams Street Stage 2 Drainage Upgrade	Outfall pipe construction between Kananook Creek and the Stage 1 works as per the Frankston South Hotspots Flood Mitigation Plan.	46,246													OK
14555	Baxter Park Dam Safety Improvements	Design and implementation of safety improvements and amenity works at Baxter Dam.	200,000													OK
14765	William Park North Oval and the McClelland College Ovals - Drainage Improvements	Improvements to the drainage at William Park North and McClelland College Ovals.	60,000													OK
Waste and Recycling																
13087	Litter Bin Replacement Program	Renewal of litter bins and dog waste bins throughout the municipality based on asset condition.	41,606													OK
13579	Frankston Tip Risk Management Strategy Implementation	Address risks as outlined in the Frankston Tip Risk Management Strategy Implementation.	64,455													OK
14646	Frankston Regional and Resource Recovery Centre Rainwater Tank Installation	Install a new water tank at the Frankston Regional and Resource Recovery Centre.	33,706													OK
14647	Kerbside Residual Bin Lid Replacement	Develop and implement the transition plan to replace the residual bin lids as per the kerbside reform Government directive.	375,000													OK
14650	Frankston Regional and Resource Recovery Centre Entry Upgrade (exit lane to Harold Road)	Improve the entry to the Frankston Regional and Resource Recovery Centre at Harold Road by altering the exit lane.	500,000													OK
14754	Waste On-Line Collection Platform	Implementation of a waste on-line collection platform.	20,000													OK
14725	IT Link - Solo Waste Tracking	Integration of the Solo waste tracking system and Council's customer request system.	52,000													OK
14719	Frankston Memorial Park - Concrete Storage Bay Removal	Removal of a concrete storage bay to improve site safety.	35,000													OK
Parking																
14663	X-Kanook Commuter Car Park	Construction of a new multi-level car park adjacent to Kananook Station and the Frankston Basketball Stadium at Kananook Reserve. Car park will provide 312 new car spaces for users of these facilities.	1,708,710													OK
14691	Carpark Optimisation Program for Frankston CAA	Parking area upgrades Frankston CAA	0													Deferred
Transport Connectivity																
13250	Street Lighting Upgrades	Installation of new street lights as requested by residents to improve safety.	30,000													OK
13657	Road Renewal Program	Renewal of road pavements and surfaces identified during Council's Pavement Management System and through on-site inspections.	3,041,000													OK
13512	Footpath Renewal Program	Renewal of asphalt and concrete footpaths across the municipality as identified by Council's Road Management Plan (RMP) inspections and Civil Infrastructure Maintenance (CIM) referrals. Program includes renewal of damaged vehicle crossings from Council activities and renewal of tram crossings to achieve BDA compliance.	1,100,000													OK
13544	Traffic Management Devices - Renewal Program	Renewal of traffic management devices as identified by condition audits and as required by the Road Renewal Program. Designs to include consideration of Water Sensitive Urban Design (WSUD). 2022/23 works include: • Renewal of two roundabouts on Heatherhill Road, Frankston	35,000													OK
13565	Shared Path Safety Upgrades	Safety upgrades of bicycle paths as identified by the bicycle safety survey. Projects are prioritised based on asset condition from an identified list.	54,000													OK
13565	Kerb Renewal Program	Renewal of kerbs as identified based on asset condition audit and resident requests. Works are delivered in conjunction with the road renewal program (where practical).	200,000													OK
13723	Barrier & Guard Rail Renewal Program	Renewal works relating to road safety barriers as identified during inspections. Priorities are based on hazard, condition, state and severity.	34,781													OK
13847	Minor Bridge & Path Structures Renewal Program	Minor renewal works such as replacement of railings, piles, members in poor condition, and is to be implemented for structures (pedestrian & vehicle bridges, boardwalks and staircases) across the municipality based on asset condition and safety audits.	0													Withdrawn
13925	Minor Traffic Treatment Installation	Minor traffic treatments installed following investigation of resident/community, Council or officer requests.	60,000													OK
13950	Reserves Pathway Renewal Program	Renewal of pathways located in Council reserves based on asset condition and resident requests.	50,000													OK
13972	City Centre Pathway Renewal Program	Renewal of footpath areas throughout Frankston Central Activities Area based on asset condition and resident requests.	50,000													OK
14117	Seaford Local Area Traffic Management	Implementation of the Seaford Local Area Traffic Management (LATM) Study. On ground LATM Treatments include splitter islands, raised school and pedestrian crossings, speed humps, raised pavement intersection treatments, roundabout modifications, new roundabouts, speed limit changes, signage and lane marking improvements. The project will also advocate to other authorities including VicRoads for improvement on declared main roads such as signal installations and speed limit changes and Level Crossing Removal Project for improvement associated with level crossing works such as pedestrian rail and road crossing improvements.	800,000													Withdrawn
14403	Barratts Road (Robinsons Road to 120 Barratts Road) - Construction	Construction of Barratts Road, including the construction of a sealed road, kerb and channel, and underground drainage. Project partially funded by the Federal Local Road and Community Infrastructure Program.	2,100,000													OK
14415	Kerb and Channel Construction Program	Construction of small sections of mixing kerb and channel.	0													Withdrawn

Project No	Project Title	Project Description	Adjusted Budget (EOY)	Jul-22	Aug-22	Sep-22	Oct-22	Nov-22	Dec-22	Jan-23	Feb-23	Mar-23	Apr-23	May-23	Jun-23	Status
14425	Shared Path Renewal Program	Safety upgrades of bicycle paths as identified by a bicycle safety survey, affecting a number of Councils in Melbourne. Projects are prioritised based on asset condition from an identified list.	170,000													OK
14431	Street Lighting Renewal Program	New street lights to improve safety throughout the municipality.	0													Withdrawn
14477	Cranbourne Road Retaining Wall Upgrade Stage 2	Upgrade works to the Cranbourne Road bluestone retaining walls.	151,651													OK
14528	Minor Pathway Program	To construct small sections of footpath identified through the year by community, officers and Councilor that address accessibility and O&M concerns.	20,000													OK
14549	McCormicks Precinct Local Area Traffic Management	Installation of traffic management devices as detailed in the McCormicks Precinct Local Area Traffic Management study.	320,000													OK
14550	Hartnett Local Area Traffic Management	Installation of traffic management devices as detailed in the Hartnett Local Area Traffic Management study.	49,276													OK
14561	Frankston Revitalisation Action Plan - Greenlink (Baxter Trail, City Centre - Monash University)	Construction of a new shared user path to link the Baxter Trail with the Frankston City Centre. Staged construction. • Stage 1 - Shared User Path, Baxter Trail, Monash University to City Centre • Stage 2 - Upgrade connection at local road intersection - Clarendon Street and connector paths.	161,142													OK
14563	Wayfinding Signage (Frankston Station to the Beach)	Installation of digital wayfinding signage from Frankston Station to the Beach.	11,339													OK
14604	Jubilee Park Stadium Traffic Management Strategy	Completion of a traffic strategy to improve accessibility issues at Jubilee Park.	25,000													OK
14618	Belvedere Local Area Traffic Management	Installation of traffic management devices as detailed in the Belvedere Local Area Traffic Management study.	128,045													OK
14643	Open Space Connections	Municipal wide program for open space walking and cycling connections as per Paths Development Plan and Open Space Strategy.	35,126													OK
14657	Golf Links Road Shared Pathway (Peninsula Link to Baxter Trail)	Design and construction of a shared path on Golf Links Road.	37,665													OK
14664	Minor Asphalt Patching Renewal Program	Minor renewal works on roads - asphalt patching.	100,000													OK
14670	Pathway Development Plan Implementation Program	Installation of new paths as prioritised under the Pathway Development Plan.	502,297													OK
14676	LXRP Community Assets Improvement	The following projects are to be designed (21/22) & constructed (22/23 & 23/24) using funding provided by LXRP: 1. Shared use path between Skye Road and Frankston Station 2. Kananook Creek Interpretative trail 3. Shared use path connections on Seaford Road and Skye Road 4. Car parking and kerb works along Bardia Avenue, Seaford 5. Other related projects.	461,880													OK
14696	Stotts Lane - Road Upgrade	Construction of Stotts Lane including road pavement, footpaths and traffic management devices.	120,000													OK
14718	Humphries Road / Mountain Avenue Roundabout Upgrade	Upgrade the treatment for the intersection at Humphries Road and Mountain Avenue, Frankston South.	0													Deferred
14721	Walls Street and Beach Street - Porphyry Paving Renewal	Renewal of the porphyry paving at Walls Street and Beach Street.	0													Deferred
14741	Skye Road / Onkara Street - Install Traffic Islands and Pedestrian Refuge	Construction of Splitter Islands and Pedestrian Refuge on Skye Road near the intersection of Skye Road and Onkara Street, Frankston.	0													Deferred
14742	McCormicks Road / Gamble Road - Install Traffic Islands and Pedestrian Refuge	Construction of Splitter Islands and Pedestrian Refuge on McCormicks Road near the intersection of McCormicks Road and Gamble Road, Skye.	15,000													OK
14762	Seaford Wetlands Unimproved Interface to Peninsula Link Trail	Construction of the link from the Peninsula Link Trail to the southeast corner of the Seaford Wetlands path network.	70,000													OK
14765	Shared User Path Missing Link (Flowman Place to Clarendon Street)	Concept design of a shared user path between Flowman Place and Clarendon Street, Frankston.	30,000													OK
14767	Beach Street - McMahons Road Intersection Upgrade	Install raised safety platform at the intersection, construct splitter islands and kerb outstands with other pedestrian improvements.	320,000													OK
14769	North Road (North Side) Warrenwood Place Pathway Development	Construct 170m of 3.5m wide pathway on North Road, Langwarrin (Warrenwood Place to West Edge of 319 North Road Development).	40,000													OK
14790	North Road (North Side) Union Road to 13/261 North Road Pathway Development	Construct 200m of 3.5m wide pathway North Road, Langwarrin (Union Road to 13/261 North Road).	72,000													OK
Economic Development																
14807	Outdoor Dining	Outdoor dining installations throughout the City.	0													Re-allocated
14815	Oliver's Hill Boat Ramp Car Park Alterations & Utilities for Food Trucks	Alterations to the carpark and installation of utilities at the Oliver's Hill boat ramp for food trucks.	80,000													OK
Urban Revitalisation																
14768	Municipal Signage Strategy Implementation	Renewal of signage at various reserves and public realm spaces, implementing the outcomes of the Signage Strategy. Signage includes naming, regulatory and interpretative signage.	293,939													OK
14348	Local Shopping Strip Action Plan - Major Improvement Program	Municipal wide shopping strip improvement program in accordance with the Local Shopping Strip Action Plan. 2022/23 works: Revitalising Railway Parade, Seaford and Railway Street, Frankston.	311,625													OK
14451	City Centre Greening and Improvement Program	Develop design for greening works by way of planting street trees and other initiatives.	0													Withdrawn
14579	White Street Mall Upgrade	Upgrade White Street Mall including outdoor dining improvements.	583,065													OK
14582	Frankston Revitalisation Action Plan - Stiebel Place Activation	Revitalisation and activation of Stiebel Place, Frankston including outdoor improvements.	369,209													Withdrawn
14625	Lighting Frankston Program	Installation of new lighting as per Lighting Frankston Action Plan. 2022/23 works include: LED Lighting - 4 Trees, Nepean Highway Clock Tower, Oliver's Hill Clocks, Remaining Bridges x2. Plans/Concepts re: use of projector technology.	156,820													OK
14616	Frankston North Gateway Treatment	Development of improved gateway entry treatment of planting to provide a welcome to Frankston North on the Skye Road to Ballarto Road section of the Frankston Dandenong Road.	44,723													OK
14645	Local Shopping Strip - Minor Improvements Program	Undertake minor improvements at various local shopping strips based on functional analysis and resident requests.	25,000													OK
14682	Frankston Revitalisation Action Plan - Balmoral Precinct Public Realm Plan	Concept design for public realm improvements within the Balmoral Precinct.	12,980													OK
14658	Frankston Revitalisation Action Plan - Fletcher Road Gateway Beautification	Greening, Lighting and Creative Frankston. Works not to encroach on the rail corridor and ArtWork Installation underpass City Centre Greening Budget for North side - \$170k (POC 20/21) City Centre Greening Budget for South side - \$130k (POC 21/22) Street Art Budget - \$60k (OSD) Lighting Budget (OSD) - \$190k	225,120													OK
14659	Dandenong Road Underpass at Fletcher Road - Murals & Planting Installation	Installation of murals and planting to improve the amenity at the underpass.	38,110													OK
14661	Frankston Revitalisation Action Plan - Frankston Pier Creative Lighting	Install continuous lighting to Frankston Pier to support visibility and safety. Works include: • Edge lighting to define the limits of pedestrian space and safe areas of movement and visibility to surrounds and to enhance the pier structure and amplify the experience of our valued coastal environment. • Potential to light underside of pier as part of the experience - need to consider impact on underwater environment.	190,000													OK
14663	Frankston Revitalisation Action Plan - Nepean Highway (Davay Street - Wayne Street) Median Revitalisation	Remove clutter and old barriers in the median and install new landscaping treatments beneath trees and feature tree lighting including the Nepean Highway Clock Tower.	542,702													OK
14717	Frankston Revitalisation Action Plan - Priority Projects from Frankston Revitalisation Action Plan	Implementation of priority projects identified in the Frankston Revitalisation Action Plan.	66,442													OK
14718	Nepean Highway Revitalisation - Stage 2 & 3	The development and implementation of improvement works to revitalise Nepean Highway streetscape.	300,000													OK
14748	Lighting Frankston Plan Implementation - Circuit Path Illumination Pilot Programme	Establish light illuminated paths and rails at major open spaces trees throughout the municipality.	25,000													OK
14747	Lighting Frankston Plan Implementation - Foreshore Boardwalk Lighting	New pedestrian-oriented lighting from Oliver's Hill lookout, integrated along the foreshore boardwalk to the Frankston Pier forecourt.	25,000													OK
14748	Frankston Lighting Plan Implementation - St. Pauls Church	Installation of accent lighting to St Pauls Church, Frankston to improve visibility and safety.	40,000													OK
14749	Frankston Lighting Plan Implementation - Frankston Waterfront Precinct	New lighting for the Frankston Yacht Club precinct including pedestrian connections.	20,000													OK
14750	Lighting Frankston Plan Implementation - Creative Tree Illumination Pilot Program	Establish light illumination in identified trees throughout the municipality.	50,000													OK

Project No	Project Title	Project Description	Adjusted Budget (£'000)	Jul-22	Aug-22	Sep-22	Oct-22	Nov-22	Dec-22	Jan-23	Feb-23	Mar-23	Apr-23	May-23	Jun-23	Status
14751	Lighting Frankston Plan Implementation - Bridge Illumination Programme	Install new pedestrian lighting on identified bridges to improve safety throughout the municipality.	150,000													OK
Governance																
14867	Frankston Yacht Club Alterations & Fitout	Fit-out of the first floor of the Frankston Yacht Club facility for a restaurant and alterations to the ground floor café.	594,975													OK
14433	Frankston Memorial Park Toilet Upgrade	Upgrade the existing toilet to an ambulant unisex toilet at Frankston Memorial Park.	491,500													OK
14592	Frankston Memorial Park - Carpenters Residence	Refurbishment of the carpenters residence into the administration for the cemetery.	18,300													OK
14559	Frankston Yacht Club Commercial Kitchen Fitout	Installation of a new commercial kitchen to support the restaurant space on the first floor of the Frankston Yacht Club.	0													Re-allocated
14740	ReM Functionality - Kapish Locations Management Tool	Purchase, configuration and installation of Kapish Locations Manager Tool.	12,000													OK
Asset Management																
11234	Light Vehicle Replacement Program	Replacement of existing motor vehicles at planned service life. The program renews Council Tool of Trade fleet vehicles, and private use vehicles, based on asset condition, or at specific kilometre intervals.	1,140,948													OK
11233	Office Furniture & Equipment Renewal	Renewal of office equipment and furniture to meet OH&S requirements and ensure staff safety.	15,000													OK
11304	Plant & Equipment Replacement	Replace items of heavy vehicles and plant at the end of their planned service life.	1,264,276													OK
11332	Civil & Operations Facilities Renewal Program	Renewal works at facilities based on asset condition and occupant requests.	470,000													OK
11359	Facilities Painting Program	Programmed repainting of external and interior surfaces on facilities based on the predicted life cycle of the surfaces treatments and service levels at Council owned facilities, throughout the municipality. 22/23: Frankston Lifesaving Club/Waves, Parashore BBQ steel structures x3 in total, Plaza Toilet block, Davey Richardson Pavilion Seafood (next door to Linan House), the facade of the 438 office building and Parts of the Arts Centre.	150,000													OK
11359	Minor Plant & Equipment Replacement	Replacement of minor plant and equipment at planned service life. Items include blowers, brush cutters, chainsaws, grinders, edgers, push mowers, etc.	30,000													OK
14143	Facility Maintenance Contract Renewal Program	Renewal of building components identified through maintenance referrals under the Facilities Maintenance Contract.	250,000													OK
14325	Downs Estate Infrastructure Upgrade	Upgrade at Downs Estate: • CCTV Installation • Fencing • Welcome sign and drinking fountain • Veranda (backing onto shed)	11,315													OK
14403	Storm and Vandalism Renewal Program	Reactive replacement and repair of components of facilities that have been damaged from storms or vandalism.	0													Withdrawn
14560	Asbestos Eradication Program	Removal of asbestos from Council facilities in accordance with the priorities held in Council's Asbestos Register.	50,000													OK
14559	Fleet Telematics	Install telematics into Council vehicles to improve safety.	369,606													OK
14505	Fleet Vehicle Acquisitions	Purchase of new Council vehicles to enhance service delivery.	155,412													OK
14670	Fleet Services Workshop Alterations	Works to address OH&S issues identified in through a workplace inspection including: • Supply and install replacement of fit for purpose racking system for drum storage and other motor products • Replacement of all fluorescent lighting including cage covers • Removal of fittings and fixtures in unused pit and fit-in permanently to provide load bearing floor space for mechanics • Alterations to wash-up sink and surrounding area.	9,969													Completed
14651	City Centre and Boardwalk Cleaning Vehicle	Purchase of a vehicle for the new City Centre and Boardwalk Cleaning crew.	32,761													Completed
14657	Operations Centre Storage Alterations - Parks & Vegetation	Upgrade of storage area for Parks & Vegetation at the Operations Centre.	30,000													OK
14721	Electric Vehicles - Charging Infrastructure & EV Vehicle Acquisition	Purchase one electric vehicle with decals and undertake a feasibility / design of implementing charging infrastructure at the Frankston Civic Centre.	0													Deferred
14722	Operations Centre - Turf Shed Renewal	Renewal of the Turf Shed at the Frankston Operations Centre which is at end of life.	130,000													OK
14734	Smart Cities - Sensor Deployment	Deployment of sensors across Council on an as needed basis.	0													Deferred
14725	Smart Cities - Asset Utilisation	Deployment of a CCTV network utilising AI to analyse feeds and provide insights and trends.	150,000													OK
14753	Carrom Downs Recreation Reserve - New Public Toilet	Replacement / raising of the existing toilet at the Carrom Downs Recreation Reserve.	100,000													OK
14790	North Road & McClelland Drive Resealing (LSC)	Resealing of North Road and McClelland Drive funded by the federal Local Roads and Community Infrastructure Program.	124,000													Completed
Customer service and experience																
14641	Future Ready Frankston Implementation	Delivery of year two initiatives of FRF program. Website improvement program including redevelopment of Discovery Frankston and Invest Frankston. Digitisation of services and transactions.	300,000													OK
14642	Smart Cities Implementation	Implement smart city technology as identified in the Future Ready Frankston corporate strategy.	191,362													OK
14656	Transparency Hub Implementation	Implement a transparency hub providing a portal for the community to access information Council's activities.	136,199													OK
Technology and information																
11294	Hardware & Device Renewal	Renewal of computer hardware and devices at end of life.	330,384													OK
11309	GIS Mapping Renewal	Aerial Photography, IntraMaps and MyAddress renewal.	80,000													OK
11312	Asset Management Information System (FAMS)	Improvements to the Asset Management Information System (FAMS) including the rollout of mobile works management.	120,000													OK
12095	Public PC Replacement	Renewal of public PCs at end of life.	8,500													OK
14317	Human Resources & Payroll System Renewal	Renewal of the human resources and payroll systems including process improvements.	468,656													OK
14372	Remote Access Renewal	Renewal of the remote access system including a reviewing and identification of a suitable replacement solution.	50,000													OK
14373	Mobile Device Management Renewal Program	Renewal of the device management software for mobile devices such as phones and tablets.	11,000													OK
14374	WiFi Network Renewal Program	Renewal of WiFi infrastructure at Council Facilities.	25,000													OK
14440	New Systems Implementation	New IT systems implementation.	0													Re-allocated
14454	SQL Server Renewal	Renewal of SQL servers including relocating services to the cloud solutions.	50,000													OK
14455	Network & Comms Renewal Program	Renewal works of fibre links and WAN according to highest need as assessed throughout the year.	218,968													OK
14622	Finance System Renewal	Renewal of the Finance System.	475,904													OK
14655	Library Print Management System	Renewal of the library print management system.	10,472													OK
14671	Live Chat Functionality	Install live chat functionality on Council's website.	8,000													OK
14678	Pathway Upgrade & Integration	Upgrade of the Pathway Property & Rating system.	248,480													OK
14702	Payroll/ HR system Renewal	Renewal of the human resources and payroll systems including process improvements.	0													Re-allocated

Project No	Project Title	Project Description	Adjusted Budget (£000)	Jul-22	Aug-22	Sep-22	Oct-22	Nov-22	Dec-22	Jan-23	Feb-23	Mar-23	Apr-23	May-23	Jun-23	Status
14705	Finance system enhancements	Renewal of the finance system including process improvements and system enhancements.	0													Re-allocated
14706	Document Scanner Renewal	Replacement of the document scanner.	67,000													OK
14707	Location Intelligence Strategy & Improvement Program	Deployment of a Location Intelligence Tool. 2022/2023 works include the purchase, configuration and installation of Xaph Location Manager Tool.	22,000													OK
14708	Robotic & AI Implementation Program	Implement a chatbot facility on Council's websites.	29,000													Withdrawn
14707	IT Strategy - Cloud Implementation	Implementation of a Cloud architecture solution. 2022/2023 works relates to the design and implementation of an architecture solution designed specifically for Council's needs.	200,000													OK
14728	IT Strategy - Establish Enterprise Architecture	Establish an Enterprise Architecture practice which enables FCC to start its journey to adopt best practice IT management and governance.	100,000													OK
14729	IT Strategy - Cyber Security	Implementation of a cyber security capability, resulting in the reduction of security risks at Council.	150,000													OK
14730	IT Strategy - Enhance Integration	Develop and implement a system integration review which aims to achieve better system connectivity across Council.	106,500													OK
14731	IT Strategy - Identity Access Management	Establishing a modern, secure and user-friendly Identity and Access Management solution (IdAM) will integrate authoritative sources of identity data, provide automated approval workflow for user on-boarding, movement and off-boarding, deliver simple, secure login services and enforce authorised role-based access to ICT systems and resources (i.e. single sign-on).	50,000													OK
14732	Microsoft 365 and Teams Calling	Implement an enterprise-wide platform for staff to collaborate online, especially considering that many staff are working remotely. Microsoft 365 comes with Teams which allows staff to meet virtually. By enabling staff to meet virtually, it helps FCC to maintain a COVID-safe work environment.	225,000													OK
14733	Point of Sale (POS) System Renewal	Renewal of the point of sale systems for the receipt of payments at Council facilities.	150,000													OK
14736	Digital & Data Implementation	Implementation of digital and data initiatives across Council, many which improve the user experience.	100,000													OK
14768	Civic Centre Meeting Rooms IT Refurbishment	Refurbishment of the Civic Centre meeting rooms to incorporate addition technology to enable hybrid meetings.	150,000													OK
14769	FAMIS – System Integration	Integration of FAMIS with the facilities maintenance contractors asset management system.	100,000													OK
14791	Open Windows Contract System Upgrade	Upgrade the contract management system to the latest version including system improvements.	60,000													OK
14792	New Council Phone Solution	Renewal of the Council phone system.	100,000													OK
14793	Email Security Management Solution	Upgrade to the email security system.	120,000													OK
14794	Web Filtering Solution	Installation of an improved web filtering system.	0													Re-allocated
14796	Business & Information Technology – Business Requests	Reactive replacement / purchase of business and information equipment requested by internal service departments.	50,000													OK

SCHEDULE OF MAJOR & COUNCILLOR SPONSORED PROJECTS - 2022/23 - Status at end of December 2022													
													
 Major Project  Councillor Sponsored Project													
		Project Phase		Status									
		Not Started		 OK Ahead of schedule or within 1 month									
		Planning and Scoping		 Watch Delayed beyond 1 month but within 2 months of schedule									
		Design and Documentation		 At Risk Delayed beyond 2 months of schedule									
		Procurement		 Completed Completed									
		Delivery		 Checked									
		Handover and Closure		 Progress status of the project at the time of assessment									
				 Month of assessment									
		Overall Program with MYOB Adjustments & Carry Forwards		91,287,097									
Project No.	Project Title	Project Description	Adjusted Budget (EOB)	Project Comments									
Arts and Culture													
14803	Fraser Coast Regional Arts Trail	Installation of three murals and seven sculptures including a 360° design on a large water tank, clear signage and directional markers on the River Trail from the Fraser Coast Arts Centre to the McClelland Sculpture Park. The intention of each art piece would be to entice people to stop to enjoy an immersive experience or engage with the art piece and signage/ markers will ensure the path is informative and easy to follow.	26,370	Final alignments and decisions were considered by the Project Advisory Group (PAG) in October 2022 and a Draft Concept Plan with recommendations was provided to Council in November 2022.									
14794	Civic Clock - Station Street / Clyde Street Descriptive Clock Feature	Installation of a civic clock at Station Street / Clyde Street intersection, Frankston.	20,000	Two shortlisted artists will present their concepts in February 2023.									
Community Development													
14800	Naam Murr Djambana Gathering Place Building Upgrade	Renewal of the existing facility to provide a 6th purpose as a Neighbourhood House, culturally safe and welcoming, accessible, child safe and environmentally sustainable.	223,461	Minor Upgrade works are complete. Masterplanning and concept design is in procurement phase for future design services.									
Community Health													
14101	Langwarrin Child & Family Centre	Development of a new (3 playroom) kindergarten facility, MCHC and a community meeting room.	26,265	A feasibility study has been completed and a preferred site chosen. Council have been briefed. Council report confirming the new site scheduled for 24 October 2022 meeting. Concept Design in progress. Community consultation is underway.									
14685	Baden Powell Kindergarten & Maternal Child Health Centre Refurbishment	Refurbishment of the Baden Powell Kindergarten & Maternal Child Health Centre.	50,000	Concept Design in progress. Community Consultation is underway.									
14736	Shire Preschool Renovation & Expansion	Renewal and expansion of the existing single unit kindergarten located in Newton Street, Seaford to create a double unit kindergarten. 2022/2023 works include a feasibility study and subsequent construction.	113,000	Site investigation works are being undertaken by the State (VESA) in preparation for a three room modular unit to be installed by December 2023.									
14811	Seaford Child & Family Centre	Provision of a new (3 playrooms) kindergarten facility, MCHC and a community meeting room. This project would result in the consolidation of Seaford Kindergarten and the Seaford MCH.	50,000	Community consultation planned for February 2023.									
Safer Communities													
14723	Authorised Officer Body Camera	Purchase body cameras for Authorised Officers to enhance DHS outcomes / safety and reduce the likelihood of aggression in the workplace for staff with the use of body worn video.	30,000	POI implications currently being identified. Business requirements to be completed. Project team established. Change Management will require community consultation.									
Sport and Recreation													
14221	Jubilee Park (Inner) Multipurpose Netball Complex	Construction of a new indoor stadium to deliver a multipurpose facility for netball and basketball including an indoor cricket training hub, cafe and meeting room and amenities to service outdoor courts and the third oval. Works include: • Stadium construction • Addition car parking • Forecourt construction and landscaping • Footway connections to the broader reserve and outdoor courts • Directional and interpretive signage. Project jointly funded by Local, State and Federal Governments.	20,952,000	Construction contract was awarded to Lloyd Group in October 2021. Sod turning held on 10 November 2021. Construction started on 15 November 2021. Tree removal work was completed in December 2021. First stage of the car park construction is complete and was opened to the public on 9 April 2022. Planting work in the new car park was completed in May 2022. Existing stadium was demolished in December 2021 and new stadium building construction has been commenced. Concrete slab for the amenities area is complete. Structural steel frame for the main building and first floor slab now finished. Roofing and cladding work is complete. Facade screen to be installed in early February 2023. Timber sports flooring installation to show court commenced. Timber sports floor to all courts to be completed in early February 2023. Internal plastering work completed. Windows, doors, louvers installations are underway. Floor and ceiling works are underway. Internal floor work is underway and aiming to complete in late January 2023. External paving and landscape work are underway, with the aim to complete in February 2023. Land management work at existing the bushland conservation area commenced in November 2021. The replanting work in Bushland Conservation Zone 1a has been started. Replanting work in Zone 2 occurred on 31 July 2022 National Tree Day. Planting work in Zone 4 is scheduled in July 2023. The overall project including the revegetation work is scheduled for completion in August 2023.									
14247	Eric Bell Reserve Pavilion Upgrade	Construction of a new 2 storey pavilion including change rooms, umpire room, first aid, storage and public toilets on ground floor, oval room, kitchen, catering, meeting space and storage on first floor. Works include pavilion construction, integration of smart technologies, car park integration, car park lighting, pathway connections, ball retention fences, oval connection including gates from change room to oval, external landscaping and beautification.	2,650,000	Construction works are underway on site with earthworks and in-ground services underway throughout December 2022. Construction of in-ground services and commencement of screw pile footings is scheduled for January 2023.									
14280	Kevin Collopy Pavilion Upgrade at Jubilee Park	Redevelopment to include an extension to accommodate female friendly facilities, umpire facilities, catering, storage and first aid rooms. Works include pavilion construction, landscaping and beautification, integration of smart technologies, car park integration, car park lighting, pathway connections, oval connection including gates from change room to oval.	200,000	Design completed. Contract awarded in February 2022. Contractor withdrew without signing the contract due to cost escalation. However, investigation into landfill gas migration from the closed landfill at Jubilee Park, has delayed the project. Monitoring of the gas on the site is continuing with daily additional works required to be designed adding cost to the project. Project will be re-tendered in January 2023.									
14282	Monterey Reserve Soccer Pavilion Upgrade	New Soccer pavilion at Monterey Reserve.	70,000	Project complete.									
14335	Healthy Future Hub (Formerly Union House Upgrade) at Belvedere Reserve	Redevelopment of the Belvedere Facility (Union House) to accommodate use as a Healthy Future Hub. The Healthy Future Hub will be an accessible community living multipurpose facility with a welcoming entrance, foyer and community cafe. It will cater for a range of different providers with offerings around community sport, all abilities programs and community health and wellbeing.	5,173,696	Construction is underway, and completion scheduled for March 2023.									
14390	Lloyd Park Football Pavilion Upgrade	Renewal of the AFL/Cricket pavilion at Lloyd Park.	5,000,000	Construction commenced in March 2022. Foundations and blockwork works complete. First floor slab poured. Steel works are installed and will be completed in February 2023. Roofing is underway.									
14376	Jubilee Park Master Plan Implementation (West Reserve)	Construction of a new entry point to Jubilee Park via Hill Street, restoration of the old trotting track oval, upgrade of power to the site, sport lighting, connecting paths and landscaping.	3,133,338	Construction is well underway, however wet weather and saturated soil conditions have delayed construction work. The new access road is complete and opened for operation including lighting. Oval construction is underway and lighting of the Trotting Track oval is underway. Oval lighting are 90% complete.									
14516	Long Island Tennis Club Upgrade	Replacement of the Long Island Tennis Club pavilion including furniture, public toilet amenities and court upgrades.	35,532	In planning and scoping phase with discussions underway. Submitted concept plan to DEWP in November 2021 and have received comments. Legal advice for the Planning Permit process has been received. Design brief for architect to undertake concept design is complete. Discussions between Princes City Council and DEWP are continuing prior to the project proceeding further.									
14619	Frankston Pines Aquatic Centre Upgrade Concept Design	Concept design for potential future upgrade of the Frankston Pines Aquatic Centre.	85,444	Concept design to assist with advocacy for an upgrade of the Aquatic Centre at Rivers. Preliminary concepts and cost estimates are complete. An ESD and geotechnical feasibility study for the site that looks at the options and lifecycle costs / benefits to support future design work is complete. Additional business modelling to support our advocacy efforts are also well underway. Investigation into a staged development, building upon the work completed to date is underway.									

Project No	Project Title	Project Description	Adjusted Budget (\$'000)	Project Comments	Jul-22	Aug-22	Sep-22	Oct-22	Nov-22	Dec-22	Jan-23	Feb-23	Mar-23	Apr-23	May-23	Jun-23	Status
14638	Belairwell & Gymnasium Centre Concept Design	Renewal and expansion of existing basketball facility to include a gymnasium centre at Kenmore Reserve.	46,600	Feasibility Report is completed and was endorsed by Council on 15 November 2021. Advocacy with major stakeholders occurred in February 2022. Concepts for the basketball and gymnasium centre are complete. However, a further review is underway by the architects to test possible layout options to accommodate additional basketball courts. The stadium footprint is now being embedded into a master plan for Kenmore Reserve. The master plan development has commenced with the first round of community consultation complete. The draft master plan is complete. A further review of the basketball & gymnasium redevelopment is also underway by the architects to determine/assess test possible layout options to accommodate additional basketball courts. These investigations will help inform the development of the draft Kenmore Reserve Master Plan.													OK
14638	Skate Park Weatherproofing Program	Develop a strategy for skate park facilities including weather proofing options.	23,460	Draft report being reviewed.													OK
14675	Frankston Park Grandstand Design	Concept design for refurbishment of the grandstand at Frankston Park.	49,843	Early-stage feasibility remains ongoing for proposed new grandstand at Frankston Park. An architect has been engaged and stakeholder engagement is underway. The draft concept designs are complete and working internal stakeholders on feedback.													OK
14735	Jubilee Park Landscaping, Lighting and Ancillary Park Infrastructure	Redevelopment at Jubilee Park landscaping, lighting and ancillary park infrastructure. 2022/2023 works relate to the design phase.	100,000	Landscape architect engaged to develop the park masterplan. Site visit and key stakeholder meeting is currently held to finalise design documentation for stage 1 of landscape masterplan.													OK
14780	Gerum Downs Recreation Reserve - Expanded Pavilion	Expansion of the pavilion at Gerum Downs Recreation Reserve.	0	Project deferred to 2023/04.													Deferred
Biodiversity and Open Space																	
14191	Belair Park Regional Playspace Upgrade	Staged implementation of the Belair Park Master Plan. Works include: • From entrance upgrade • New regional play space.	2,220,613	Project complete and park opened for public use on 23 December 2022.													OK
14332	George Portland Botanic Garden Master Plan Implementation	Master Plan Implementation at George Portland Botanic Garden. 2022/2023 works relate to the events space and 'wild' play.	150,000	Works for 2022/23 has been reduced in scope. Construction of proposed boardwalk has been completed. Consultant has been appointed to undertake the Plant Area Design Works for George Portland Botanic Gardens. Associated delivery of works to be from May 2023.													OK
14530	Monterey Reserve Master Plan & Playspace Upgrade	Implement outstanding recommendations of the master plan to the southern part of Monterey Reserve including consultation with the community around participation needs and improving park amenities. Works include: • Integration of the northern half of the reserve with community activities in the southern half of the reserve • Improved amenity and access • Connect connections to surrounding precinct • Installation of a district level play space incorporating senior / adult and intergenerational play.	30,000	Final Master Plan ready for Councilor briefing scheduled for February 2023 with final report to Council in March 2023.													OK
14589	Evelyn Park Open Space	Develop a large community open space on Evelyn Street including the installation of paths, paved / picnic areas, park furniture.	359,804	Project complete and officially opened in October 2022.													Completed
14603	Seaford Wetlands Improvements	This project is a component of the Seaford Wetlands Rejuvenation Program to construct a shared use path bridge connecting Sir Race Road and the Seaford Wetlands including connecting paths and signage.	1,500,000	Scope of works and funding agreement with Department of Environment, Land, Water and Planning (DELWP) finalised. Community Engagement is complete and the results were presented to the Steering Committee. Approval to proceed on the recommendations relating to the three components of the project has been obtained. Consultants for Ecological and Facilities components have been engaged. Contract for the design and construction of the Seaford Wetlands Bridge has been awarded by Council on 5 September 2022. Detailed design to be complete in November 2022. Fabrication of its bridge components was scheduled to be complete by March 2023 and commencement of onsite works in April 2023. A planning permit is now required before proceeding with the works and works will not proceed until 2023/24.													Watch
14644	Sandfield Reserve Improvements	Improvements in accordance with Play Strategy, Sandfield landscape Plan and Open Space Strategy.	100,000	Project is currently being designed, State and Federal Government funding has been finalised, planning and design is now underway.													OK
14654	Urban Forest Action Plan - Tree Planting on Major Roads	Design and delivery of the program of works as outlined in the Urban Forest Action Plan to improve gateway entry treatments on major roads and prominent gateways through tree planting to mitigate urban heat island, enhance amenity and improve biodiversity.	336,270	McGinnis Road tree planting is complete. Frankston-Dandenong Road is 75% complete. Grandbourne Road contract has been awarded and works to commence in Autumn 2023.													OK
14699	Beach Street / McMahon Road Underpass Beautification	Develop schematic drawings to used to advocate the State Government to undertake upgrade work to replace sound walls and improve the amenity of the Beach Street underpass.	20,000	Concept has been finalised and will be presented to the Major Projects Advisory Committee (MPAC). Project will be designed in conjunction with the Blackdog Program at this location with the bigger advisory project presented to the State Government after MPAC.													OK
14696	Beaver Park, Frankston South Master Plan Implementation	Implementation of the Beaver Park Masterplan to support a diversity of sporting, vegetation management, WSUD, play, dog walking and unstructured recreation for existing residents.	85,000	Final master plan underway for Council endorsement in mid-2023.													OK
14743	Seaford Wetlands Rejuvenation - Landscaping and Environmental Works	This project is a component of the Seaford Wetlands Rejuvenation Program (\$3.5M) funded by DELWP, to undertake revegetation and habitat improvements within the wetland.	300,000	Consultants has been working on the draft plans and EPSCAd reporting. Planting works has begun.													OK
14744	Seaford Wetlands Rejuvenation - Interpretive and Wayfinding Signage	This project is a component of the Seaford Wetlands Rejuvenation Program (\$3.5M) funded by DELWP, to install interpretive and wayfinding signage and a visitor information station within the wetland.	100,000	The final draft signage and facility upgrade plan has been received. Seaford Wetlands Stage 2 community consultation will be scheduled between mid of February and the first week of March 2023.													OK
14748	Seaford Wetlands Rejuvenation - Facilities Upgrades	This project is a component of the Seaford Wetlands Rejuvenation Program (\$3.5M) funded by DELWP, to upgrade the infrastructure within the wetland.	230,000	The final draft signage and facility upgrade plan has been received. Seaford Wetlands Stage 2 community consultation will be scheduled between mid of February and the first week of March 2023.													OK
14786	Beauty Park Fountain	Installation of a fountain at Beauty Park.	50,000	Preferred fountain supplier identified. Installation to be completed in April 2023.													OK
14770	Belair Park Lake - Art Pieces & LED Lighting	Installation of art pieces and LED lighting around the proposed lake at Belair Park.	150,000	Currently finalising design. Project working group established. EOI in early 2023 with contractors and tendering process in May 2023 for award in July 2023. Melbourne Water Grant application for supplementary funding to be lodged February 2023.													OK
14771	Grandbourne Road / Beach Street Intersection Landscaping Works	Upgrade landscape at the Grandbourne Road / Beach Street intersection.	20,000	Concept design commenced with concept approved internally. Further discussion taking place internally to broaden scope. Awaiting confirmation from DELWP on proposed improvements to open space. RPQ to be prepared and documentation completed.													OK

Project No	Project Title	Project Description	Adjusted Budget (£'000)	Project Comments	Jul-22	Aug-22	Sep-22	Oct-22	Nov-22	Dec-22	Jan-23	Feb-23	Mar-23	Apr-23	May-23	Jun-23	Status
14314	Whistler Reserve Upgrade	Upgrade to the landscape and park infrastructure at Whistler Reserve	100,000	Design is progressing well, project is expected to be delivered in May - July 2023.													OK
14316	Sandfield Reserve Youth Space	Construction of a youth space in Sandfield Reserve in line with the Sandfield Reserve Masterplan	100,000	Project in initiation.													OK
Climate Change Action																	
14344	Street Lighting Renewal Program (1,423 Mercury Vapour/HVO Lights to 17W LED Lights)	Renewal of street lights across the municipality resulting in an environmental performance increase and reduction in electricity costs and greenhouse emissions.	539,290	A consultant has been engaged to undertake project management services for the project. Procurement of a supplier of the light fixtures and installer is complete.													OK
Integrated Water																	
13354	Monterey Recycled Water Scheme	Implementation of a public-private sector partnership project with South East Water and other water users to deliver recycled water from the Eastern Treatment Plant (ETP) for irrigation, to nominated sites in Frankston North, including Council sporting reserves (Bricibel, Monterey and Pel Rolo Reserves) and Long Island Golf Club. Action arising from Integrated Water Action Plan.	60,000	SouthEast Water's original funding submission to DEWLP was unsuccessful and subsequent discussions are going well with South East Water and DEWLP on the details around State Government contribution to the project. Detailed design is currently on hold as a result.													Minor
14655	Baxter Park Dam Safety Improvements	Design and implementation of safety improvements and emergency works at Baxter Dam.	200,000	Consultants appointed and preliminary investigations have commenced.													OK
14783	Bertram Park North Oval and the McClelland College Ovals - Drainage Improvements	Improvement to the drainage at Bertram Park North and McClelland College Ovals.	60,000	Contractor appointed in December 2022. Construction to commence in January 2023.													OK
Parking																	
14852	Remenick Commuter Car Park	Construction of a new multi-deck car park adjacent to Remenick Station and the Frankston Basketball Stadium at Remenick Reserve. Car park will provide 312 new car spaces for users of these facilities.	1,703,710	Project is funded by the Federal Government. Grant agreement executed. Project team and advisory group established. Concept design completed in July 2022. Council has been briefed and provided feedback on the concept at the MRAC meeting on 1 August 2022. Concept design and preliminary costings showed a funding shortfall of \$40M in the current environment and the Federal Government has agreed to provide this additional funding for the project. Planning Permit application has been submitted in late October 2022 and assessment of the application is in progress. Design for Berle Ave and Wells Road Intersection Upgrade and Traffic Signalisation to be initiated in February 2023. Carpark works have been tendered and contract award is expected by early March 2023.													OK
Transport Connectivity																	
14117	Seaford Local Area Traffic Management	Implementation of the Seaford Local Area Traffic Management (LATM) Study. On ground LATM Treatments include splitter islands, raised school and pedestrian crossings, speed humps, raised pavement intersection treatments, roundabout modifications, new roundabouts, speed limit changes, signage and line marking improvements. The project will also advocate to other author has including VicRoads for improvement on declared main roads such as signal installation and speed limit changes and Level Crossing Removal Projects for improvement associated with level crossing works such as pedestrian rail and road crossing improvements.	800,000	Bel Race Road roundabout at Railway Parade completed. Design of another two roundabouts along Railway Parade is complete. Applications for permits submitted. Construction of these roundabouts has been deferred until further notice awaiting confirmation grant funding.													Minor
14400	Berrets Road (Rokroko Road to 130 Berrets Road) - Construction	Construction of Berrets Road, including the construction of a sealed road, kerb and channel, and underground drainage. Project partially funded by the Federal Local Road and Community Infrastructure Program.	2,100,000	Project partially funded through the Federal Local Roads and Community Infrastructure COVID stimulus funds. Design is complete and construction contract awarded. Works to commence in January 2023.													OK
14581	Frankston Revitalisation Action Plan - Greenlink (Baxter Trail, City Centre - Monash University)	Construction of a new shared use path to link the Baxter Trail with the Frankston City Centre. Staged construction. • Stage 1 - Shared User Path, Baxter Trail, Monash University to City Centre • Stage 2 - Upgrade connection at local road intersection - Clarendon Street and connector paths.	161,142	Concept design work and community consultation completed. Contracts have been awarded. Construction has been delayed to many months waiting for MTM approval. Metro Trains Melbourne (MTM) have requested the installation of a pedestrian fence along the corridor following approval from Vic Track which will add significant cost to the project.													OK
14679	1389 Community Assets Improvements	The following projects are to be designed (21/22) & constructed (22/23 & 23/24) using funding provided by 1389: 1. Shared use path between Silve Road and Frankston Station 2. Kanook Creek Interpretative trail 3. Shared use path connections on Seaford Road and Silve Road 4. Car parking and kerb works along Berle Avenue, Seaford 5. Other related projects.	461,880	Project scope has been finalised, and delivery plan developed. Design for the Berle Avenue works has been completed and contractor appointed. Construction works are expected to commence early February 2023 and due for completion by early April 2023. Design for Clarendon Road East and Seaford Road Shared User Paths are complete and community feedback has been received on the Clarendon Road East path design. Currently exploring an alternate path alignment, which will include realignment of kerb and removal of on-street parking bays.												OK	
14696	Stotts Lane - Road Upgrade	Construction of Stotts Lane including road pavement, footpaths and traffic management devices.	120,000	Civil design consultant has been appointed. Design works will commence in January and will be completed by June 2023.													OK
14762	Seaford Wetlands Unformed (interface to Pan Link Trail)	Construction of the link from the Peninsula Link Trail to the southern corner of the Seaford Wetlands path network.	70,000	The scope of works for this project has been changed. The missing path link between Greenes Road and Peninsula Link Trail has been nominated in lieu of unformed interface of Seaford Wetlands to Peninsula Link Trail. Consultation with local residents to occur prior to the commencement of design works.													OK
14769	Shared User Path Missing Link (Rowman Place to Clarendon Street)	Concept design of a shared user path between Rowman Place and Clarendon Street, Frankston.	30,000	Scope of work to be defined in conjunction with Frankston Arts Trail project (14633).													OK
Urban Revitalisation																	
14501	Frankston Revitalisation Action Plan - Napier Highway (Dwyer Street - Payne Street) Median Revitalisation	Remove clutter and old barriers in the median and install new landscaping treatments beneath trees and feature tree lighting including the Napier Highway Clock Tower.	542,702	Contract awarded and materials ordered. Work on site to commence March 2023.													OK
14711	Napier Highway Revitalisation - Stage 2 & 3	The development and implementation of improvement works to revitalise Napier Highway (streetscape).	300,000	Placement and place process commenced with the Department of Transport. Procurement of consultant underway to develop the master plan.													OK
14748	Lighting Frankston Pika Implementation - Circuit Path Illumination Pilot Program	Establish light illuminated paths and relax major open spaces trees throughout the municipality.	25,000	Work has not started on this project. Scheduled to commence in January 2023.													OK
14747	Lighting Frankston Pika Implementation - Foreshore Boardwalk Lighting	New pedestrian-oriented lighting from Oliver's Hill lookout, integrated along the Foreshore boardwalk to the Frankston Pier forecourt.	25,000	Confirmed consultant capacity, reviewing scope and methodology, awaiting revised costings.													OK

Project No	Project Title	Project Description	Adjusted Budget (£'000)	Project Comments	Jul-22	Aug-22	Sep-22	Oct-22	Nov-22	Dec-22	Jan-23	Feb-23	Mar-23	Apr-23	May-23	Jun-23	Status
14748	Frankston Lighting Plan Implementation - St Pauls Church	Installation of accent Lighting to St Pauls Church, Frankston to improve visibility and safety.	40,000	Work has not started on this project. Scheduled to commence in January 2023.													On
14749	Frankston Lighting Plan Implementation - Frankston Waterfront Project	New lighting for the Frankston Yacht Club precinct including pedestrian connections.	20,000	Work has not started on this project. Scheduled to commence in January 2023.													On
14750	Lighting Frankston Plan Implementation - Creative Tree Illumination Pilot Program	Establish light illumination in identified trees throughout the municipality.	50,000	Work has not started on this project. Scheduled to commence in January 2023.													On
14751	Lighting Frankston Plan Implementation - Bridge Illumination Programme	Install new pedestrian lighting on identified bridges to improve safety throughout the municipality.	150,000	Concept development is underway.													On
Governance																	
11987	Frankston Yacht Club Alterations & Fitout	Fitout of the first floor of the Frankston Yacht Club facility for a restaurant and alterations to the ground floor cafe.	594,975	All building compliance works and Oliver's Corner fitout was completed May 2022. Architect progressing conceptual design of first floor restaurant space. Lift Refurbishment underway to be installed in March 2023.													On
Asset Management																	
14720	Electric Vehicles - Charging Infrastructure & EV Vehicle Acquisition	Purchase one electric vehicle with details and undertake a feasibility / design of implementing charging infrastructure at the Frankston Civic Centre.	0	Project deferred to 2023/24.													Deferred
Customer service and experience																	
14642	Smart Cycles Implementation	Implement smart city technology as identified in the Future Ready Frankston corporate strategy.	191,362	Digital signs installed.													On

Executive Summary**12.3 Council Plan and Budget Quarterly Report - including Peninsula Leisure - Q2 - October to December 2022**

Enquiries: (Caroline Reidy: Corporate and Commercial Services)

Council Plan

- | | |
|----------|--|
| Level 1: | 6. Progressive and Engaged City |
| Level 2: | 6.1 Ensure sustainable financial management and the strategic allocation of resources to deliver planned infrastructure and services |

Purpose

To present to Council the 2022-2023 Quarter two Council Plan and Budget Performance Report and 2022-2023 Quarter two Peninsula Leisure Performance Report.

Recommendation (Director Corporate and Commercial Services)

That Council:

1. Receives the 2022-2023 Quarter two Council Plan and Budget Performance Report;
2. Receives the 2022-2023 Quarter two Peninsula Leisure Performance Report; and
3. Resolves that Attachment B - 2022-2023 Quarter Two Peninsula Leisure Performance Report - remains confidential indefinitely as it contains private commercial information (*Local Government Act 2020, s(3)(g)*). These grounds apply because the information is provided by a business, commercial or financial undertaking and, if released, would impact the relationship between Council and Peninsula Leisure Pty Ltd.

Key Points / Issues

- Council adopted the 2022-2026 Budget and year 2 Council Plan Initiatives at the Council Meeting held on 6 June 2022.
- The consolidated balance sheet and cash flow position is financially sound as at 31 December 2022.
- Council's consolidated operational performance for the forecast full year position indicates a surplus of \$23.1 million, this is a \$1.3 million favourable variance compared to the 2022-2023 adopted budget position of \$21.784 million surplus.
- Council's consolidated forecast full year underlying operating position is indicating a deficit of \$3.759 million, this is a \$0.676 million unfavourable variance compared to the 2022-2023 adopted budget position of \$3.083 million deficit. It is to be noted that at Council meetings on 21 February 2022, 16 May 2022 and 25 July 2022, it was resolved to fund 2022-2023 COVID Relief and Recovery program items from the Strategic Asset Reserve. These items have been added to the forecast and account for \$0.556 million of the \$0.676 million variance compared to the adopted budget. The Executive Management Team (EMT) will work towards identifying savings and efficiencies in order to meet the adopted budget.
- The forecast full year underlying operating position of the consolidated entity is indicating a deficit of \$3.759 million, this is a \$0.676 million unfavourable variance compared to the adopted 2022-2023 budget position of \$3.083 million deficit. The factors attributed to Frankston City Council's portion of this result are listed under Section 3 of this report.

**12.3 Council Plan and Budget Quarterly Report - including Peninsula Leisure - Q2 -
October to December 2022****Executive Summary**

- Peninsula Leisure Pty Ltd (PL) are forecasting a surplus of \$0.389 million which is in line with their budget for 2022-2023.
- The delivery of the 2022-2023 Capital Works Program is tracking well with the end of financial year forecast expenditure of \$91.401 million against an adopted budget of \$91.606M.
- The 2022-2023 Quarter two Performance Report provides a status of initiatives delivering towards each of the six outcomes identified in the 2021-2025 Council Plan as at 31 December 2022. Council is required under the Local Government (Planning and Reporting) Regulations 2020 to review the performance of the Council against the Council Plan, at least every six months. The annual performance of the Council Plan is published in the Annual Report.
 - There are 121 initiatives to be delivered for 2022-2023
 - 98 per cent of annual initiatives are on track or have been completed (119/121)
- Key Council Plan performance highlights for this quarter include:
 - Commencement of the Rapid Response team
 - Christmas Festival of Lights returned to a crowd of 45,000
 - Tree planting for the Queen's Jubilee occurred at Ballam Park and Carrum Downs Recreation reserve
 - Frankston Pier Lighting Project, Fletcher Road Gateway Revitalisation project and Carrum Downs Recreation Reserve Playspace were completed
 - Public realm upgrades to Excelsior Drive was delivered
 - Service Governance Groups were established
- PL is a company wholly owned by Council and charged with the management of Council's two aquatic facilities, PARC and Pines Forest.
- The PL Quarterly Performance Report for period ended 31 December 2022 is attached (**Attachment B**) and the key points include:
 - A better than budget financial result, including no requirement for the Management Service Fee for the second quarter in a row.
 - Recovery efforts achieving a record eleven months of consecutive membership net growth up to November 2022.
 - The opening of Pines Forest Aquatic Centre for the 2022-2023 summer season to great attendance, and
 - High levels of engagement in our community through an events and activations focus.

Financial Impact

There are no financial implications associated with this report.

Consultation**1. External Stakeholders**

These reports does not require community consultation. EMT have reviewed and endorsed the financial results. Chair of PL, Ms Julie Busch and Chief Executive Officer of PL, Ms Kath Thom provided the Performance Report of Peninsula Leisure.

**12.3 Council Plan and Budget Quarterly Report - including Peninsula Leisure - Q2 -
October to December 2022****Executive Summary****2. Other Stakeholders**

There are no other stakeholders.

Analysis (Environmental / Economic / Social Implications)

This report does not have any environmental, economic or social implications for discussion.

Legal / Policy / Council Plan ImpactCharter of Human Rights and Responsibilities

The Charter of Human Rights and Responsibilities has been considered in the preparation of this report but is not relevant to the content of the report.

Legal

The Local Government Act requires that Council produce a report which compares the budgeted revenue and expenditure for the financial year with the actual revenue and expenditure to date.

Policy Impacts

Not applicable

Officer's Declaration of Interests

Council officers involved in the preparation of this report have no Conflict of Interest in this matter.

Risk Mitigation

Council has implemented a number of risk mitigation processes including:

- Development of a 10 year Financial Plan which assists in determining Council's financial viability into the future.
- Council is subject to an annual external audit process and also has its own internal audit function which reviews critical processes from time to time.
- Council also has an "Instrument of Delegation" which clearly defines each person's level of financial authority.
- Council has numerous policies and internal checking processes to assist with ensuring that Council's processes and source data is accurate and the risk of fraud is minimised.

Conclusion

The forecast Council full year underlying operating result is anticipated to be a deficit of \$4.148 million which compares unfavourably by \$0.695 million to the 2022-2023 adopted budgeted deficit of \$3.454M.

The forecast full year consolidated underlying operating result of a deficit of \$3.759 million compares unfavourably by \$0.676 million to the adopted budget of \$3.083 million.

The 2022-2023 Quarter two Council plan and Budget Performance Report highlights that Council is performing well against Council Plan initiatives and overall is making good progress towards their delivery.

**12.3 Council Plan and Budget Quarterly Report - including Peninsula Leisure - Q2 -
October to December 2022****Executive Summary**

Council is working closely with PL to manage the financial implications of the facility. PL's focus on delivering best practice health and wellbeing programs and services for the community remains at the heart of what PL does.

ATTACHMENTS

Attachment A: [↓](#) Q2 Council performance report 2022/2023

Attachment B: 2022-2023 Quarter Two Peninsula Leisure Performance Report -
CONFIDENTIAL



Quarterly Performance Report

2021-2025 Council Plan and Budget
Year Two | Quarter Two | October to December 2022





Acknowledgement

Frankston City Council acknowledges the Bunurong people of the Kulin Nation as the Traditional Custodians of the lands and waters in and around Frankston City, and value and recognise local Aboriginal and Torres Strait Islander cultures, heritage and connection to land as a proud part of a shared identity for Frankston City.

Council pays respect to Elders past and present and recognises their importance in maintaining knowledge, traditions and culture in our community.

Council also respectfully acknowledges the Bunurong Land Council as the Registered Aboriginal Party responsible for managing the Aboriginal cultural heritage of the land and waters where Frankston City Council is situated.

Contents

Message from the CEO	5
Integrated Planning and Reporting	6
Council Plan Outcomes	7
Our performance	8
Council Plan progress	12
Financial performance	19
Appendix	
A: 2022-2023 Council Plan Performance: Quarter One	32
B: Financial Statements (FCC excluding Peninsula Leisure Pty Ltd)	74
C: Consolidated Income Statement (including Peninsula Leisure Pty Ltd)	78
D: Consultant expenditure	79
E: General operating expenditure	80

Frankston City Council's Vision for the 2021-2025 Council Plan and Budget

Frankston City. Our liveable, innovative and proud city.





Message from the Chief Executive Officer



This is a report to our Community on our performance against the 2021-2025 Council Plan.

Frankston City is required under the *Local Government (Planning and Reporting) Regulations 2020* to review the performance of the Council against the Council Plan, at least every six months. Our quarterly performance report details Frankston City's progress on initiatives for 2022-2023 identified to work towards the six outcomes identified in the Council Plan.

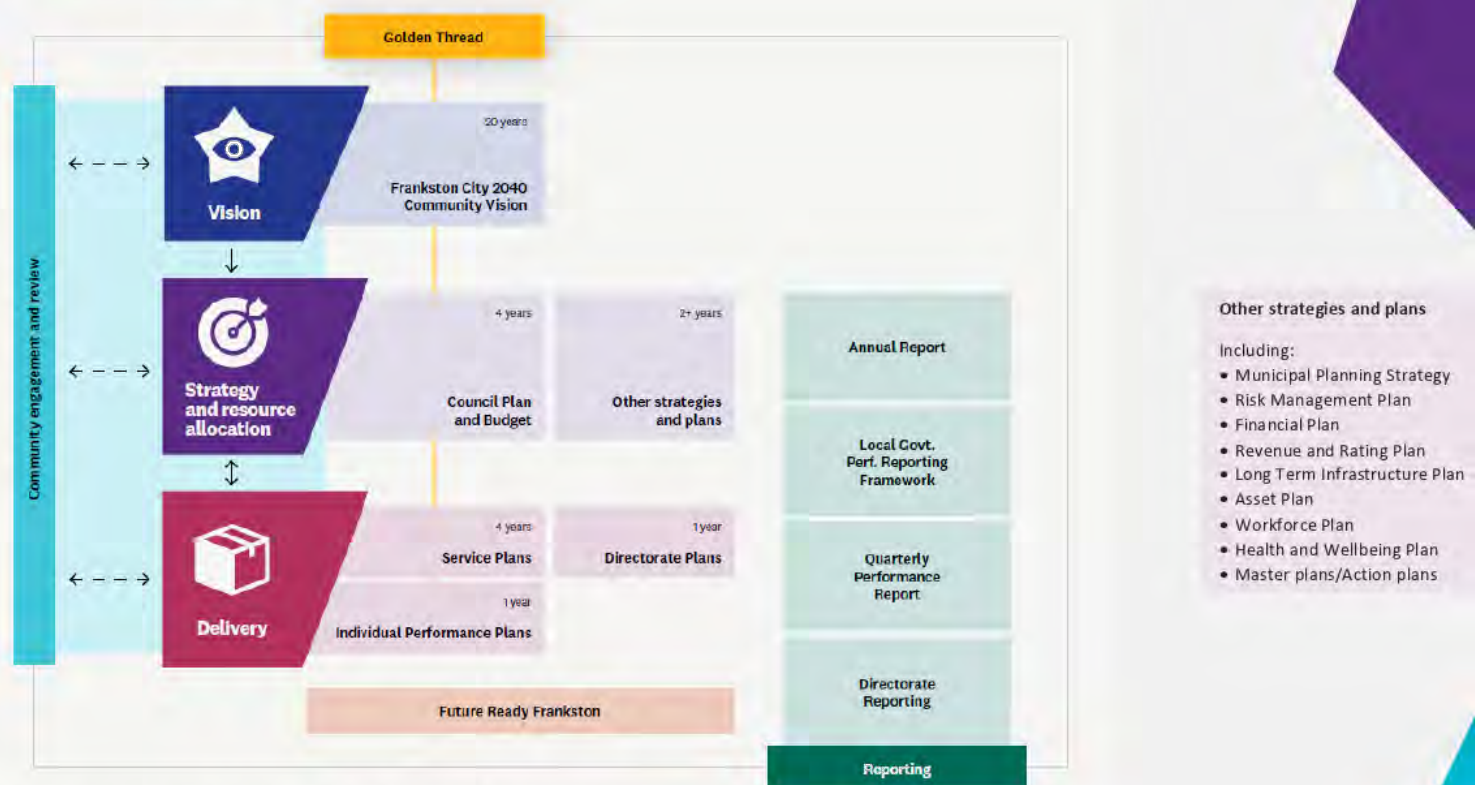
To address the Governance principles in the *Local Government Act 2020*, Frankston has developed an Integrated Planning and Reporting Framework. The green boxes identify the reporting structure. Progress and results are reported back to the community through the Quarterly Performance Report, Local Government Performance Reporting Framework (LGPRF) and the Annual Report.

The quarterly performance report, along with the annual report are the key points of accountability between Council and our community. This report is for our Community on our performance against our Council Plan initiatives.

Integrated Planning and Reporting

To address the Governance principles in the *Local Government Act 2020*, Frankston has developed an Integrated Planning and Reporting Framework. The green boxes identify the reporting structure. Progress and results are reported back to the community through the Quarterly Performance Report, Local Government Performance Reporting Framework (LGPRF) and the Annual Report.

Integrated Planning and Reporting Framework



Council Plan Outcomes

Our Council Plan has been developed to improve six key outcomes for Frankston City Council.



Health, safety and wellbeing of the community is improved through the reduction of harms and opportunities for individuals and families to adopt healthy lifestyles.



Strengthening community through resilience, inclusiveness and the enrichment of arts, culture and diversity.



Enhanced sustainability through bold action and leadership on climate change and the protection and enhancement of Frankston City's natural and built environments.



Enhanced liveability through access to, and revitalisation of, Frankston City's places and spaces.



A thriving economy that has strengthened through recovery, created employment and opportunities to build a skilled and educated community that supports sustainable and diverse industries.



A progressive and responsive council that values community voice, service innovation and strong governance.

Our performance

Directorate highlights for Quarter 2 2022-23

Communities

This quarter has been another successful one for the Communities team, with Council's adoption of the Draft Frankston Metropolitan Activity Centre (FMAC) Structure Plan in October and the Wayfinding Strategy and Style Guide in December 2022. Council also commenced community engagement on important projects such as the draft FMAC Structure Plan, the Long Street Langwarrin kindergarten design proposal, and the draft Climate Change Strategy and Action Plan, which was launched at a workshop held at the Joy Street Community Garden in Frankston.

The Seniors Festival was delivered in October 2022, with many activities and great feedback from participants.

Council also supported Frankston Zero in hosting a homelessness forum in October 2022 through in-kind support, room booking and catering costs. This was attended by a variety of stakeholders and Mayor Conroy welcomed participants to the forum. Council chaired the Frankston City Strategic Housing and Homeless Alliance Meeting in November 2022.

The Job Advocates program continues to meet targets and place community members with jobs, skills and training. The Business Concierge Service received 27 enquiries from businesses this quarter.

In terms of revitalisation within the Frankston City Centre, the White Street Mall in Frankston Revitalisation project was completed in December 2022, as well as the Fletcher Road Gateway Revitalisation project which included lighting of the underpass and greening to the overpass entry points and the Frankston Pier Lighting project.

A Disability Inclusive Emergency Preparedness workshop was held. This brought together persons with lived experience of disability, emergency

responders and planners to better understand the challenges faced during emergencies in response, relief and recovery. An Emergency Management exercise was carried out. This was successful with stakeholders attending from all Municipal Emergency Management Plan Committee (MEMPC) members as well as Environmental Protection Authority (EPA), Department of Energy, Environment and Climate Action (DEECA), and Melbourne Water.

Infrastructure and Operations

At the end of the second quarter Council's Capital Works program is sitting at 82% committed (works awarded) against an adopted budget of \$91.3M. The development of the 2023-2033 LTIP and Capital Works Program is well underway and a review of future project priorities and costings taking into account cost escalations on construction and materials is being undertaken. Council's works plan for development and renewal of its assets is detailed in the 2022-2032 Long Term Infrastructure Plan (LTIP) which was adopted by Council on 12 December 2022.

Work is underway for winter 2023 planting to achieve the tree planting target and prioritise areas most in need of additional canopy cover.

Council will soon seek funding opportunities for agreed improvement projects with Kananook Creek Governance Group. Council is also liaising with key stakeholders on strategies to implement Monterey and other Recycled Water Schemes. The Final draft Integrated Transport Strategy will be presented to Council in February 2023.

LED lighting efficiency upgrades and rooftop solar systems are being rolled out at Council facilities across city. A Home Energy Saver Toolkit will be launched in early 2023 aimed at helping to prepare the community for the impacts of climate change.

Corporate and Commercial Services

The Directorate has continued in quarter two to focus on Council Plan initiatives and business as usual deliverables. The 2023-2024 planning cycle was launched, and service teams worked to complete their service plans and identify any service initiatives that require additional resources next financial

year. Service Governance Groups met to prioritise initiatives based on their strategic alignment, Councillor focus areas, strategic risk and/or legislative changes.

Enhancements to Council's financial management system were implemented in October, and have provided more efficient purchasing practices across the organisation. The Property Strategy implementation continues to be rolled out with Kindergarten licences processed including associated licence plans uploaded on Council's Geographic Information System. A project plan has been developed and work has commenced on a Governance and Integrity Framework. A review of Council's policies and their effectiveness is underway with a project plan drafted.

Council decided in December 2022 to recommit to the South East Metropolitan Advanced Waste Procurement project. This progresses a collaborative procurement across councils for an advanced waste processing solution for household rubbish that would otherwise go to landfill. The development of the Draft Waste Circularity Plan is well underway incorporating feedback from community engagement.

Red lids have been installed on garbage bins throughout the municipality to comply with the Victorian Standard, with any outstanding dark green bin lids currently being followed up. The kerbside bin collection service is now 100% compliant with the Victorian standard.

A final project plan for the kerbside separate glass collection service is underway, a requirement to receive Victorian Government funding. Home composting sessions were completed in November 2022, which included education on techniques to minimise food waste for residents.

Customer, Innovation and Arts

Quarter two our team continue work to implement our Corporate Strategy and Vision that strengthens the foundations of the organisation to deliver strong service and performance outcomes for customers, community and teams.

We have successfully advocated for over \$30 million towards key advocacy

initiatives, including the Frankston Basketball and Gymnastics Stadium, Sandfield Reserve Precinct Revitalisation and more. Following the election, we also successfully advocated a further \$4 million funding commitment from the Australian Government to meet construction market cost escalations, ensuring the Kananook Commuter Car Park project can be delivered to a total \$22 million federal investment.

The Frankston Business Collective (FBC) continues to be successful, with membership sitting at 110 members and over 2,000 registrations to the mailing list. Business events conducted over the quarter have included the FBC Frankston Women in Business for wellbeing, education and networking with two excellent presenters and FBC Business Summit featuring a strong panel of presenters.

At the December Meeting Council endorsed the new Child Safety and Wellbeing Policy. The Policy cements Council's commitment to child safety and positions us to meet all new legislative requirements. In Q2 Council launched the Inclusive Gender Equality Leadership Training as part of the Gender Equality Plan. In addition to this being a legislative requirement it will build staff capacity to understand, promote and advance gender equality.

In July Council endorsed just under \$260k for the Destination Event Attraction Program. The program roll out has begun with Sunset Twilight markets at the Waterfront, Lucky Day Out live music event at Kinetic Stadium and Pixar Putt, a mini golf exhibition at McCombs Reserve.

It is the first time in three years that the Arts Centre has been able to host our local schools and dance schools for their end of year celebrations, concerts and presentation nights. Utilisation for the Arts Centre hospitality event spaces has increased to over 50% and the Box Office sold over 33,065 tickets in the quarter.

Council Plan summary

In 2022-2023 there are 121 Initiatives listed in the Council Plan. As at the end of December 2022, 98 per cent were considered on track or completed.

The table below provides a summary of the status of each of the 2022-2023 Council Plan Initiatives by outcome:

	Completed ✓	On track ●	At risk ●	Critical ●	Deferred ■
Healthy and safe communities	2	15	-	-	-
Community strength	1	24	-	-	-
Sustainable environment	-	26	-	-	-
Well planned and liveable city	-	11	1	-	-
Thriving economy	-	17	1	-	-
Progressive and engaged city	-	23	-	-	-
TOTAL %	2%	96%	2%	0%	0%

Refer to Appendix A for progress updates on each initiative.

Financial summary

The December consolidated result of \$2.019 million for the underlying operating result reflects a favourable variance of \$1.521 million compared to the year to date 2022-2023 budget position of \$0.498 million.

Consolidated Income Statement for December 2022

Summary - Income Statement			
Description	Year to Date		
	Dec-22 Actual \$'000	Dec-22 Budget \$'000	(Fav)/Unfav Variance \$'000
Operating			
Revenue	97,730	95,626	(2,104)
Expenditure	95,022	95,315	293
Gain/(Loss) on disposal of assets	(689)	187	876
			-
Underlying operational result	2,019	498	(1,521)
Capital			
Revenue	8,477	7,585	(892)
Operational surplus/(deficit)	10,496	8,083	(2,413)

Financial Performance Scorecard (Frankston City Council excluding Peninsula Leisure Pty Ltd)

The table below highlights Council's current and projected performance across a range of key financial indicators (KPI's). KPI's provide useful analysis of Council's financial position and performance and should be used in the context of the organisation's objectives.

Key Indicator	Year to Date
	Actual vs Budget
Operating revenue	●
Underlying operational result	●
Operating result for the year	●
Operating expenditure	●
External Funding sources	●
Investment	●
Working capital ratio	●
Rates collection	●
Loan borrowings	●

Legend

- On or better than target
- 0-10% variance from target
- Over 10% variance from target

Refer to Appendix B for detailed financial statements.



Council Plan progress



Healthy and safe communities

Priorities

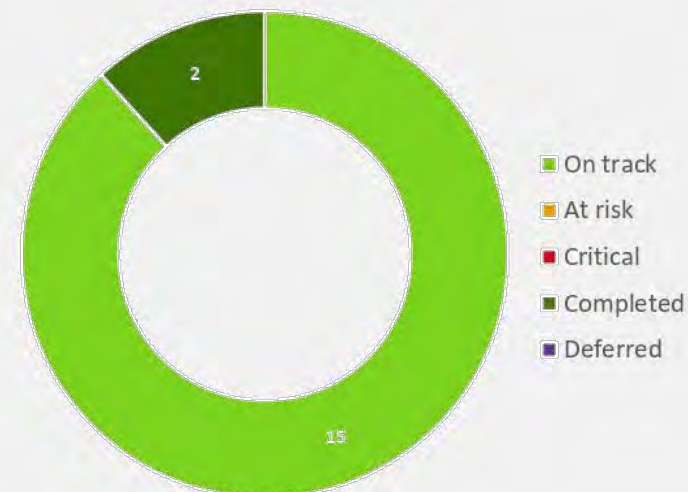
- ✓ Active and healthy lifestyles that support residents living independently longer
- ✓ Long-term health and learning outcomes established in early childhood
- ✓ Reduction of harms from family violence, gambling, alcohol and other drugs
- ✓ Value and support young people

Community Vision 2040 Theme 1
Healthy families and communities

Quarter Two Overview


How we performed

100 per cent of initiatives completed or on track (17/17)



Highlights

- Commencement of the Rapid response team
- Adoption of the Health & Wellbeing Year Two Action Plan
- Delivered Child and Youth Inclusion Grant
- Pop-up playgroup in partnership with McClelland Gallery attracted 100-200 participants
- The Municipal Emergency Management Plan was approved by the Municipal Emergency Management Committee



Community strength

Priorities

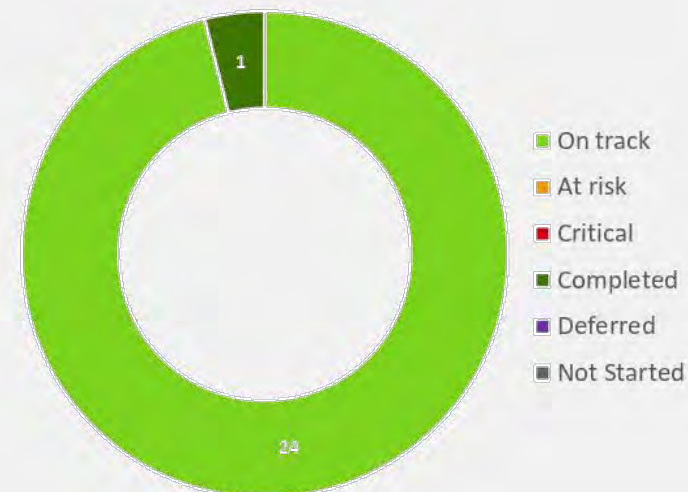
- ✓ Accessibility of services to enhance social inclusion and mental wellbeing
- ✓ Volunteering to build connections and resilience within the community
- ✓ Frankston City's arts and cultural identity

Community Vision 2040 Theme 2
Vibrant and inclusive communities

Quarter Two Overview

How we performed

100 per cent of initiatives completed or on track (25/25)



Highlights

- Christmas Festival of Lights returned to a crowd of 45,000
- Seniors Festival was highly attended
- 'Strong Women' event held to showcase sporting opportunities for women and girls.
- New Library website launched



Sustainable environment

Priorities

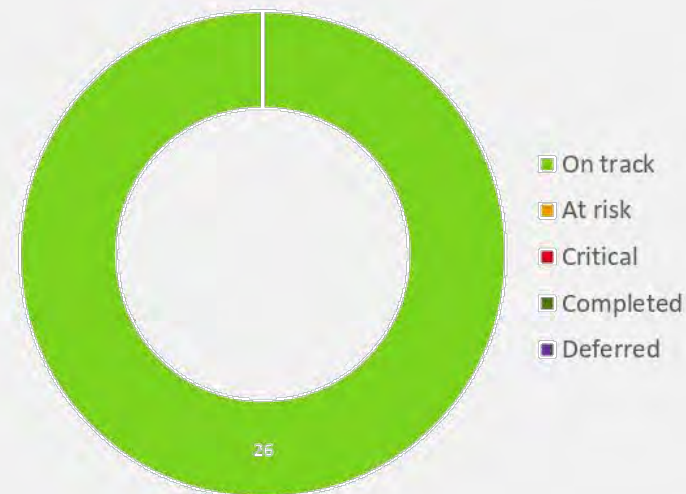
- ✓ Climate emergency response and leadership
- ✓ Green canopy cover to reduce urban heat
- ✓ Diversion of waste from landfill
- ✓ Protection, access and connection to the natural environment

Community Vision 2040 Theme 3
Natural environment and climate action

Quarter Two Overview

How we performed

100 per cent of initiatives completed or on track (26/26)



Highlights

- Tree planting for the Queen's Jubilee occurred at Ballam Park and Carrum Downs Recreation reserve
- Community Engagement on the Coastal and Marine Management Plan – Values, Issues and opportunities report took place
- Draft Climate Change Strategy and Action Plan was approved for community consultation
- Home Energy Saver Toolkit was produced, available through Frankston Library



Well planned and liveable city

Priorities

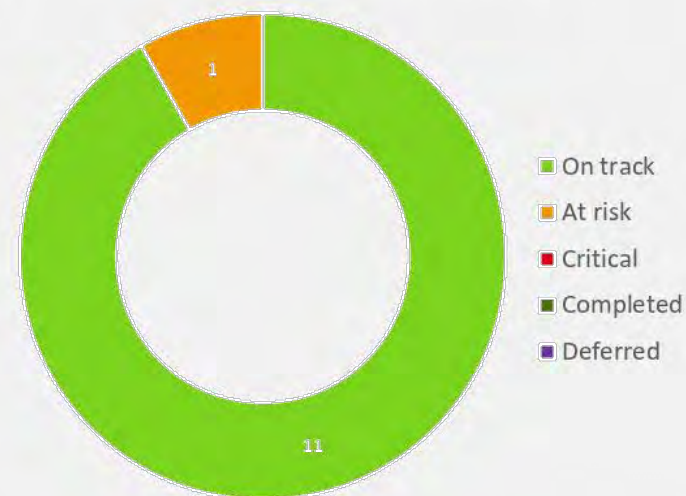
- ✓ Urban design renewal of public places and spaces
- ✓ Connected, accessible, smart and safe travel options
- ✓ Frankston City's identity as a liveable city

Community Vision 2040 Theme 4
Connected places and spaces

Quarter Two Overview

How we performed

92 per cent of initiatives completed or on track (11/12)



Highlights

- Frankston Pier Lighting Project was completed
- Fletcher Road Gateway Revitalisation project was completed
- Draft Frankston Metropolitan Activity Centre Structure Plan was approved for community consultation
- Carrum Downs Recreation Reserve Playspace was completed



Thriving economy

Priorities

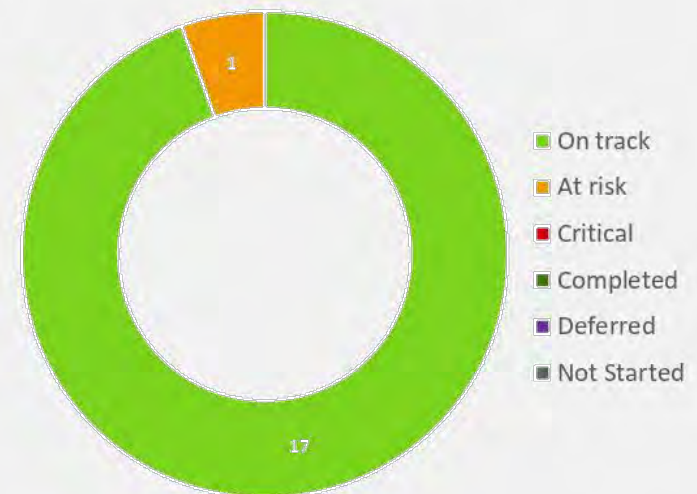
- ✓ Business and industry investment attraction
- ✓ Activity centre precincts
- ✓ Local employment, education and training opportunities for all people

Community Vision 2040 Theme 5
Industry, employment and education

Quarter Two Overview

How we performed

94 per cent of initiatives completed or on track (17/18)



Highlights

- A Major Development Operating Framework and Planning Assessment Team has been developed
- 2022-2023 Destination Event Attraction roll out commenced
- 'After Dark Activation Grants' program was delivered
- Nepean Boulevard Vision was completed for advocacy
- Public realm upgrades to Excelsior drive was delivered



Progressive and engaged city

Priorities

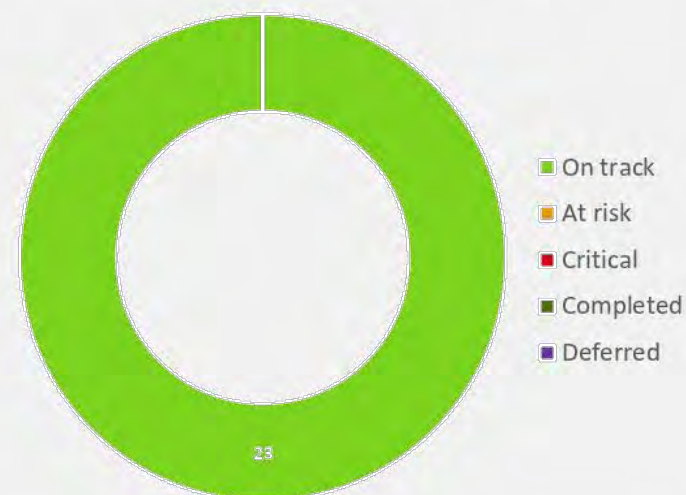
- ✓ Engagement with our community in communication and decision making
- ✓ Future ready service delivery through changes to culture, capability, connectivity and customer experience
- ✓ Sound governance to build trust in the integrity and transparency of Council

Community Vision 2040 Theme 6
Advocacy, governance and innovation

Quarter Two Overview

How we performed

100 per cent of initiatives completed or on track (23/23)



Highlights

- Service Governance Groups were established
- Enhancements were made to Council's financial management system
- Gender Equality Inclusive Leadership training was rolled out to People Leaders in the organisation
- Election commitments of \$89 million made to Frankston



Financial performance

Financial Performance

(Frankston City Council excluding Peninsula Leisure Pty Ltd)

The following quarterly financial report provides a summary and analysis of Council's financial performance for the six months to December 2022. The report is designed to ensure consistency with the 2022-2023 adopted budget, compliance with statutory requirements and to measure Council's overall financial performance.

Financial results for Frankston City Council excluding Peninsula Leisure Pty Ltd

Summary - Income Statement

Description	Year to Date		(Fav)/Unfav Variance
	Dec-22 Actual \$'000	Dec-22 Budget \$'000	
<i>Operating</i>			
Revenue	91,076	88,532	(2,544)
Expenditure	88,740	89,081	(341)
Gain/(Loss) on disposal of assets	(689)	187	876
Underlying operational result	1,647	(362)	(2,009)
<i>Capital</i>			
Revenue	8,477	7,585	(892)
Operational surplus/(deficit)	10,124	7,223	(2,901)

The underlying operating result for December 2022 reflects a positive variance of \$2.009 million. Council's half year underlying operating position is indicating a surplus of \$1.647 million, this is a \$2.009 million favourable variance compared to the half year 2022-2023 budget position of \$0.362 million deficit.

The consolidated result including Peninsula Leisure is \$2.019 million which is \$1.521 million favourable compared to budget.

See **Appendix F** for the detailed consolidated income statement.

Financial Performance cont'd (Frankston City Council excluding Peninsula Leisure Pty Ltd)

A detailed analysis of the December quarterly results is provided in the following report.

A summary of the key financial data is as follows:

	Dec-22 YTD Actual \$'000s	Dec-22 YTD Budget \$'000s	Variance \$'000s	Variance %
Underlying operating result (1)	1,647	(362)	2,009	(20.12%)
Accumulated Cash Position	500	500	-	-
Cash and investments	86,393	58,736	27,657	47.09%
Capital works expenditure	33,510	38,046	(4,536)	(11.92)%

() Denotes negative result

(1) The underlying operating result is one of Council's key indicators of financial performance as it measures Council's day to day operating activities. It excludes one-off items such as capital grants and contributions as well as non-monetary assets.

The underlying operating result is of most concern as Council's long term financial viability depends on its ability to make an operating surplus on a day to day basis in order to fund the replacement of assets and to fund new projects. In the longer term this result must be brought to a balanced or surplus result.

Income Statement (Frankston City Council excluding Peninsula Leisure Pty Ltd)

The December 2022 financial performance position highlights some key outcomes that are covered in the points below.

Summary - Income Statement

Description	Year to Date		(Fav)/Unfav Variance \$'000
	Dec-22 Actual \$'000	Dec-22 Budget \$'000	
<i>Operating</i>			
Revenue	91,076	88,532	(2,544)
Expenditure	88,740	89,081	(341)
Gain/(Loss) on disposal of assets	(689)	187	876
Underlying operational result	1,647	(362)	(2,009)
<i>Capital</i>			
Revenue	8,477	7,585	(892)
Operational surplus/(deficit)	10,124	7,223	(2,901)

Underlying operating result: The underlying operating result is directly attributable to operations and excludes items such as capital grants and contributions and non-monetary assets. The impact of the underlying operating result is of most concern as this is the key indicator of financial performance.

Council's half year underlying operating position is indicating a surplus of \$1.647 million, this is a \$2.009 million favourable variance compared to the expected half year 2022-23 budget position of a deficit of \$0.362 million.

The significant factors which contribute to the variance in the revised budget versus the adopted budget are:

Grants – operating – \$0.6 million favourable variance. The increase in government funding relates to the following areas:

- \$0.2 million in Family Health Support grants received earlier than budgeted however this is expected to be on budget by the end of the year.
- \$0.1 million extra grant received in Safer Communities for the provision of School Crossing Supervision service.
- \$0.1 million increase in Community Strengthening related to Planning and Positivity grants timing.
- \$0.1 million increase in Operations due to funding of \$0.058 million for Port Phillip Bay from last year is being brought forward and will be spent this year.

User fees and charges– \$0.5 million favourable variance. The increase in user fees and charges relates to the following areas:

- a. \$0.6 million increase in income received earlier than planned in Waste Circularity for increased demand for services such as at call waste collection and additional bins. This is expected to balance out during the remainder of the year.
- b. \$0.2 million increase in income for the Frankston Arts Centre is due mainly to increased usage and associated hires of the theatre and related services. This is offset by increased expenditure.
- c. \$0.1 million increase in income in Family Health Support Services due to the increased demand and delivery of meals for the Meals on Wheels service.
- d. Offset by \$0.3 million lower than expected Centenary Park Golf Course green fees.

Other income - \$0.3 million favourable variance. The favourable position in other income is mainly due to:

- a. \$0.3 million increased income received on cash investments due to increasing interest rates offered by banks.

Employee Costs - \$0.3 million unfavourable variance. The unfavourable position in Employee costs is mainly due to:

- a. \$0.1 million increased expenditure in Safer Communities due to costs associated with in providing additional resources to staff School Crossings and provide services to Community Support Frankston. These additional costs are being funded with additional grant funding and reimbursement, therefore they present no additional cost to Council.
- b. \$0.3 million increase in expenditure in Development Services due to a restructure to improve service delivery and long term absences requiring backfill in statutory planning and health services.
- c. The increases in staffing costs mentioned in the points above have been offset by reductions where staff vacancies have existed and have been forecast to potentially continue. Areas most affected by staff vacancies are Governance, People and Culture, Finance, Operations and City Futures.

Materials and services - \$0.9 million favourable variance. The favourable variance in materials and services is mainly due to:

- a. \$0.5 million lower expenditure in Operations primarily due to timing of contract works spend across road and drainage maintenance. This will be caught up in second half of the year and along with extra costs related to audits undertaken that require tree rectification works to hazards that presented a high degree of risk to the community.
- b. \$0.1 million lower than budgeted expenditure in Arts and Culture events due to timing of events. This will be spent in second half of the year.
- c. \$0.2 million lower than budgeted consultancy costs around Urban Design, Strategic land use planning and Place Making activations. These will be spent by the end of the financial year.
- d. \$0.3 million in lower than expected costs across multiple departments.
- e. Offset by \$0.2 million increase in expenditure in Procurement, Property & Risk due to costs associated with insurance payments under excess, third party cost recovery, lease negotiations, property valuations and acquisition of land.

Operating Result: The operating result for the first six months to December 2022 indicates a surplus of \$10.124 million, this is a \$2.901 million favourable variance compared to the adopted half year 2022-2023 budget position of \$7.223 million surplus. This favourable variance is due to the reasons as described above plus an increase of \$0.892 million for capital grants.

Capital Works Statement (Frankston City Council excluding Peninsula Leisure Pty Ltd)

For the quarter ending 31 December 2022

	Year to Date		
	Actual \$'000	Budget \$'000	Variance \$'000
Total property	19,609	21,898	(2,289)
Total plant and equipment	2,878	3,065	(187)
Total infrastructure	11,023	13,083	(2,060)
Total capital works expenditure	33,510	38,046	(4,536)
Funding:			
External			
Government grants	7,413	6,718	695
Contributions	18	-	18
Proceeds from sale of assets	90	413	(323)
Other income	1,000	-	1,000
Total external funding	8,521	7,131	1,390
Internal			
Reserve funds	15,651	17,304	(1,653)
Loan borrowings	66	-	66
Rates funding	9,272	13,611	(4,339)
Total internal funding	24,989	30,915	(5,926)
Total funding	33,510	38,046	(4,536)

After six months of the year, expenditure is \$33.510 million against a year to date adopted budget of \$38.046 million. The Capital Works Program is tracking well with under expenditure due to minor delays of larger projects.

The delivery of the 2022-2023 Capital Works Program is on track, with a full year adopted budget of \$91.606 million. Refer to **Appendix B Attachment B**.

Balance Sheet (Frankston City Council excluding Peninsula Leisure Pty Ltd)

The balance sheet as at 31 December 2022 indicates a continued satisfactory result. Council's net assets are valued at \$2.136 billion at the end of December 2022.

A comparison of total current assets of \$132,044 million with total current liabilities of \$67,676 million (working capital ratio YTD of 1.95 to 1) depicts a satisfactory financial position.

Schedule of reserves as at 31 December 2022

	Opening Balance 01/07/2022 \$'000	Transfer to reserve \$'000	Transfer from reserve \$'000	Closing balance 31/12/2022 \$'000
Statutory reserves				
Public resort and recreation	7,227	1,046	(191)	8,082
Subdivision roadworks	133	-	-	133
Infrastructure assets	74	-	-	74
Car parking	10	-	-	10
Total statutory reserves	7,444	1,046	(191)	8,299
Discretionary reserves				
Strategic asset reserve	23,404	417	(17,474)	6,347
MAV LGFV fund	12,707	415	-	13,122
Unexpended grant reserve	8,484	-	(3,598)	4,886
PARC asset management sinking fund	11,048	375	(97)	11,326
Capital projects reserve	3,931	-	(66)	3,865
Resource efficiency reserve	77	-	-	77
Total discretionary reserves	59,651	1,207	(21,235)	39,623
Total other reserves	67,095	2,253	(21,426)	47,922

The strategic asset reserve has been established to assist in the delivery of community infrastructure highlighted in the Council Plan.

Balance Sheet (cont'd) (Frankston City Council excluding Peninsula Leisure Pty Ltd)

Trade and other receivables	2021-22	2022-23
	\$'000	\$'000
Current receivables		
Ratepayer receivables	13,428	13,423
Special rates & charges	123	225
Infringements	5,647	6,244
Provision for doubtful debts - infringements	(2,781)	(2,971)
Other receivables	4,152	2,790
Provision for doubtful debts - other debtors	(117)	(122)
	<u>20,452</u>	<u>19,589</u>
Non-current receivables		
Special rates & charges	<u>595</u>	<u>522</u>
Total receivables	<u>20,930</u>	<u>19,989</u>

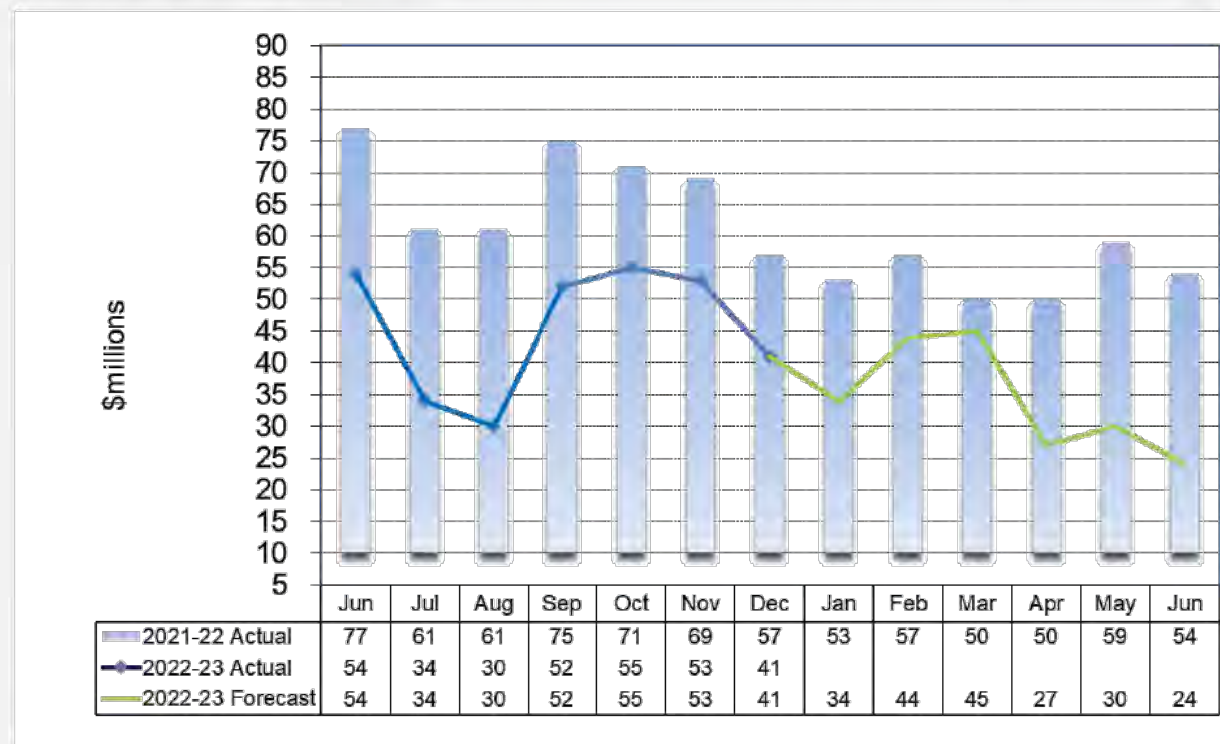
Accounts receivable balances were \$19,989 million as at 31 December 2022, down from \$20,930 million at 30 June 2022.

For a full balance sheet please refer to [Appendix B Attachment C](#).

Cash Flow (Frankston City Council excluding Peninsula Leisure Pty Ltd)

Council's cash flow statement provides information in regards to net cash flow from operating activities, cash flows from investing activities and cash flows from financing activities. These results provide information in regards to cash generated or spent on the different type of activities undertaken by Council.

The net cash flows from operating activities measure cash generated from Council's ongoing day to day operations. It is imperative that a surplus is generated from cash flows from operations as these funds are used to fund capital works (investing activities) as well as repaying any loans (financing activities). Refer to **Appendix B Attachment D** for the cash flow statement.



Loans (Frankston City Council excluding Peninsula Leisure Pty Ltd)

Council is within the approved principles of loan funding and has ensured that Council is within prudential limits set by the Victorian Government.

Year	New Borrowings \$'000	Principal Paid \$'000	Interest Expense \$'000	Balance 30 June \$'000	Liquidity (CA/CL)	Debt Commit (Debt / Total Rates)	Debt Serv (Serv Costs / Total Revenue)
2020-21	2,930	345	1,452	30,334	2.24	23.20%	1.4%
2021-22	-	3,250	1,427	27,084	1.94	19.98%	3.5%
2022-23	9,030	392	1,401	35,722	1.71	25.13%	1.1%
2023-24	6,065	1,354	1,542	40,433	1.64	28.00%	2.0%
2024-25	12,870	2,045	1,652	51,258	1.33	34.47%	2.5%
2025-26	15,460	18,820	1,640	47,898	1.42	31.36%	13.4%
2026-27	13,500	5,096	1,773	56,302	1.41	35.90%	4.4%
Victorian State Government				High	Below 1.10	Above 80%	Above 10%
Prudential Ratio Limits - Risk Assessment				Medium	1.10 - 1.20	60%-80%	5% -10%
				Low	Above 1.20	Below 60%	Below 5%

The status of Council's loan borrowings as at the 31 December 2022 are listed in the table below:

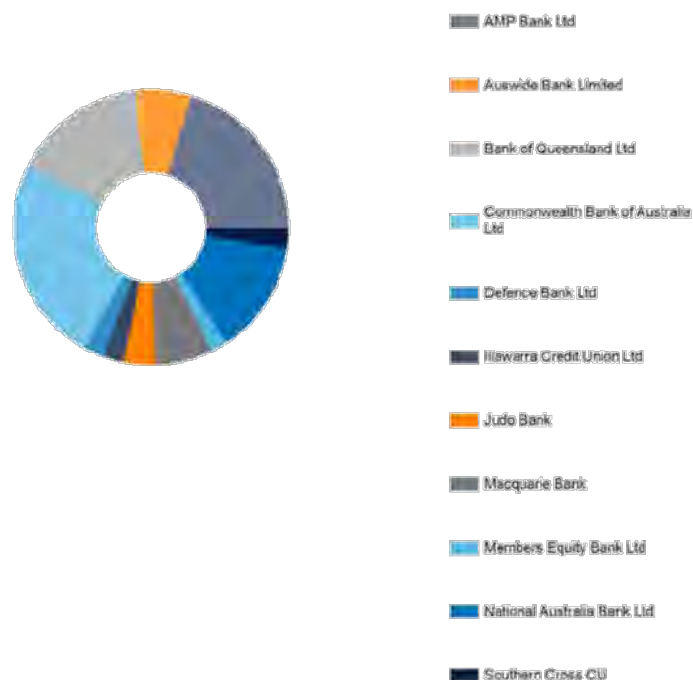
Financial institution	Debt principal @ 30-06-2022 \$'000's	Principal repaid \$'000's	New borrowings \$'000's	Debt principal @ 31-12-2022 \$'000's	Interest \$'000's	Loan repayments due over next 12 months \$'000's
National Australia Bank	11,492	91	-	11,401	402	1,183
National Australia Bank - MAV	15,542	-	-	15,542	310	-
Treasury Corporation Victoria	50	-	1,000	1,050	3	-
Total	27,084	91	1,000	27,993	715	1,183

Investments (Frankston City Council excluding Peninsula Leisure Pty Ltd)

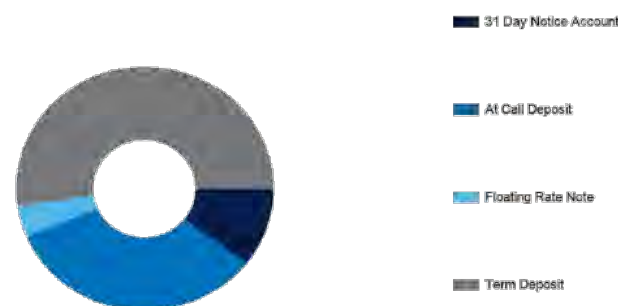
Council is complying with its Investment Policy (adopted by Council on 16 December 2019) that ensures effective and responsible utilisation of Council's surplus cash funds within the government legislative framework and applicable Federal and State regulations. Council's investment holdings as at 31 December 2022 were \$84.542 million.

Council's investments as at the 31 December 2022 are listed in the tables below.

Market Value by Issuer



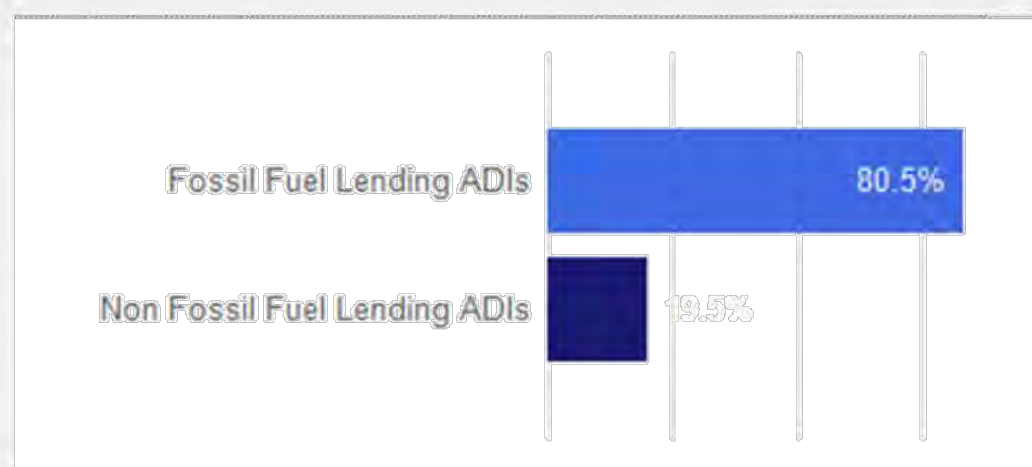
Market Value by Security Type



Investments cont'd (Frankston City Council excluding Peninsula Leisure Pty Ltd)

Portfolio Fossil Fuel Summary

Council's portfolio comprises 19.50% of investments with non-fossil fuel lenders with the remainder still funding fossil fuel related organisations or programs.



ADIs (Authorised deposit-taking institutions)

Appendix A – 2022-2023 Council Plan Performance: Quarter two

Annual Council Plan initiatives are adopted each year in conjunction with the adoption of the Budget. These Initiatives are designed to contribute to the improvement of each of Council's six Council Plan Outcomes

This report is broken up into each of these Outcomes and for each initiative a progress comment is provided quarterly along with a status update.

Strategic indicators for each outcome are reported annually.

Status update key:

✓ Completed	Initiative completed
● On track	Initiative is underway and tracking well against time frames
● At risk	Initiative is behind by 10% or more, but will meet target time frames
● Critical	Initiative is delayed by 25% or more, or needs attention to meet target time frames
■ Deferred	Initiative has been deferred for completion in 2022-2023

2021-2025 Council Plan and Budget

Reporting across the four years of the 2021-2025 Council Plan and Budget is summarised below. *(As at quarter two 2022-2023)*

	2021-2022	2022-2023	2023-2024	2024-2025
✓ Initiatives completed	123	3	-	-
■ Completion deferred to following year	11	-	-	-

October-December 2022 Council Plan Initiatives



In 2022-2023 there are 121 Initiatives listed in the Council Plan. As at the end of December 2022, 98 per cent were considered on track or completed.


The table below provides a summary of the current status of each of the 2022-2023 Council Plan Initiatives by outcome:

	Completed ✓	On track ●	At risk ●	Critical ●	Deferred ■
Healthy and safe communities	2	15	-	-	-
Community strength	1	24	-	-	-
Sustainable environment	-	26	-	-	-
Well planned and liveable city	-	11	1	-	-
Thriving economy	-	17	1	-	-
Progressive and engaged city	-	23	-	-	-
TOTAL %	2%	96%	2%	0%	0%

1 Healthy and safe communities

Initiative progress comments

Four-year Initiatives	Code	What will we do in 2022-2023	Progress Comments	Directorate	Status
Engage families to promote the importance of early childhood education and health	CP-1.1.1	Deliver Maternal and Child Health and early childhood services and programs including immunisation and supported playgroups	<p>Maternal & Child Health (MCH) continues to experience work force shortages. The team are actively re-building the workforce. New temporary contracts will support the backlog of work due to the pandemic.</p> <p>In response to community feedback, the Immunisation Team are developing a 'user pays' program to offer additional recommended vaccines on the National Immunisation Program. Supported playgroups receive referrals from MCH, other family support services and self-referred families. Pop up playgroups operate weekly in the community with an average of 30 families attending each week. In addition, a pop-up playgroup partnership with McClelland Gallery attracted between 100 - 200 participants at each of three sessions.</p> <p>Mahogany Rise has seen a significant increase in parent participation in the program through family events. Enrolments for funded three and four year old kindergarten are open for 2023. There are currently no vacancies.</p>	Communities	
	CP-1.1.2	Coordinate central registration of enrolments for community kindergartens	Three- and four-year-old offers continue to be made to families that register late for kindergarten. Currently, 1314 kindergarten places have been accepted. The total number of places available across the municipality is 1496, however there are 54 children on waitlists for a place due to the family wanting to enroll at a kindergarten that is full and not wanting to take the offer of a place at	Communities	

Four-year Initiatives	Code	What will we do in 2022-2023	Progress Comments	Directorate	Status
			<p>an alternative kindergarten. Officers have been working closely with the kindergartens and Department of Education to manage numbers and increase places available where possible. This will continue to be monitored.</p> <p>A review of the Central Kindergarten Registration Procedure has been completed in consultation with community. The outcome has shown that the existing procedure is meeting community expectation and need, with a number of other actions requiring further investigation to determine if they are possible to implement in the future. A further action is to ensure that there is improved communication in regard to the procedure.</p>		
	CP-1.1.3	Implement Council's year two initiatives for Council's Early Years Plan	Recruitment has been completed for the Kindergarten Reform Project Officer role. This new role will commence in January 2023 and will support the development of a kindergarten reform strategy and support the implementation of Council's infrastructure plan for the next 2.5 years.	Communities	
Maintain systems and capacity to manage and respond to emergency events	CP-1.2.1	Monitor and mitigate key emergency risks to the community	<p>Disability Inclusive Emergency Preparedness workshop was held in November and facilitated by University of Sydney Professor Michelle Villeneuve. The day brought together people with lived experience of disability, emergency responders and planners to better understand the challenges faced during emergencies in response, relief and recovery. Stakeholders took away valuable insights to be used in effective and inclusive emergency planning for the municipality.</p> <p>The Proactive Fire Inspection Program was the primary focus for December with private property inspections carried out across the municipality to</p>	Communities	

Four-year Initiatives	Code	What will we do in 2022-2023	Progress Comments	Directorate	Status
			identify areas of high fire risk and serve Fire Prevention Notices for compliance,		
	CP-1.2.2	Maintain up-to-date emergency management plans and test them to identify and mitigate capability and capacity gaps through training and awareness	<p>The Municipal emergency Management Plan (MEMP) returned to the Committee this quarter for approval after amendments to the content were included.</p> <p>Exercise Apollo was developed and run in November as a hazardous material response, desk top discussion. The exercise was successful with stakeholders attending from all Municipal Emergency Management Plan Committee (MEMPC) members as well as Environmental Protection Authority (EPA), Department of Energy, Environment and Climate Action (DEECA), and Melbourne Water. Valuable insights were uncovered and the debrief highlighted both best practice and areas where response and recovery could be improved upon. Feedback received was very good.</p>	Communities	
	CP-1.2.3	Leverage partnerships with key agencies and community groups to improve planning for response to and recovery from emergency events. This will include the development and implementation of an annual training program	Emergency Preparedness Advisory Service (EPAS) collaboration between Council, Country Fire Authority (CFA) and Australian Red Cross is continuing to build vulnerable persons networks, advertise with internal and external stakeholders and implement training for facilitators in the local area. Uptake of the service has been minimal, the new year will see a change in tactics to effectively reach our target audience through their support coordinators and agencies directly.	Communities	

Four-year Initiatives	Code	What will we do in 2022-2023	Progress Comments	Directorate	Status
Encourage active and healthy lifestyles for people of all ages and abilities	CP-1.3.1	Improve the amenity and perceptions of safety across the municipality	Closed Circuit Television (CCTV) is undergoing a review to improve the system and applications. The Rapid Response team has been appointed and have commenced proactive patrols within the municipality.	Communities	
	CP-1.3.2	Promote and deliver more diverse play and leisure opportunities for residents of all ages to encourage active lifestyles	The Recreation team continues to encourage residents to be active through the Frankston City News, social media and through sports club newsletters and training opportunities. A strong sisters' event was held in December to encourage greater participation by women and girls in active sport.	Communities	
	CP-1.3.3	Work in partnership with health, education and community organisations including sporting clubs and community gardens to enhance opportunities for improved primary health and participation in passive and active recreation	Council conducts regular Community Garden Network meeting with the 10 community gardens and is currently developing training initiatives to assist the development of the committee members of the gardens. Council also assists the further development of the Downs Estate Community Farm site to enable healthy eating education and community driven programs and are assisting the DECF where possible with their various initiatives including grant applications.	Communities	
	CP-1.3.4	Deliver second year actions for Council's Health and Wellbeing Plan	The Year Two Action Plan was developed based on the annual review of the Year One Annual Review and was formally adopted by Council at the 12 December 2022 Ordinary Meeting.	Communities	
Advocate for programs and support to reduce harms from family violence, gambling, alcohol and other drugs	CP-1.4.1	Embed Council's Stronger Families Policy and implement year four actions for Council's Family Violence Action Plan	The mentors will be matched with the mentees in early 2023 and the next phase of the program will commence. The Men As Role Models (MARM) is due for completion at the end of March 2023. The MARM program will then be evaluated.	Communities	
	CP-1.4.2	Partner with Monash University, Peninsula Health and other key advocacy organisations to raise awareness of risks associated with gambling and Alcohol and Other Drug (AOD) use and improve access to support services	This program has been held in abeyance this quarter due to a change in funding within Peninsula Health, who convene the group. Enquiries will be made as to timing of the next meeting.	Communities	

Four-year Initiatives	Code	What will we do in 2022-2023	Progress Comments	Directorate	Status
Engage young people to support their educational outcomes	CP-1.5.1	Partner with the Department of Education and Training on Frankston North Strategic Education Plan	Council continues to collaborate with key stakeholders and contribute the objectives of the Frankston North Education Plan (FNEP). Manager Family Health Support Services, Coordinator Children's Services and Coordinator Maternal and Child Health and Immunisation participated in a strategic workshop to evaluate the outcomes of the FNEP 2022 Implementation Plan, and explore priorities for the 2023 Implementation Plan.	Communities	
	CP-1.5.2	Deliver Youth Services outreach, in-reach and engagement programs	Frankston Youth Services have continued to deliver a broad range of youth programs to support the needs of local young people. A significant focus in past quarter has been on in-school Grade 6-7 transitions which is a very important and at time challenging time for young people. When issues emerge, early support and intervention is very important to maintain sustainable positive educational engagement.	Communities	
	CP-1.5.3	Enable young people to have a voice through Youth Council and youth events	Frankston Youth Services have continues to deliver programs such as Youth Council, NexGen Advisory and Fresh Entertainment (FReeZA) among other programs that provide opportunities for young people to 'have their say' though. Importantly, Council recently undertook a significant engagement process with young people to give them a strong voice and influence over the priorities within the recently developed Youth Action Plan.	Communities	
	CP-1.5.5	Increase work experience, traineeships and student placement opportunities	This action completed in quarter one 2022-2023.	Customer Innovation and Arts	



Four-year Initiatives	Code	What will we do in 2022-2023	Progress Comments	Directorate	Status
	CP-1.5.6	Provide grants to support students in participating in formal education and recreational programs	Council delivered Child & Youth Inclusion Grant which has awarded a number of children and young people to access to funding to support their formal education and recreational programs. Council are on track to expend the remaining allocated budget earlier than the end of financial year due to its popularity.	Communities	






Strategic indicators





If we are successful we will see	Code	Outcome Measure	Progress Comments	Directorate	Status
Increased active and healthy lifestyles that support residents living independently for longer	SI1.1	Proportion of adults who are sufficiently physically active compared to the Victorian state benchmark (Victorian Population Health Survey)	Indicator reported annually	Communities	-
Increased active and healthy lifestyles that support residents living independently for longer	SI1.2	Chronic disease levels compared to the Victorian state benchmark (Victorian Population Health Survey)	Indicator reported annually	Communities	-
Increased active and healthy lifestyles that support residents living independently for longer	SI1.3	Proportion of residents satisfied with sport and recreation facilities (Community Satisfaction Survey)	Indicator reported annually	Communities	-
Improved long-term health and learning outcomes established in early childhood	SI1.4	Proportion of year three, five, seven and nine students achieving literacy benchmarks (Victorian Child and Adolescent Monitoring System)	Indicator reported annually	Communities	-
Improved long-term health and learning outcomes established in early childhood	SI1.5	Proportion of children fully immunised by school age compared to the Victorian state benchmark (LGPRF) (Local Government Performance Reporting Framework))	Indicator reported annually	Communities	-
Reduction of harms from family violence, gambling, alcohol and other drugs	SI1.6	Proportion of residents who feel a safe in public areas in Frankston City (Community Satisfaction Survey)	Indicator reported annually	Communities	-
Reduction of harms from family violence, gambling, alcohol and other drugs	SI1.7	Rate of hospital admissions due to alcohol and other drugs (Turning Point)	Indicator reported annually	Communities	-
Reduction of harms from family violence, gambling, alcohol and other drugs	SI1.8	Rate of reported family violence incidents (Crimes Statistics Agency)	Indicator reported annually	Communities	-
Improved education outcomes through better engagement of young people	SI1.9	Proportion of people attending Tafe or University (Australian Bureau Statistics)	Indicator reported annually	Communities	-







2 Community strength


Initiative progress comments



Four Year Initiatives	Code	What will we do in 2022-2023	Progress Comments	Directorate	Status
Build Frankston City's reputation as an arts, culture and tourism destination	CP-2.1.1	Deliver Arts and Culture Strategic Plan	On track with many initiatives delivered in this quarter including an array of live performance events and workshops at Frankston Arts Centre including the launch of Season 2023; the return of Frankston's Christmas Festival of Lights in its original format; library programs and five Sculpture by the Sea sculptures installed and on display in prominent locations around the municipality for three years.	Customer Innovation and Arts	
	CP-2.1.2	Build capacity and partner with creatives and the community to deliver high quality events and art experiences	The 2022 - 2023 Financial Year Artist Grants round closed with 14 applications for six \$5000 grants. A panel met to discuss the applications and six were awarded across a range of artistic forms. The 2023 theatre season for the Frankston Arts Centre was launched to an audience of 450 patrons. The Frankston Arts Centre presented the last two season performances of 2022 to capacity. Audiences of over 700 and a sold-out audience for Gravity and Other Myths 'Backbone' and the Melbourne Symphony Orchestra's performance of Handel's 'Messiah' respectively, brought in the two highest audiences for the Season. A strategic marketing plan now continues for the sales of Season 2023. Tickets to the Hot Arts for Cool Kids programs for January holidays went on sale, and planning and preparation for their delivery continued, as well as a range of public programs and workshops as part of Ventana Festival programming.	Customer Innovation and Arts	




Four Year Initiatives	Code	What will we do in 2022-2023	Progress Comments	Directorate	Status
	CP-2.1.3	Deliver festivals and events that build upon Frankston as an Arts and Culture destination	Frankston's Christmas Festival of Lights was delivered in November to a crowd of approximately 45,000 attendees despite the inclement weather. The Destination Event Attraction events are tracking along, with three events delivered in December (including an ongoing market).	Customer Innovation and Arts	
	CP-2.1.4	Develop sculpture and eclectic street art culture	Three sculptures from Sculptures by the Sea have been selected to be displayed within the municipality for three years and will be delivered in approximately two months. Mirage was successfully installed in its original position outside Frankston Yacht Club after re-fabrication. Public art maintenance is ongoing with new pieces needing refurbishment.	Customer Innovation and Arts	
Enrich the lives of older residents and people with disabilities with opportunities to enable participation and independent living	CP-2.2.1	Deliver Council's annual Seniors Festival, programs and activities to enhance participation and social inclusion	Council delivered a highly attended Senior Festival with many activities undertaken in October 2022. There has also been an opportunity to evaluate and review new activities and opportunities for further participation especially for isolated seniors in 2023.	Communities	
	CP-2.2.2	Support organisations that are providing valued services to older residents	Council supports University of the 3rd Age (U3A) to deliver valued services to older residents that supports connectedness and participation. U3A in connection with Council support elderly residents to access new technology skills. A further way Council do this is through a grants process in which U3A are a recipient.	Communities	
	CP-2.2.3	Deliver year two actions Council's Disability Action Plan	Council celebrated International Day of People with Disability celebrations this quarter by offering a number of local 'come and try' activities to encourage people with disability to link with their local community. Activities included including vision impaired table tennis, all abilities golf, wheelchair basketball, art and	Communities	

Four Year Initiatives	Code	What will we do in 2022-2023	Progress Comments	Directorate	Status
			musical theatre classes with BAM Arts and an Auslan Interpreted Frankston Street Art Tour. The BAM Arts classes were so popular that they will become a fixture at Cube 37 throughout term 1 in 2023. The monthly Frankston Pathways for Carers group continue to grow in popularity this quarter. This is a result of word of mouth as well as a successful Carers Information Session held at Frankston Library held for National Carers Week in October.		
	CP-2.2.4	Facilitate improved access for people with disabilities to services and transport options	Advocated with State Government for community feedback for access improvements at local Railway Stations. Liaised with Peninsula Transport Assist to further promote and assist where possible. Worked with Council Departments regarding the inclusion of tactile on pavements at shopping strip and Railways Stations.	Communities	
	CP-2.2.5	Support and promote Culturally and Linguistically Diverse (CALD) seniors groups	Expression of interest for membership to the Culturally Linguistic and Diverse (CALD) network closed and new members were selected. This CALD group will inform council and shape future directions by providing community input on relevant matters.	Communities	
Work with community organisations and groups to develop our future leaders and evolve a diverse culture and gender equality	CP-2.3.1	Deliver an online seasonal tenancy system to ease the burden on club volunteers	This initiative has been completed and welcomed by Frankston Sports Clubs	Communities	
	CP-2.3.2	Continue to build volunteering diversity in community organisations	The volunteer L2P program continues to advance, matching young people and mentors to deliver in their quest to obtain their probationary driver's licence. The program continues to have a waiting list of young people wanting to be matched. Training sessions are underway for newly recruited volunteers in 2023.	Communities	

Four Year Initiatives	Code	What will we do in 2022-2023	Progress Comments	Directorate	Status
	CP-2.3.3	Expand participation in the culture change program for sporting clubs to achieve greater gender equity in participation and board membership	A recent Strong Women event was held to show-case sporting opportunities for women and girls. Work is continuing on the collection of data from sports clubs that will assist with evidence-based research as to how clubs are changing.	Communities	
	CP-2.3.4	Work with schools and disengaged young people to build relationships awareness and enable them to choose respectful relationships	Awaiting finalized version with suggested changes prior to launch.	Communities	
Targeting community needs through development programs and grants	CP-2.4.1	Design Community Development programs to meet resident needs	The Mental Health Training program continues to be rolled out for the community. Currently over 440 people have attended either 90 minute online webinars, online 2 day accredited courses, Half day and full day face to face workshops, or 2 day Face to face Mental Health First Aid accredited training courses. A Food Action plan is currently being developed to assist in providing greater access to healthy, affordable and nutritious food for the community. This is due for completion in the middle of 2023.	Communities	
	CP-2.4.3	Deliver Council's grants program	Council has successfully promoted and delivered grants to our community and has expended all Urgent grants in Jan 2023 to all eligible applications. Council continue to deliver a strong community grants program.	Communities	
	CP-2.4.4	Build connections between volunteers and volunteer organisations through Impact Volunteering	Impact volunteering is reviewing its engagement reach following the successful delivery of the Impact Volunteering Awards, and the delivery of an Expo.	Communities	
	CP-2.4.5	Deliver year two actions from Council's Library Action Plan	Many new initiatives progressed this quarter including the new library website and chat-bot launched following community consultation; three month roster review consultation undertaken; redesign of Carrum Downs library	Customer Innovation and Arts	

Four Year Initiatives	Code	What will we do in 2022-2023	Progress Comments	Directorate	Status
			progressed; accessibility to History and Heritage collection is being improved with Heritage Frankston archival software now available and partnerships were strengthened with a number of departments and services engaging the community within the library spaces, including engagement on waste and climate change.		
Deliver essential advocacy, support and referral services for residents in need	CP-2.5.1	Monitor demographic data trends to inform service plans that meet the future needs of the local community	The procurement process commenced to engage Council's supplier of Online Demographic Resources, with the supplier due to be formally engaged in quarter three. A Crime and Safety Community Profile was completed to inform the development of the Safer Communities Policy and Strategy.	Communities	
	CP-2.5.2	Deliver the funded job advocacy program including provision of employment support, training and referrals to improve employment outcomes	Council's Job Advocates continued providing support to people seeking assistance to overcome employment barriers, with 536 community members received individual support this quarter. 133 outreach programs or activities were delivered in quarter two.	Communities	
	CP-2.5.3	Provide financial support for material aid through eligible emergency relief and recovery organisations	Community Support Frankston (CSF) team is on track with budgets, providing financial and material aid support, information, referral and advocacy through both phone and in person assessments with disadvantaged Frankston residents. There were 4,374 unique cases of assistance to individuals and families during the quarter, a slight increase on the previous quarter despite less contact days. A high volume of client advocacy and referral efforts include support with accessing essential food, housing, medical, legal (tenancy) and utility bill relief with 1,862 referrals made during the quarter. Outreach at CSF included the Mobile Immunisation Health Van and a return of Service Australia's Community Engagement	Communities	

Four Year Initiatives	Code	What will we do in 2022-2023	Progress Comments	Directorate	Status
			Program, assisting community members with Centrelink related issues including breached payments and nil income. The Frankston Community Appeal fundraising and activities also assisted 2,261 unique Frankston residents with financial and material aid over the Christmas period.		
	CP-2.5.4	Deliver Home and Community Care (HACC) and Commonwealth Home Support Program (CHSP) in home services to older residents to enable them to live safely and independently	This quarter has seen the development of action plans in readiness for The Aged Care Reforms. A letter has been provided to all current service users with a number of relevant updates including how to engage and be involved in the Aged Care Reform. The client base is currently stable, and will increase as additional staff are recruited. There is over 300 referrals awaiting service set up and roster allocation. The Meals Team continue to experience volunteer shortages for meal deliveries and staff are working with the Positive Ageing Team to promote and advocate for new volunteers. The bus outings have been expanded to include more opportunity for clients to experience social engagement.	Communities	
	CP-2.5.5	Partner with the housing and homelessness sector to support the Frankston City Strategic Housing and Homelessness Alliance Five-Year Strategic Plan	The Strategic Alliance met on 15 November 2022 to review the year's achievements and discuss priorities for 2023. The Strategic Alliance and Frankston Zero initiative hosted the Frankston City Housing Forum on 6 October to discuss housing and homelessness data and the local impacts of the housing crisis. Over 50 people attended the forum from council, neighbouring councils, community housing organisations, state government and community services. The Forum was followed by a series of four Roundtables throughout	Communities	

Four Year Initiatives	Code	What will we do in 2022-2023	Progress Comments	Directorate	Status
Build acknowledgement and respect for Aboriginal and Torres Strait Islander cultural heritage and history			October on private rentals, crisis accommodation, social housing and rooming houses.		
	CP-2.5.6	Provide referral services through our Neighbourhood House programs and youth services	Youth Services and Neighborhood Houses have continued to be a key touch point for the community through which they are referred to a range of specialist services including: mental health support, homelessness services, NDIS providers, Drug and Alcohol Services, financial services and many more.	Communities	
	CP-2.6.1	Deliver year one initiatives for Council's Reconciliation Action Plan (RAP)	Cultural Insightfulness sessions involving approximately 70 staff and a Councillors have been conducted with more sessions scheduled in Quarter 3. Planning is underway for a Reconciliation Event to be held in May 2023.	Communities	
	CP-2.6.3	Project manage the redevelopment of the Nairn Marr Djambana gathering place	Quotes have been requested for the detailed design of the facility and park plan. Quotes are due by end of January when an architect will be appointed.	Communities	





Strategic indicators





If we are successful we will see	Code	Outcome Measure	Progress Comments	Directorate	Status
Improve accessibility of services to enhance social inclusion and mental wellbeing	SI2.1	Percentage of participation rates of gender diversity, disability and Aboriginal and Torres Strait Islander communities in structured sport (sporting clubs)	Indicator reported annually	Communities	-
Improve accessibility of services to enhance social inclusion and mental wellbeing	SI2.2	Proportion of people who have ever been diagnosed with depression or anxiety (Victorian Population Health Survey)	Indicator reported annually	Communities	-
Improve accessibility of services to enhance social inclusion and mental wellbeing	SI2.3	Proportion of residents who agree Frankston City is responsive to local community needs (Community Satisfaction Survey)	Indicator reported annually	Communities	-
Increased volunteering to build connections and resilience within the community	SI2.4	Percentage of residents who volunteer 'sometimes' or 'regularly' (Victorian Population Health Survey)	Indicator reported annually	Communities	-
Increased enjoyment of Frankston City's arts and cultural experiences	SI2.5	Proportion of residents who are satisfied with Arts and cultural events, programs and activities (Community Satisfaction Survey)	Indicator reported annually	Customer Innovation and Arts	-



3 Sustainable environment





Initiative progress comments








Four Year Initiatives	Code	What will we do in 2022-2023	Progress Comments	Directorate	Status
Increase urban forest and canopy coverage to create a greener and cooler city	CP-3.1.1	Implement year three actions for Council's Urban Forest Action Plan	A Councillor briefing was held in October to provide an update on the progress of the Urban Forest Action Plan. Consultants were engaged to prepare Precinct plans for Frankston, Frankton Heights, Karingal and Frankston Metropolitan Activity Centre area to identify priority areas for street and open space tree planting. Planting of the trees for the Queen's Jubilee Tree Planting Grant at Ballam park and Carrum Downs Recreation Reserve were completed. Planting locations for this financial years 20,000 tree planting initiative are being identified for next planting season and will be delivered in quarter four. Delivery of the Capital Works program for Major Road Boulevard planting program continues for Frankston Dandenong Road (Skye Road) and Cranbourne Road (including Karingal Drive) with planting to be undertaken in Quarter 4.	Communities	
	CP-3.1.2	Develop precinct planting plans to identify opportunities for planting in high priority areas	Canopy tree mapping across three years (2017 to 2022) is completed for Frankston, Frankston Heights, Karingal and the Frankston Metropolitan Activity Centre. A further review is required to link with Councils existing street tree data which will be completed by quarter four. Consultants have been engaged to review data to determine opportunities for increasing canopy cover and develop a 10 year planting plan.	Communities	
	CP-3.1.3	Implement the tree protection local law	The Tree Protection Local Law and relevant planning scheme controls have been implemented to protect trees throughout the Municipality. 51	Communities	



Four Year Initiatives	Code	What will we do in 2022-2023	Progress Comments	Directorate	Status
Protect and enhance the natural and coastal environments			Local Law applications were received and completed during quarter two. The occurrence of illegal tree removal reports have been high and focus has been on improving the enforcement response process.		
	CP-3.1.4	Planting 20,000 additional trees as part of the annual municipal wide planning program	Plant lists for a range of capital works projects and operational projects in natural reserves, open space parks and road reserves have been ordered and propagation is underway for winter 2023 planting program to achieve the tree planting target and prioritise areas most in need of additional canopy cover.	Infrastructure and Operations	
	CP-3.2.1	Review and update the Coastal Management Plan	Feedback from the stakeholder and community consultation undertaken in quarter one was reviewed and summarised in the Values, Issues and Opportunities report. The report and main findings were presented to Councillors at the 28 November Briefing. The report was made public on Engage Frankston for community feedback. Precinct plans, vision statements and precinct based actions are being prepared and officers will return to a Council briefing in quarter three.	Communities	
	CP-3.2.2	Implement year two actions for Council's Biodiversity Action Plan	The Community Grants Program - Environmental Sustainability concluded with seven applications being received. Applications were reviewed for eligibility against the criteria with budget of \$10,000 for 2022/23 financial year being allocated to six applicants. The Environment Significance Overlay mapping update on-ground field work was completed.	Communities	
	CP-3.2.3	Deliver the Native Vegetation offset Program	Work continued on the development of a Native Offset site at Witternberg reserve, with external advice received in relation to the viability of offset credits at this site. Officers are currently scoping the required works to establish the offset site in order review the cost/effectiveness of establishing	Communities	

Four Year Initiatives	Code	What will we do in 2022-2023	Progress Comments	Directorate	Status
			this offset site. Officers will report back to Council in quarter three.		
	CP-3.2.4	Review and update management plans for natural reserves	Work on the development of the Natural Reserve Management templates and a framework for Management plan preparation and review continued during quarter two.	Communities	
	CP-3.2.5	Maintain natural and coastal reserves	Contractors engaged to maintain core natural values and habitat improvement works ensuring all outcomes for high priority conservation areas are on target. Fire management works to prepare for summer are well progressed and will meet requirements prior to declared fire danger period.	Infrastructure and Operations	
	CP-3.2.6	Review and update priority master plans for Open Space	The consultation of the Draft Baxter Park Master Plan has been completed with the final plan underway based on stakeholder and community feedback. Work continues on a further fauna assessment, hockey feasibility and events feasibility which will inform the final plan for Council endorsement in quarter four. Monterey Reserve Final Master Plan was prepared based on stakeholder and community feedback and ready for final review and endorsement by Council in quarter four. Equestrian Master Plans have progressed with further detailed stakeholder input and site assessments following community consultation in June that will inform a final Plan for Council endorsement in quarter four. Ballam Park Master Plan has progressed with preliminary traffic, stakeholders and landscape issues and opportunities complete.	Communities	
Lessen the severity of climate change through action that enable Council and the community to reduce greenhouse gas emissions	CP-3.3.1	Develop Climate Change Strategy and implement year one Action Plan projects	The draft Climate Change Strategy and Action Plan was presented at the 22 November Council Meeting and endorsed for community consultation. The draft Strategy was published on the Engage Frankston platform on 23 November	Communities	

Four Year Initiatives	Code	What will we do in 2022-2023	Progress Comments	Directorate	Status
			seeking feedback from the public. A series of pop-up community consultation sessions were held across the municipality during December. Community consultation will conclude in quarter three and the final Strategy will be prepared and be presented to Council in quarter three.		
	CP-3.3.2	Ensure Environmentally Sustainable Design (ESD) principles are achieved for new developments, buildings, public realm and places	Environmental Sustainable Design (ESD) reports & assessments, in accordance with Councils ESD Policy, are now a requirement for applicable developments across Frankston and are being assessed by Council. Pre-application ESD meetings are continue for major development proposals to help applicants consider ESD initiatives in their design. Council continues to support the South East Councils Climate Change Alliance (SECCCA) to develop an electric vehicle (EV) charging roadmap, policy guidance and a snapshot of future trends, to help lower transport emissions. Council continues to work with Council Alliance for a Sustainable Built Environment (CASBE) to support the ESD targets project to improve our existing ESD policy guidelines. Investigation of ESD initiatives for Councils Major Projects such as the Jubilee Park Stadium project and the Pines Forest Aquatic Centre continues.	Communities	
Protect and enhance the natural and coastal environments	CP-3.3.3	Work with local and regional partners to deliver environmental and climate action projects, including the uptake of electric vehicles across Frankston City	A number of projects with the South East Councils Climate Change Alliance (SECCCA) progressed through the second quarter, including a project aimed at helping to prepare communities for the impacts of climate change, and a project investigating regional carbon sequestration opportunities. In December 2022, a draft report was received from the Biosphere Foundation analysing how coastal ecosystems can assist in responding to climate change.	Infrastructure and Operations	

Four Year Initiatives	Code	What will we do in 2022-2023	Progress Comments	Directorate	Status
	CP-3.3.4	Implement energy efficient upgrades to Council assets	An LED lighting efficiency upgrade of the Frankston Arts Centre and Library has commenced. A contractor was appointed for the conversion of street lights to LED in Sandarra and Sandhurst estates. Rooftop solar systems were installed on both Peninsula Aquatic Recreation Centre (PARC) and the Civic Centre. The redevelopment of Jubilee Park Stadium is progressing well and includes electrification (zero gas) and solar works to reduce emissions and transition to renewable energy.	Infrastructure and Operations	
	CP-3.3.6	Introduce and support programs to enable the community to upgrade their buildings to be more sustainable and climate resilient	A Home Energy Saver Toolkit, including associated educational videos and guides, has been developed for community use and will be available for loan through the Frankston Library. A solar calculator to help householders and small businesses understand the possibilities and optimise the benefits of rooftop solar was also finalised with the Australian PV Institute. Both the Toolkit and solar calculator tool will be launched in early 2023.	Infrastructure and Operations	
Improve the quality of recycling, minimise the generation of waste and establish alternatives to landfill disposal	CP-3.4.1	Progress collaborative procurement for an advanced waste processing solution for household rubbish for the South East Melbourne region to deliver a vital alternative to landfill	A report was prepared for Council identifying the risks of exiting the collaborative procurement. In the Council meeting held on 12 December 2022, Council decided to recommit to the South East Metropolitan Advanced Waste Procurement.	Corporate and Commercial Services	
	CP-3.4.2	Deliver a waste and recycling system to all households by providing standardised bin lid colours and a consistent understanding of acceptable materials for recycling	Red lids have been installed on garbage bins throughout the municipality to comply with the Victorian Standard, with any outstanding dark green bin lids currently being followed up. The kerbside bin collection service is now 100% compliant with the Victorian standard and an education campaign on the correct use of the bin system will commence in Quarter three.	Corporate and Commercial Services	

Four Year Initiatives	Code	What will we do in 2022-2023	Progress Comments	Directorate	Status
	CP-3.4.3	Develop, set the direction and engage with the community on the Waste Circularity Plan	The development of the Draft Waste Circularity Plan is well underway incorporating feedback from community engagement and a Councillor briefing held in December 2022.	Corporate and Commercial Services	
	CP-3.4.4	Increase uptake of the kerbside food waste collection service in single-unit developments and develop a plan to extend this service to multi-unit developments	Engagement with the community in education sessions is continuing to raise awareness of the current service. Kerbside Bin Collection Service Education campaign planned for Quarter three to further increase the awareness of the service and correct contents of each bin.	Corporate and Commercial Services	
	CP-3.4.5	Progress the implementation plan for the kerbside separate glass collection service	A final Project Plan for the kerbside separate glass collection service is well underway, a requirement to receive Victorian Government funding. Three quarters of separate glass bin stock have been ordered.	Corporate and Commercial Services	
	CP-3.4.6	Progress the implementation of food waste minimisation initiatives	Home composting sessions were completed in November 2022, which included education on techniques to minimise food waste for residents.	Corporate and Commercial Services	
Increase opportunities to experience native flora and fauna	CP-3.5.1	Support Frankston Environmental Friends Network	Officers continue to support the Frankston Environmental Friends Network through distribution of relevant information, attendance at monthly meetings, provision of tools and equipment and training.	Communities	
	CP-3.5.2	Develop and deliver environmental programs that promote behavioural change and positive environmental outcomes	To launch the draft Climate Change Strategy and Action plan, the 'Healthy Soil Healthy Planet- The Role of Garden Soil In Climate Action' Community Workshop was held on the 23rd November at Joy Street Community garden in Frankston. Council continues to deliver the Gardens for Wildlife program. Preparation commenced for the Indigenous Nursery Open Day to be held in quarter four with a nature strip planting theme.	Communities	
	CP-3.5.3	Ensure reserves are accessible while still protected	All reserves are accessible and monitored routinely to protect them from impacts and promptly rectify vandalism, anti social behaviour and visitor impacts on reserve condition. Impacts are	Infrastructure and Operations	

Four Year Initiatives	Code	What will we do in 2022-2023	Progress Comments	Directorate	Status
			currently minimal and under control through regular maintenance.		
Improve the management of water including flooding risk, water quality of creeks and waterways and the efficient use of water	CP-3.6.1	Advocate to State Government and negotiate improvements to Kananook Creek Management Plan	Council Officers are finalising the Project Plan for the agreed improvement projects with Kananook Creek Governance Group and agency staff. This project plan once finalised will form part of the advocacy document and seek various funding opportunities.	Infrastructure and Operations	
	CP-3.6.2	Progress Council's recycled water projects in partnership with key stakeholders	Council was unsuccessful in a grant application for Monterey Recycled Water Scheme. Officers are liaising with key stakeholders especially South East Water (SEW) to explore other strategies to implement Monterey Recycled Water Scheme by finalising the detailed design and firming the costs including cost sharing between different stakeholders. Officers are also discussing with SEW on ways to progress the other two recycled water schemes.	Infrastructure and Operations	



Strategic indicators

If we are successful we will see	Code	Outcome Measure	Progress Comments	Directorate	Status
Increased climate emergency response and leadership	SI3.1	Council greenhouse gas emissions (Emissions register)	Indicator reported annually	Infrastructure and Operations	-
Increased climate emergency response and leadership	SI3.2	Community greenhouse gas emissions per capita (Emissions register)	Indicator reported annually	Infrastructure and Operations	-
Increased climate emergency response and leadership	SI3.3	Community satisfaction with Council meeting its responsibilities towards the environment (Community Satisfaction Survey)	Indicator reported annually	Communities	-
Increased protection, access and connection to the natural environment	SI3.4	Proportion of beach water quality samples at acceptable Environmental Protection Authority levels (EPA)	Indicator reported annually	Communities	-
Increased protection, access and connection to the natural environment	SI3.5	Proportion of local biodiversity that is thriving and safeguarded (Flora and Fauna Surveys)	Indicator reported annually	Communities	-
Increased protection, access and connection to the natural environment	SI3.6	Proportion of community satisfied with Open space, natural reserves and foreshore (Community Satisfaction Survey)	Indicator reported annually	Communities	-
Increased diversion of waste from landfill	SI3.7	Proportion of collection waste diverted from landfill (LGPRF)	Indicator reported annually	Corporate and Commercial Services	-
Increased tree canopy over reduced urban heat	SI3.8	Percentage of tree canopy cover (DELWP)	Indicator reported annually	Communities	-
Increased tree canopy cover and reduced urban heat	SI3.9	Urban temperature (DWELP)	Indicator reported annually	Communities	-

4 Well planned and liveable city

Initiative progress comments

Four Year Initiatives	Code	What will we do in 2022-2023	Progress Comments	Directorate	Status
Integrate land use planning and revitalise and protect the identity and character of the City	CP-4.1.1	Advocate for the delivery of the Frankston City Centre Revitalisation Action Plan	Work continues on the Frankston Metropolitan Activity Centre Streetscape Design Standards. The White Street Mall Revitalisation upgrade was completed in December with activation scheduled for quarter 3. The Frankston Pier Lighting project was completed in December 2022. The Fletcher Road Gateway Revitalisation project was completed in December, including lighting to the underpass and greening to the overpass entry points.	Communities	
	CP-4.1.2	Develop the Frankston Housing Strategy and commence year one implementation	Work continues on the Discussion Paper which will be completed in quarter three. A Council report will be undertaken in quarter four with the community engagement program to follow.	Communities	
	CP-4.1.3	Develop the Frankston Metropolitan Activity Centre (FMAC) Structure Plan and commence year one implementation	Council adopted the Draft Frankston Metropolitan Activity Centre Structure Plan at the 24 October 2022 Council Meeting (quarter two). Community engagement was undertaken from 31 October 2022 to 12 December 2022, with the feedback received informing the development of the Final Structure Plan and the Planning Scheme Amendment. Council will be briefed on the findings on the community engagement program on 22 February 2023 (quarter three) and at the March 2023 Council Meeting.	Communities	
Improve connectivity and movement and provide transport choices to the	CP-4.2.1	Develop an Integrated Transport Strategy including review of Bicycle Strategy to improve transport choices	The Final draft Integrated Transport Strategy has been completed and is to be presented to Council in February. Review of the bicycle strategy is	Infrastructure and Operations	

Four Year Initiatives	Code	What will we do in 2022-2023	Progress Comments	Directorate	Status
community, including walking trails and bike paths		and make walking, cycling and public transport easy, safe and accessible. Advocate and implement year one strategy actions	ongoing with background data and information being collected and collated.		
Provide well designed, fit for purpose, multi-use open spaces and infrastructure for the community to connect, engage and participate	CP-4.3.1	Deliver the Open Space Strategy to optimise accessibility and activation of open space through a priority program of development and renewals for open space and play spaces	The Carrum Downs Recreation Reserve, Carrum Downs - new play space was completed December 2022 with the design for new public toilet underway. The Grant application for this public toilet was unsuccessful. Progress continues on Final Baxter Park Master Plan and work commenced Ballam Park Master Plan. The Noel Reserve Local Park, Orwil Reserve Play Space, Ballam Park Play Space and Brolga Reserve Play Space upgrades completed and open to public in quarter two. The Play Strategy Implementation Program is underway for 2022-2023. Council's Wayfinding Strategy and Style Guide was complete and endorsed by Council December 2022. Council's Grant funding application was successful and will receive \$210,000 from the Local Sports Infrastructure Fund for Rosemary Reserve.	Communities	
	CP-4.3.2	Deliver annual capital works program including key major projects	The annual Capital Works Program is tracking well. 82% of the total adjusted program budget of \$91.3M is committed with contractors. In December, Council endorsed a review of 2022-2023 Capital Works Budget as part of Council's strategy to manage cost escalations and unfavourable market conditions due to COVID-19. The Adjusted Capital Works Budget reflects the changes resulting from this program review. Major projects are progressing as scheduled. The Jubilee Park Stadium is well into the construction	Infrastructure and Operations	

Four Year Initiatives	Code	What will we do in 2022-2023	Progress Comments	Directorate	Status
			phase with structure and cladding complete, internal fit-out well underway and the stadium car park complete and in use (75% complete). The Healthy Futures Hub (50% complete), Lloyd Park Pavilion (70% complete) and Eric Bell Pavilion (45% complete) are well progressed. Monterey Reserve Soccer Pavilion and Ballam Park Regional Playspace are complete.		
	CP-4.3.3	Implement year one actions for Council's Public Toilet Action Plan	Work progressed on the development of the Public Toilet Action Plan, with Councillors updated at the 31 October briefing. Completion of the Public Toilet Action Plan (PTAP) is scheduled for completion in quarter 1, 2023-2024.	Communities	
	CP-4.3.5	Review maintenance and asset renewal programs to enhance safety and presentation of the City	Maintenance practices are reviewed and monitored to seek constant improvement. Changes have been made to cleansing and horticulture programs to seek efficiencies and synergies across teams to ensure the most effective utilisation of existing resources.	Infrastructure and Operations	
Innovate with smart technology and initiatives to increase the liveability of the city	CP-4.4.1	Capture real time data to gather insights into liveability	Council's smart parking trial continues to capture of real time parking data which will provide insights into parking trends and habits. Real time E-bike trial data continues to be captured through the trial period. Various people moving counters across the municipality continue to capture real time data to help inform strategic decision making to enhance the livability of the area.	Customer Innovation and Arts	
	CP-4.4.2	Analyse Frankston Metropolitan Activity Centre (FMAC) smart parking trial to identify benefits for further implementation of smart parking technology	Implementation of the smart parking trial has been completed and data is now being collected on the use of parking within the trial area.	Infrastructure and Operations	
	CP-4.4.3	Support the installation of Electric Vehicle (EV) charging infrastructure in	Council officers promoted the findings of the Electric Vehicle Charging Roadmap Report to EV charging providers, and the general public via	Infrastructure and Operations	





Four Year Initiatives	Code	What will we do in 2022-2023	Progress Comments	Directorate	Status
		Frankston City including the delivery of the Regional EV Charging Roadmap	Council's communication channels. The 12-month pedal assisted e-bike trial continued through quarter two and will be reviewed in January 2023. The trial of two free e-bike charging stations installed at the Frankston Waterfront also continued with some modifications completed for enhanced monitoring and evaluation.		
	CP-4.4.6	Smart Cities data collection, reporting and insights	Under the smart cities program Council is continuing to collect parking data on high demand areas. Council is also collecting extensive data on its e-bike trial as well as data relating to foot traffic along Wells Street and Stiebel Place. Under this program a number of reports and insights are provided to senior leadership to help inform decision making.	Customer Innovation and Arts	





Strategic indicators





If we are successful we will see	Code	Outcome Measure	Progress Comments	Directorate	Status
Urban design renewal of places and spaces	SI4.1	Proportion of open space and infrastructure that is fit for purpose (Internal report)	Indicator reported annually	Communities	-
Urban design renewal of places and spaces	SI4.2	Proportion of residents who are satisfied with the design of places and spaces (Community Satisfaction Survey)	Indicator reported annually	Communities	-
Increased travel options that are connected, accessible, smart and safe	SI4.3	Proportion of residents who are satisfied with travel options around the municipality (Community Satisfaction Survey)	Indicator reported annually	Infrastructure and Operations	-
Increased travel options that are connected, accessible, smart and safe	SI4.4	Proportion of residents living within 400m of public transport	Indicator reported annually	Infrastructure and Operations	-
Frankston City's identity as a liveable city	SI4.5	Proportion of residents who are proud and enjoy living in their local area (Community Satisfaction Survey)	Indicator reported annually	Communities	-

5 Thriving Economy


Initiative progress comments

Four Year Initiatives	Code	What will we do in 2022-2023	Progress Comments	Directorate	Status
Activate vacant commercial spaces and underutilised Council assets	CP-5.1.1	Strategically consider and deliver place activation through the municipality	Work towards the development of Frankston City Council's first strategic, municipality wide, Place Activation Plan has progressed. This plan will ensure Council works with the community to identify and implement a range of place activations and activities to improve the health and wellbeing of the community along with supporting businesses to enhance economic prosperity.	Communities	
Remove complexity and provide planning certainty to attract economic investment	CP-5.2.1	Expand Council's Business Investment Attraction Program	An online survey for landlords/property owners of vacant commercial properties across the municipality has been developed. The survey aims to identify individual property features and potential lease arrangements on offer to support new business operators seeking a suitable property in Frankston City, and the activation of vacant commercial properties.	Communities	
	CP-5.2.2	Promote Invest Frankston and precinct opportunities	Proactive communications to promote Invest Frankston and other precinct opportunities were provided through Council's Economy, Invest and Activation's bi-weekly Invest Frankston Business eNewsletter which had 2,315 active subscribers as at the end of quarter two. Other promotional activities via social media platforms; Facebook, LinkedIn, Instagram and Twitter, reached more than 62,000 social media accounts and had more than 2,200 engagements with users such as likes, tweets and comments.	Communities	
	CP-5.2.3	Complete the Statutory Planning Business Improvement Program	Commencement of remaining Statutory Planning Business Improvement projects has been delayed	Communities	

Four Year Initiatives	Code	What will we do in 2022-2023	Progress Comments	Directorate	Status
		projects related to the streamlining of planning permit applications to improve the time it takes to decide a planning application	due to the Pathway upgrade and loss of the Department's Business Improvement Officer. Various improvements have been achieved to date. In quarter two, Council worked on efficiency improvements in respect to mediation and engagement processes and continued discussions with the Department of Environment, Land, Water and Planning (DELWP) in relation to gaining access to their advanced 3D city model to support greater spatial analysis and visualisation of major planning proposals. Also, a new Major Development Operating Framework and Planning Assessment Team was created for effective and efficient processing and decision making on major development proposals.		
	CP-5.2.4	Maintain and promote Council's business concierge service	27 business enquiries were received by Council's Business Concierge service this quarter. A new Business Concierge officer was also appointed.	Communities	
	CP-5.2.5	Foster and maintain relationships that assist, signpost and guide investors and businesses, providing excellent customer service and building Frankston City's reputation as a place to invest and do business	A strategic review and audit of all Invest Frankston Business Grants, was completed and included a recommendation to expand the grant categories to attract a wider range of business applicants.	Communities	
	CP-5.2.6	Proactively engage with industry, investors and the commercial sector to develop relationships, unlock opportunities and realise integrated economic outcomes for Frankston City	Engagement with potential Frankston City business operators continued, with a range of new and interested business operators holding discussions with, and supported by, Council officers.	Communities	
Strengthen Frankston City as a destination for events and creative arts industries	CP-5.3.1	Expand and deliver a reputation for engaging major and seasonal events	The 2022-2023 Destination Event Attraction roll out has begun with the Sunset Twilight markets at the Waterfront, attracting 1,200 people over two events, and Lucky Day Out live music event at Kinetic Stadium, attracting 1500 people and, Pixar	Customer Innovation and Arts	

Four Year Initiatives	Code	What will we do in 2022-2023	Progress Comments	Directorate	Status
			Putt, a mini golf exhibition, commenced at McCombs Reserve in December. Round 2 of the Destination Event Attraction Program, has secured 'Winter in Frankston' to take place in the 2023 June/July school holidays.		
	CP-5.3.2	Research and develop opportunities for a vibrant night time economy	Council's first 'After Dark Activation Grants' program was delivered in quarter two, resulting in three successful applications; Nature Bar Cafe; Guitar Village; and Twisted Sister (café).	Communities	
	CP-5.3.3	Engage local and international creatives to enhance Frankston as an arts hub	Opportunities for artists and local creatives to engage via the Big Anxiety Festival and the Poetic Portraits project was offered and the exhibition opened in October. Local Artist Caroline Graley was engaged to provide her artistic services for the exhibition and created portraits of each of the participants. Programming for Ventana at Waterfront in 2023 is complete with two full days of live music and dance performances and workshops, alongside exhibitions and artist talks at the Frankston Arts Centre. Finalising of associated programming for Ventana; developed marketing material and collateral for the three exhibitions and the programming at Waterfront Festival continued. South Side Festival programming for 2023 is now completed and preparation of marketing materials is now underway.	Customer Innovation and Arts	
	CP-5.3.4	Highlight Frankston as destination city through a robust marketing campaign that highlights the importance of events, development, investment in a city on the move	Planning is well under way for a marketing campaign to position Frankston as a city on the move. Initiatives to date have included modernising social media content with a view to highlighting key developments, economic activity, tourism and events – all key deliverables developed by Council.	Customer Innovation and Arts	
Elevate Frankston City's identity as an innovation hub and business-friendly city	CP-5.4.1	Develop the Sustainable Economy and Skilled Community strategies and implement year one actions	A review of the Draft Sustainable Economy and Skilled Community Strategy was undertaken in quarter two. Further data collection and analysis	Communities	

Four Year Initiatives	Code	What will we do in 2022-2023	Progress Comments	Directorate	Status
			commenced to address the identified gaps in the current Draft Strategy.		
	CP-5.4.2	Develop the Frankston Industrial Strategy and commence year one implementation	Community engagement on the Frankston Industrial Discussion Paper occurred during September 2022 and is informing the development of the draft Frankston Industrial Strategy. It is anticipated that Council will be briefed on the draft strategy in Quarter 3.	Communities	
	CP-5.4.5	Establish the Frankston Business Collective and pursue partnership and innovation opportunities	Membership of the Frankston Business Collective continues to grow. A number of new initiatives have been launched including Business Awards for small businesses in Frankston. Networking events are continuing along with education focused programs to support business establish and develop. This includes topic likes considering cyber security for businesses - a topical issue with many interested business owners attending.	Customer Innovation and Arts	
Leverage the emerging connection between Frankston City's café and dining culture through the revitalisation of public spaces	CP-5.5.1	Improve the urban design, pedestrian appeal and activation of the Nepean Highway	The Nepean Boulevard Vision was completed for advocacy purposes. Discussions underway with Department of Transport to initiate a Movement and Place assessment of Nepean Highway and the broader Frankston Metropolitan Activity Centre in order to inform the future functional design. Councillors were updated at the 5 December briefing. Procurement process underway for development of a Master Plan in association with broad community and stakeholder engagement.	Communities	
	CP-5.5.2	Explore support for permanency of outdoor dining initiatives	The review of existing extended outdoor dining program continued in quarter two.	Communities	
	CP-5.5.3	Embed place-making and activation programs in key precincts	A review of the Commercial Operator (food/beverage trucks) Guidelines commenced to ensure that current and potential activation sites, timelines and length of license tenure, fee structure, application and assessment process and criteria, and communication with officers meets	Communities	





Four Year Initiatives	Code	What will we do in 2022-2023	Progress Comments	Directorate	Status
			the needs of both commercial operators and the community.		
	CP-5.5.4	Program improvements to precinct streetscapes	The Local Shopping Strip upgrade program continued in quarter two. Public realm upgrades to Excelsior Drive (Frankston North) was successfully delivered and concepts for the upgrade of Fairway Street (Frankston) shops continued.	Communities	




Strategic indicators

If we are successful we will see	Code	Outcome Measure	Progress Comments	Directorate	Status
Increased business and industry investment	SI5.1	Number of commercial building approvals (ABS)	Indicator reported annually	Communities	-
Rejuvenated activity centre precincts	SI5.2	Gross local product of the municipality (\$m) (.id)	Indicator reported annually	Communities	-
Rejuvenated activity centre precincts	SI5.3	Percentage of retail vacancy rates (Economic Development Scorecard)	Indicator reported annually	Communities	-
Enhanced local employment, education and training opportunities for all people	SI5.4	Proportion of residents who are unemployed (.id)	Indicator reported annually	Communities	-
Enhanced local employment, education and training opportunities for all people	SI5.5	Proportion of residents who are underemployed (ABS)	Indicator reported annually	Communities	-
Enhanced local employment, education and training opportunities for all people	SI5.6	Proportion of residents who hold either a vocational qualification, diploma/advanced diploma, bachelor degree or higher degree (.id)	Indicator reported annually	Communities	-
Enhanced local employment, education and training opportunities for all people	SI5.7	Proportion of residents employed locally in Frankston City (.id)	Indicator reported annually	Communities	-





6 Progressive and engaged city



Initiative progress comments



Four Year Initiatives	Code	What will we do in 2022-2023	Progress Comments	Directorate	Status
Ensure sustainable financial management and the strategic allocation of resources to deliver planned infrastructure and services	CP-6.1.1	Review and update Council's 10 year Financial Plan to guide budget decisions to ensure they are responsible and sustainable	Service planning is well underway with service governance groups reviewing service budget initiatives which will inform the next year's budget and the financial plan.	Corporate and Commercial Services	
	CP-6.1.2	Seek alternative revenue sources through service planning and engagement with relevant stakeholders	Service budget initiatives are currently under review which will inform any potential opportunities to generate more revenue. The rate cap of 3.5% was announced in December.	Corporate and Commercial Services	
	CP-6.1.3	Continue implementation of the Property Strategy including asset rationalisation and leveraging investment of Council's assets, particularly in the FMAC precinct	23 Kindergarten licences including surveyed plans and Service Level Agreements have been rolled out, with the associated Licence plans uploaded on Council's Geographic Information System (GIS), making information more accessible for the broader organisation. Kindergarten Licencee Information Packs have also been developed, which will assist Committees of Management responsible for Kindergartens to have a better understanding of their roles and responsibilities as tenants of Council facilities. Community engagement commenced on Council's draft Bathing Box Policy in December. Work has also commenced on the draft Road Discontinuance Policy.	Corporate and Commercial Services	
	CP-6.1.4	Enhance procurement processes and practices that support collaboration, innovation, efficiency and agility	Enhancements to Council's financial management system were implemented in October, and have provided more efficient purchasing practices across the organisation.	Corporate and Commercial Services	

Four Year Initiatives	Code	What will we do in 2022-2023	Progress Comments	Directorate	Status
			Service Level Agreements have been developed for procurement activity below \$150,000 which detail the roles, responsibilities and timing requirements. These Agreements are agile reference documents, which have been updated with process enhancements addressing feedback from the organisation and industry best practice, and replace the former Procurement Guidelines document.		
	CP-6.1.5	Oversee the reporting and governance of Council's subsidiary Peninsula Leisure Propriety Limited to ensure recovery and future growth	Council's Director Corporate and Commercial Services is represented on the Peninsula Leisure Board and has direct oversight of the operations of the subsidiary. Navigating the financial impacts of the government restrictions due to the COVID-19 pandemic has been challenging however the Board have briefed Councillors, the Executive Management team and the Audit and Risk Committee, advising that operations are recovering better than anticipated.	Corporate and Commercial Services	
Enhance strategy, policy and plan development and identify alignment to allow for prioritisation of services that are efficient, well planned, accessible and meet community needs	CP-6.2.1	Enhance integrated planning and strategy alignment across the organisation through the establishment of a Service Governance approach	Service Governance Groups were established at the start of quarter two and initial meetings were held to gain oversight of the services, Council Plan Outcomes and key frameworks and strategies being delivered within each group. The 2023-2024 planning cycle was launched, and service teams worked to complete their service plans and identify any service initiatives that require additional resources next financial year. Service Governance Groups met to prioritise initiatives based on their strategic alignment, Councillor focus areas, strategic risk and/or legislative changes.	Corporate and Commercial Services	
	CP-6.2.2	Review Council's assets to ensure they meet community needs	Council's works plan for development and renewal of its assets is detailed in the 2022-2032 Long Term Infrastructure Plan (LTIP) which was adopted by Council on 12 December 2022.	Infrastructure and Operations	

Four Year Initiatives	Code	What will we do in 2022-2023	Progress Comments	Directorate	Status
			Work on the development of the 2023-2033 LTIP and the 2023-2024 Capital Works Program is underway. A review of future project priorities and costings are well progressed, taking into account recent cost escalations on construction and materials. A draft is scheduled to be ready for the Council Plan and 2023-2024 Budget Briefing in March 2023.		
	CP-6.2.3	Continue to enhance the organisations risk maturity through embedding effective risk management and opportunity awareness	Work has continued on progressing Council's Strategic Risk Register. Operational risk reviews have also commenced. Risk reports were tabled with the Audit and Risk Committee at the meetings held in October and December. This included a review of Council's management of grants in light of the Victorian Auditor General's Office report titled 'Fraud Control Over Local Government Grants'.	Corporate and Commercial Services	
	CP-6.2.4	Develop and embed a Governance and Integrity Framework to enhance community trust and transparency	A project plan has been developed and work has commenced on a Governance and Integrity Framework.	Corporate and Commercial Services	
	CP-6.2.5	Implement an ongoing program to review Council's policies and ensure their effectiveness	A project plan has been developed and work has commenced to review the effectiveness of Council's policies.	Corporate and Commercial Services	
	CP-6.2.6	Ongoing implementation the People and Culture Strategy and Workforce Plan to encourage a high performing, inclusive and engaged workforce	The actions within the Frankston City Council Workforce Plan 2021-2025 continue to be implemented. The ongoing development outlined in the SMART, SAFE and ENGAGED actions in the workforce plan are contributing to continuing to drive a high performing, inclusive and engaged workforce. The plan has provided a strong focus on development, retention and attraction of all staff. The larger outstanding tasks remain on track and will continue to advance in Q3.	Customer Innovation and Arts	

Four Year Initiatives	Code	What will we do in 2022-2023	Progress Comments	Directorate	Status
	CP-6.2.7	Implement the new child safe standards action plan	Key actions of the Child Safety Action Plan have been delivered to meet requirements of the new Child Safe Standards which are enforceable from 1 January 2023. Delivery of the Plan will continue to enhance our approach to child safety and progress will continue to be overseen by the Child Safe Committee and reported to Executive Management Team and the Audit and Risk Committee.	Customer Innovation and Arts	
	CP-6.2.8	Implement year one actions from Council's Gender Equality Action Plan	A major focus of the Gender Equality Plan in year one is to upskill and educate staff and leaders in Gender Equality. This work has commenced. The first stage of Inclusive Leadership training was rolled out to People Leaders commencing in late November/early December 2022. Throughout the remainder of the financial year, further leadership training is taking place building on the completed foundational training. 25 percent of the actions are complete with 53.5 percent underway and the remaining on track for completion at the end of the year.	Customer Innovation and Arts	
Lead advocacy engagement and enhance relationships with all tiers of government and key stakeholders	CP-6.3.1	Deliver ongoing implementation of 2021-2025 Advocacy Campaign Plan and build the profile of advocacy priorities through implementation of a communication and engagement plan	The 2022 election year is now complete - advocacy work gained election commitments of over \$89 million with major projects being fully funded, including the Frankston Basketball and Gymnastics Stadium and Sandfield Reserve. The ongoing campaign will now focus on other key projects and the Frankston Municipal Activity Centre Structure Plan work that is a focus for Council. Communication regarding advocacy priorities continues to be very high and strategically focused at essential project outcomes.	Customer Innovation and Arts	
	CP-6.3.2	Implement a diverse range of communication methods to engage	Expansion of Council's transparency hub has commenced allowing the community and key stakeholders to consume Council data to better	Customer Innovation and Arts	

Four Year Initiatives	Code	What will we do in 2022-2023	Progress Comments	Directorate	Status
		with key stakeholders and people in our community	inform engagement and decision making. There are further enhancements planned for Council's official engagement platform.		
Enhance customer experience through the transformation of our services to ensure they are easy to access, and provide seamless transactional and interactional experiences	CP-6.4.1	Transformation of our digital platforms, ensuring that they are fully accessible for people of all abilities and cultures	Council's corporate website content refresh is complete and meets the AAA and WCAG Standards. Additional websites scoped for transformation within this reporting period.	Customer Innovation and Arts	
	CP-6.4.2	Implement phase one of the Customer Experience Strategy to make it as simple and convenient for customers to access information and services	Phase one delivery commenced consisting of a review of Council's customer request management solution and improvements to call handling performance within the call center.	Customer Innovation and Arts	
	CP-6.4.3	Enhance opportunities for community participation in decision making through the Community Engagement Framework	The Community Engagement Framework is very embedded into all Council activities. Mini Frankston City members are very well engaged with and have contributed to a number of essential projects, including feedback on the Frankston Municipal Activity Centre Structure Plan and key projects such as Climate Change and Coastal Management. The organisation continues to ensure community engagement is a clear focus of any project delivery.	Customer Innovation and Arts	
	CP-6.4.4	Implement year one actions from the IT Strategy to support customer experience and the transformation of processes	There was a continual focus on cyber security during quarter two with a number of internal audit actions completed. Scoping of a number of other actions from the Information Technology Strategy has begun, including the establishment of an enterprise architecture and the implementation of an Identity and Access Management solution.	Customer Innovation and Arts	
Support transparent and evidenced based decision making through sharing council data and clear reporting on our measures of success to the community	CP-6.5.1	Monitor and report on Council's Council Plan and Financial performance in a way that is meaningful and easy to understand	The quarter one report on Council performance was adopted by Council on 21 November 2022.	Corporate and Commercial Services	
	CP-6.5.2	Enhance the transparency hub system to improve customer experience, trust and confidence in Council	Published quarter two's datasets to the Transparency Hub portal. This is a refresh of the data sets of quarter one. Development has begun	Customer Innovation and Arts	

Four Year Initiatives	Code	What will we do in 2022-2023	Progress Comments	Directorate	Status
			on additional data sets to publish in the next reporting period including Councillor information.		
	CP-6.5.3	Proactively increase access to Council's open data to maximise new opportunities for release of records	Additional data sets have been identified, and work is underway to release these data sets as well as centralising data sets through the transparency hub.	Customer Innovation and Arts	
	CP-6.5.4	Progress the data protection and security plan	The Protective Data Security Plan having been submitted to the Office of the Victorian Information Commissioner. A working group has been formed and a project manager has been appointed to deliver the prioritised recommendations and actions over the next two years. A number of the cyber security related recommendations in the plan have been completed or are underway.	Customer Innovation and Arts	

Strategic indicators

If we are successful we will see	Code	Outcome Measure	Progress Comments	Directorate	Status
Increased engagement with our community	SI6.1	Community satisfaction with Council's community consultation and engagement (Community Satisfaction Survey)	Indicator reported annually	Customer Innovation and Arts	-
Increased engagement with our community	SI6.2	Customer satisfaction with Council's representation, lobbying and advocacy on behalf of the community with other levels of government and private organisations on key issues (Community Satisfaction Survey)	Indicator reported annually	Customer Innovation and Arts	-
Service delivery that frequently meets the needs and expectations of the community	SI6.3	Proportion of resident satisfaction with the overall Council performance (Community Satisfaction Survey)	Indicator reported annually	Corporate and Commercial Services	-
Service delivery that frequently meets the needs and expectations of the community	SI6.4	Proportion of residents satisfaction that Council provides important services that meet the needs of the whole community (Community Satisfaction Survey)	Indicator reported annually	Corporate and Commercial Services	-
Service delivery that frequently meets the needs and expectations of the community	SI6.5	Percentage of capital work program delivered (Capital Works Delivery Program) (target 90 per cent)	Indicator reported annually	Infrastructure and Operations	-
Increased satisfaction with the integrity and transparency of Council	SI6.6	Community satisfaction with Council implementing decisions in the best interests of the Community (Community Satisfaction Survey)	Indicator reported annually	Corporate and Commercial Services	-
Increased satisfaction with the integrity and transparency of Council	SI6.7	Community satisfaction with Council's performance in maintaining the trust and confidence of the local community (Community Satisfaction Survey)	Indicator reported annually	Corporate and Commercial Services	-

Appendix B – Financial Statements – Frankston City Council

Attachment A Income Statement for the period ending 31 December 2022

Description	Year to Date		{Fav}/Unfav Variance \$'000
	Actual	Budget	
	\$'000	\$'000	
Revenue			
Rates and charges	70,081	69,157	(924)
Government grants – operating	7,648	7,022	(626)
User fees and charges	8,545	8,057	(488)
Statutory fees and fines	2,866	2,685	(181)
Other Income	1,936	1,612	(324)
Proceeds from sale of property, infrastructure, plant and equipment	(689)	187	876
Total income	90,387	88,720	(1,667)
Expenditure			
Employee costs	38,581	38,240	341
Materials and services	30,389	31,256	(867)
Depreciation	16,628	16,458	170
Amortisation - intangible assets	507	507	-
Amortisation - right of-use assets	167	104	63
Finance costs	711	716	(5)
Finance costs – leases	8	5	3
Bad and doubtful debts	92	118	(26)
Other expenses	1,657	1,678	(21)
Total expenditure	88,740	89,082	(342)
Underlying surplus / (deficit)	1,647	(362)	(2,009)
Contributions - capital	18	-	(18)
Government grants - capital	7,413	6,718	(695)
Contributions - non monetary assets	-	-	-
Contributions - cash	1,046	867	(179)
Surplus / (deficit) for the period	10,124	7,223	(2,901)

Attachment B Capital Works Statement for the period ending 31 December 2022

	Year to Date		
	Actual \$'000	Budget \$'000	Variance \$'000
Property			
Land	-	-	-
Buildings	19,609	21,898	(2,289)
Total property	19,609	21,898	(2,289)
Plant and equipment			
Plant, machinery and equipment	1,326	1,182	144
Fixtures, fittings and furniture	65	180	(115)
Computers and telecommunications	1,128	1,298	(170)
Library books	359	405	(46)
Total plant and equipment	2,878	3,065	(187)
Infrastructure			
Roads	433	1,283	(850)
Bridges	3	77	(74)
Footpaths and cycleways	1,560	929	631
Drainage	109	373	(264)
Recreational, leisure and community facilities	4,457	4,618	(161)
Waste management	98	739	(641)
Parks, open space and streetscapes	4,115	4,773	(658)
Off street car parks	89	105	(16)
Other infrastructure	159	186	(27)
Total infrastructure	11,023	13,083	(2,060)
Total capital works expenditure	33,510	38,046	(4,536)
Funding:			
External			
Government grants	7,413	6,718	695
Contributions	18	-	18
Proceeds from sale of assets	90	413	(323)
Other income	1,000	-	1,000
Total external funding	8,521	7,131	1,390
Internal			
Reserve funds	15,651	17,304	(1,653)
Loan borrowings	66	-	66
Rates funding	9,272	13,611	(4,339)
Total internal funding	24,989	30,915	(5,926)
Total funding	33,510	38,046	(4,536)

Attachment C Balance Sheet for the period ending 31 December 2022

	2021-2022 Actual \$'000	Dec-2022 Actual YTD \$'000	2022-2023 Budget \$'000
Assets			
Current assets			
Cash and cash equivalents	54,110	41,374	27,219
Trade and other receivables	29,449	19,728	24,032
Other financial assets	45,507	45,019	31,517
Inventories	146	171	132
Non-current assets held for sale	-	-	-
Other assets	2,832	1,842	2,938
Total current assets	132,044	108,134	85,838
Non-current assets			
Trade and other receivables	560	522	363
Investment in subsidiary	300	300	-
Other financial assets	3,507	3,507	-
Intangible assets	1,775	1,268	3,153
Right of Use	282	116	70
Property, infrastructure, plant and equipment	2,093,247	2,108,390	1,849,611
Total non-current assets	2,099,671	2,114,103	1,853,197
Total assets	2,231,715	2,222,237	1,939,035
Liabilities			
Current liabilities			
Trade and other payables	32,671	5,515	20,134
Trust funds and deposits	5,898	12,600	7,027
Unearned income	13,156	12,823	2,233
Provisions	15,324	15,990	16,256
Lease liability	235	72	32
Interest-bearing loans and borrowings	392	412	1,463
Total current liabilities	67,676	47,412	47,145
Non-current liabilities			
Provisions	1,247	1,419	1,525
Interest-bearing loans and borrowings	26,692	27,482	36,175
Lease liability	83	69	45
Total non-current liabilities	28,022	28,970	37,745
Total liabilities	95,698	76,382	84,890
Net assets	2,136,017	2,145,855	1,854,145
Equity			
Accumulated surplus	764,726	794,008	824,166
Other reserves	1,371,291	1,351,847	1,029,979
Total equity	2,136,017	2,145,855	1,854,145

Attachment D Cash Flow Statement as at 31 December 2022

Description	2021-2022 Actual \$'000	Dec-22 Actual \$'000
Cash Flow from operating activities		
Rates and charges	133,565	73,475
Grants - operating	23,055	8,811
Grants - capital	11,508	6,948
User fees	11,951	9,927
Statutory fees and fines	4,881	2,555
Contributions - monetary	2,103	1,065
Interest received	413	616
Other receipts	2,588	1,130
Net GST refund	(2,692)	4,648
Net movement in trust funds	(807)	6,702
Employees costs	(76,375)	(41,947)
Materials and services	(54,334)	(52,946)
Other payments	(2,553)	(1,659)
Net cash provided by/(used in) operating activities	53,303	19,325
Cash flows from investing activities		
Payments for fixed assets	(62,090)	(32,549)
Proceeds from sale of assets	754	90
Payments for Investments with greater than three months maturity	(12,497)	488
Net cash provided by/(used in) investing activities	(73,833)	(31,971)
Cash flows from financing activities		
Finance costs	(1,430)	(712)
Interest paid - lease liability	(30)	(7)
Repayment of lease liability	(373)	(177)
Proceeds of borrowings		1,000
Repayment of borrowings	(370)	(189)
Net cash provided by/(used in) financing activities	(2,203)	(85)
Net increase (decrease) in cash and cash equivalents	(22,733)	(12,731)
Cash and cash equivalents at the beginning of the year	76,843	54,110
Cash and cash equivalents at the end of the year	54,110	41,379

Appendix C – Consolidated Income Statement including Peninsula Leisure Pty Ltd

Description	Year to Date		(Fav)/Unfav Variance \$'000
	Actual \$'000	Budget \$'000	
Revenue			
Rates and charges	70,081	69,157	(924)
Government grants - operating	7,880	7,698	(182)
User fees and charges	14,278	13,758	(520)
Statutory fees and fines	2,866	2,685	(181)
Other Income	2,625	2,328	(297)
Proceeds from sale of property, infrastructure, plant and equipment	(689)	187	876
Total income	97,041	95,813	(1,228)
Expenditure			
Employee costs	42,316	42,493	(177)
Materials and services	32,563	32,802	(239)
Depreciation	16,714	16,577	137
Amortisation - intangible assets	534	507	27
Amortisation - right of-use assets	167	183	(16)
Finance costs	711	716	(5)
Finance costs - leases	8	7	1
Bad and doubtful debts	92	118	(26)
Other expenses	1,917	1,912	5
Total expenditure	95,022	95,315	(293)
Underlying surplus / (deficit)	2,019	498	(1,521)
Contributions - capital	18	-	(18)
Government grants - capital	7,413	6,718	(695)
Contributions - non monetary assets	-	-	-
Contributions - cash	1,046	867	(179)
Surplus / (deficit) for the period	10,496	8,083	(2,413)

Appendix D – Consultant expenditure as at 31 December 2022

	2022-2023 July - December	Full year adopted budget	% of budget spent	Note
CEO				
Chief Executive Officer	-	100	0%	
	-	100		
Corporate and Commercial Services				
Corporate and Commercial Services Direct	2,400	-		
Waste and Recycling Services	146,411	176,300	83%	
Financial and Integrated Planning	21,984	40,999	54%	
Governance and Information	-	2,000	0%	
Procurement, Property and Risk	45,553	134,250	34%	
	216,348	353,548		
Customer Innovation and Arts				
People and Culture	11,822	202,486	6%	
Business and Information Technology	120,921	400,000	30%	
Business Transformation	39,511	330,000	12%	
Arts and Culture	42,231	111,000	38%	
Community Relations	-	-		
	214,485	1,043,486		
Communities				
Communities Directorate Management	4,500	25,000	18%	
Community Strengthening	9,647	18,000	54%	
Family Health Support Services	1,660	6,200	27%	
Safer Communities	298	7,200	4%	
Development Services	46,050	142,000	32%	
City Futures	278,620	415,100	67%	
	340,776	613,500		
Infrastructure and Operations				
Infrastructure and Operations Directorate	400	-		
Engineering Services	30,483	44,500	69%	
Building and Facilities	32,367	20,741	156%	1
Sustainable Assets	-	13,000	0%	
	63,250	78,241		
Non-Departmental Areas				
Overheads	30,000	27,500	109%	
	30,000	27,500		
Total expenditure	864,858	2,116,375	41%	

Notes

1. Consultants engaged to assist with formulating contractual details and arrangements in relation to the facility maintenance provider.

Appendix E – General Operating expenditure as at 31 December 2022

	2022-2023 July - Dec	Full year adopted budget	% of budget spent	Note
CEO				
Chief Executive Officer	93	2,000	5%	
	93	2,000		
Corporate and Commercial Services				
Directorate Management	968	2,400	40%	
Waste and Recycling Services	239	7,050	3%	
Financial and Integrated Planning	963	4,690	21%	
Governance and Information	841	2,999	28%	
Procurement, Property and Risk	290	1,300	22%	
	3,302	18,440		
Customer Innovation and Arts				
People and Culture	7,103	21,398	33%	
Business and Information Technology	-	7,500	0%	
Business Transformation	746	7,000	11%	
Directorate Management	3,241	1,000	324%	1
Arts and Culture	24,780	61,850	40%	
Community Relations	5,999	1,500	400%	2
	41,869	100,249		
Communities				
Directorate Management	6,133	-		
Community Strengthening	7,957	16,718	48%	
Family Health Support Services	4,653	15,616	30%	
Safer Communities	6,219	11,410	55%	
Development Services	1,215	10,230	12%	
City Futures	4,576	12,660	36%	
	30,754	66,635		
Infrastructure and Operations				
Directorate Management	4,736	5,000	95%	
Operations	13,154	9,400	140%	
Engineering Services	208	4,500	5%	
Building and Facilities	533	1,200	44%	
Capital Works Delivery	-	1,250	0%	
Sustainable Assets	548	2,942	19%	
	19,180	24,292		
Non-Departmental Areas				
Overheads	992	-		
	992	-		
Total expenditure	96,190	211,615	45%	

Notes

1. Catering costs associated with workshops held regarding better ways of working across the organisation and staff induction.
2. Catering costs associated with the Frankston Business Collective launch.



How to contact us

Online:
frankston.vic.gov.au

In person:
30 Davey Street, Frankston VIC 3199
Australia

Telephone:
1300 322 322
+61 3 9784 1094
Business hours, Monday to Friday
(Public holidays excluded)

Fax:
+61 3 9784 1094

In writing:
Frankston City Council PO Box 490
Frankston VIC 3199

Interpreter services
We cater for people of all
backgrounds Please call 131 450

National Relay Service
If you are deaf, hard of hearing and/or
have a speech impairment you can
contact the Council using the National
Relay Service.

Teletypewriter (TTY) 133 677 Voice
Relay 1300 555 727
SMS Relay 0423 677 767

Executive Summary**12.4 2022-23 Mid-Year Budget Review**

Enquiries: (Caroline Reidy: Corporate and Commercial Services)

Council Plan

Level 1:

6. Progressive and Engaged City

Level 2:

6.1 Ensure sustainable financial management and the strategic allocation of resources to deliver planned infrastructure and services

Purpose

For Council to endorse the financial position against the 2022/2023 Adopted Budget with regard to the operational financial position and the delivery of the Capital Works Program.

Recommendation (Director Corporate and Commercial Services)

That Council:

1. Endorses the Mid-Year Budget review which includes the following amendments:
 - Proposed amendments to the adopted 2022/2023 Budget resulting in a cash surplus of \$184,000;
 - Bringing forward of \$1.4 million in loan funds from 2023/2024 for the accelerated delivery program of Eric Bell Reserve Pavilion
 - Deferral of \$1.3 million in grant funds to 2023/2024 for the delayed delivery program of Seaford Wetlands Implementation;
 - Capital and operating Councillor initiatives totalling \$267,000;
2. Notes that \$175,000 will be allocated to Community Support Frankston to support a review of the building and undertake any necessary works to improve its safety and functionality, and opportunities to improve the service as it relates to Council;
3. Notes also, that Community Support Frankston has received an additional \$92,000 in one-off Grant Funding from the Federal Government for the provision of emergency relief, as a result of the combined advocacy of Frankston City Council, Community Support Frankston the local Federal Member for Dunkley Ms Peta Murphy MP; and
4. Notes the key dates for the 2023/2024 Budget process.

Key Points / Issues

- While Council maintains a relatively healthy financial position, its main source of income (rates) is capped by the Victorian Government. Any decisions in relation to expenditure need to be considered within this context. As part of Council's approach to managing its finances to ensure it remains within original budgetary parameters, Council annually considers a Mid-Year Budget Review. Council's financial statements comparing the adopted budget and the adjusted mid-year budget reflect a financial outcome for the 2022/2023 financial year (**Attachment A**). Council is presenting a consolidated mid-year budget position including Peninsula Leisure and adjustments for consideration.
- The impact of COVID-19 and subsequent Government directives have had a negative effect on Council's financial position over the last 3 years. Closure and restrictions on income generating services such as the Frankston Arts Centre

12.4 2022-23 Mid-Year Budget Review**Executive Summary**

and charged car parking & parking infringements have led to a reduced level of income expected. From the 2022/2023 forecast, expectations are that COVID-19 impacts will result in a net cost of \$1.08 million in line with the adopted budget.

- In terms of the final outcome as at the end of 2021/2022, Council had an accumulated cash surplus result of \$1.26 million. After the allocation of the following adjustments that have occurred since the adoption of the 2022/2023 Annual Budget, Council has a remaining cash surplus of \$0.451 million (as noted above this is partially utilising the \$500k cash surplus contingency):
- Council's adopted budget consolidated financial position for 2022/2023 financial is an underlying deficit of \$3.08 million. Since the budget adoption we are forecasting \$0.68 million in additional net costs. The key areas with additional costs are highlighted below:
 - \$0.3 million increase in forecast expenditure due to costs associated with insurance payments under excess, third party cost recovery, lease negotiations, property valuations and acquisition of land.
 - \$0.3 million increase in forecast expenditure primarily due to audits undertaken that required tree rectification works to hazards that presented a high degree of risk to the community.
 - \$0.9 million increase in forecast costs in relation to the transition of collection of glass and standardising recycling across the state. This is offset by grants received.
 - \$0.3 million increase in net expenditure in hospitality functions.
 - \$0.5 million increase in forecast consultancy costs around Strategic land use planning and Place Making activations.
- In response to these additional costs the organisation has found offset savings and extra income to limit the impact on the net position. These contributions include:
 - \$0.5 million reduction in landfill costs due to the delay in the leachate extraction at McClelland Drive until next year.
 - \$0.3 million in labour as a result of delaying recruitment and vacancies
 - \$0.2 million in additional interest income on term deposits
 - \$0.9 million in grants in relation to the transition of collection of glass and standardising recycling offset by costs.
 - \$0.1 million in additional grants for the provision of school crossing supervision service.
- The Annual Capital Works Program as listed in the adopted budget may vary during the course of the financial year for the following reasons:
 - Changes to the funding profile based on approved / unsuccessful grant applications or tender outcomes
 - Variances in project scope to provide improved outcomes from the project
 - Extenuating circumstances which may cause creation of additional projects or delays to the delivery / cessation of adopted projects
 - Savings or over expenditure on projects to deliver the agreed scope

12.4 2022-23 Mid-Year Budget Review**Executive Summary**

- Carryover of funding from 2021-2022 projects (104 projects) for multi-year projects at the start of the financial year.
- This financial year, Council has faced significant cost escalations and timing delays on projects due to commodity prices increases, staff and material shortages, increased energy / insurance costs and general uncertainty in the market. In response to these pressures, Council has developed cost escalation strategies in order to mitigate and minimise risk to Council, including value for money considerations and opportunity cost.
- In implementing the cost escalation strategy, a review of the 2022/2023 Capital Works Program has been undertaken with a view to delay the delivery of some projects to the 2023/2024 financial year and to mitigate risk to Council in the current climate, ensure delivery of major project commitments and provide a sound return on investment.
- The outcomes of the review of the 2022/2023 Capital Works Program were presented to Council in September last year. The proposed budget adjustments to the Annual Program and future years of the Long Term Infrastructure Plan (LTIP) were adopted by Council at its Council Meeting on 12 December 2022, resulting in an Adjusted Capital Works Budget of \$90.619 million.
- Since the 12 December Council Meeting, a minor number of budget adjustments have been approved under delegation to 2022/2023 Capital Works Program, resulting in an additional \$0.783 million program expenditure, resulting in an Adjusted Capital Works Budget of \$91.402 million (refer to **Attachment B** for project and budget details).
- In addition, the tender outcome for the upgrade of the Eric Bell Reserve Pavilion has resulted in an accelerated delivery program. As such, additional project funding via a State government subsidised loan is required to be drawn upon sooner to manage cash flow in the current financial year. These funds have previously been allocated to the 2023/2024 financial year in the LTIP:

Eric Bell Pavilion – 2022/2023 Revised Budget:

Adopted Budget \$2,650,000

Adjustment \$1,400,000Revised Budget \$4,050,000

- The Seaford Wetlands Improvements has been delayed due to a planning matters is now being required to be addressed before proceeding with the works and resulting in no works proceeding until 2023/2024.

Seaford Wetlands Improvements – 2022/2023 Revised Budget:

Adopted Budget \$1,500,000

Adjustment (\$1,300,000)Revised Budget \$200,000

- In summary, the adjustments to the Annual Capital Works Program, inclusive of Eric Bell Pavilion and Seaford Wetlands Improvements, resulting in a Revised Capital Works Budget of \$91.502 million.
- Council is only six months into the financial year, events of the past year and continued potential for changes to Government restrictions effecting Council's ability to complete 2022/2023 in line with expectations. Therefore it is recommended that Council partially utilise their cash contingency of \$500,000

12.4 2022-23 Mid-Year Budget Review**Executive Summary**

as a one-off funding option. Prior to the Councillor initiatives, there is a cash contingency of \$451,000. The following initiatives have been presented to Councillors at a briefing held on 6 February and approved the following capital and operating initiatives for inclusion in the Mid-Year Budget:

- Whistlestop Reserve entrance landscaping - \$30,000 (capital one-off)
- Sister Cities signage - \$30,000 (capital one-off)
- Additional resourcing of Councillor Office for Mayor/Deputy Mayor support - \$32,000 for 4 months in 2022/2023 (\$128,000 operational ongoing from 2023/2024)
- Community Support Frankston - \$175,000 (operational one-off)(resolved by Council as part of the 2022/2023 Budget as a matter to be investigated as part of the MYBR process)
- Council notes that Community Support Frankston has recently received a once-off payment of \$92,000 from the federal government which can be used for emergency relief only.
- In reference to the Community Support Frankston (CSF) initiative above, it is proposed to utilise the \$175,000 funding on the following:
 - Complete an OHS and safety review of the CSF facility to better understand safety and OHS concerns in an effort to reopen in-person assessments and in-person services to provide a safe workplace for staff and clients.
 - Support CSF through minor building upgrades to make the building safer and more functional for CSF staff, volunteers and users. Council will also investigate providing a shower and/or laundry capability at CSF in either a casual or permanent capacity. This will assist if showers were to cease being provided at the Comfort Station site in Frankston. These will be staged works and may need additional works in future budget for building working in 2023/2024.
 - Engage a specialist to provide a report detailing a best practice community support service for the Frankston Community beyond 2023/2024, this will also include options for continuing the current “in house” model with good governance or identify the requirements needed to run the service independent of Council including their own human resources requirements. This work will be undertaken in conjunction with the discrete piece of social research that will be undertaken by the City Futures Team in 2023.
 - Complete a thorough exploration of the homelessness support services being provided, with a greater understanding of the sufficiencies and deficiencies in funding provision, service standards, service demands and geographical coverage; and
 - The identification of any gaps in service provision and alternative opportunities that are within the remit of local government responsibilities.
- This report and associated attachments provides Council with information in respect of the 2022/2023 Mid-Year Budget. These figures become the base for the preparation of the 2023/2024 Budget, key dates for the Budget process are highlighted in the table below:

12.4 2022-23 Mid-Year Budget Review**Executive Summary****Table 2**

Key dates for the 2022/2023 Annual Budget	Timing
Launch of 2023-24 planning cycle	9 Dec 2022
Adoption of Mid-year Budget review	20 Feb 2023
Councillor Planning Forum	4 Mar 2023
Endorse Proposed Annual Budget for advertising	3 Apr 2023
Hear Public submissions on Proposed Budget	8 May 2023
Adopt Budget including Council Plan Year 3 Initiatives	22 May 2023

Financial Impact

There are no financial implications associated with this proposal other than those already highlighted.

Consultation**1. External Stakeholders**

This report does not require community consultation. The *Local Government Act 2020* indicates that where changes to the 2022/2023 Budget are not material or do not involve any alteration to the rating structure or Council borrowings, public notice of the 2022/2023 Mid-Year Budget Review is not required.

2. Other Stakeholders

The Executive Management Team has reviewed and endorsed the financial results. A final report once adopted by Council will be provided to Council's Audit and Risk Committee at its next meeting.

Analysis (Environmental / Economic / Social Implications)

Council is six months into the financial year and further unforeseen events continue to potentially negatively impact on Council's ability to complete 2022/2023 in line with expectations. Given the extensive financial challenges and pressures placed on Council during this period, Council has managed its financial position very well to maintain a break-even cash position.

Legal / Policy / Council Plan ImpactCharter of Human Rights and Responsibilities

The Charter of Human Rights and Responsibilities has been considered in the preparation of this report but is not relevant to the content of the report.

Legal

The Local Government Act requires that where changes to the 2022/2023 Budget are not material or do not involve any alteration to the rating structure of Council Borrowings, public notice of the 2022/2023 Mid-Year Budget Review is not required. All Capital Works Project Managers are required to review their project status on a monthly basis and reports are provided to EMT and Council on a quarterly basis.

Policy Impacts

Not applicable.

Officer's Declaration of Interests

12.4 2022-23 Mid-Year Budget Review**Executive Summary**

Council officers involved in the preparation of this report have no Conflict of Interest in this matter.

Risk Mitigation

Council needs to be mindful that with such a large portion of the financial year remaining the chance of unforeseen financial events occurring is more significant. A sense of conservatism should be exercised in this regard.

Council has implemented a number of risk mitigation processes including:

- Development of a Long Term Financial Plan which assists in determining Council's financial viability into the future.
- Quarterly financial reporting including variance analysis that is reviewed by EMT and all managers.
- Council is subject to an annual external audit process and also has its own internal audit function which reviews critical processes from time to time.
- Council also has an "Instrument of Delegation" which clearly defines each person's level of financial authority.

Council has numerous policies and internal checking processes to assist with ensuring that Council's processes and source data is accurate.

Conclusion

The Mid-Year Budget Review allows Council to assess its mid-year financial position and amend the 2022/2023 Annual Budget that was adopted on 6 June 2022 to reflect known variations that have occurred since that point. The Mid-Year Budget Review is an important component in the financial management process to ensure that Council completes the financial year in accordance with the original budget parameters and objectives.

ATTACHMENTS

Attachment A: [!\[\]\(b4eeff342f60cc7bcd67d869b4fedca2_img.jpg\)](#) Financial Statements 2022/2023

Attachment B: [!\[\]\(4f6bf54ae7e4144a72d78316053e412d_img.jpg\)](#) Capital Works Program - Summary of Adjustments and Project Schedule

Financial Statements

Comprehensive Income Statement

	Budget 2022-23 Surplus	Forecast 2022-23 Surplus
Income		
Rates and charges	142,135	142,134
Statutory fees and fines	6,287	6,300
User fees	28,028	28,519
Grants - Operating	19,530	20,971
Grants - Capital	21,444	24,997
Contributions - monetary	2,994	1,451
Contributions - non-monetary	800	800
Net gain/(loss) on disposal of property, infrastructure, plant and equipment	605	686
Other income	4,093	4,731
Total income	225,916	230,589
Expenses		
Employee costs	90,855	90,346
Materials and services	73,802	77,282
Depreciation	33,154	33,148
Amortisation - intangible assets	1,013	1,013
Amortisation - right of use assets	365	365
Bad and doubtful debts	225	225
Borrowing costs	1,431	1,431
Finance Costs - leases	14	19
Other expenses	3,402	3,771
<i>Efficiency Factor</i>	<i>(500)</i>	<i>(500)</i>
Total expenses	203,761	207,100
Surplus/(deficit) for the year	22,155	23,489
Other comprehensive income		
Net asset revaluation increment /(decrement)	-	-
Total other comprehensive income	-	-
Total comprehensive result	22,155	23,489

Adjusted consolidated underlying result

	Budget 2022-23 Surplus	Forecast 2022-23 Surplus
Operating		
Total income	225,916	230,589
Total expenses	203,761	207,100
Surplus for the year	22,155	23,489
Less non-operating income and expenditure		
Grants - capital	(21,444)	(24,997)
Contributions - monetary	(2,994)	(1,451)
Contributions - non-monetary	(800)	(800)
Adjusted underlying surplus (deficit)	(3,083)	(3,759)

Balance sheet

	Budget 2022-23	Forecast 2022-23
Assets		
Current assets		
Cash and cash equivalents	29,669	26,619
Trade and other receivables	24,195	25,381
Other financial assets	31,517	46,514
Inventories	161	173
Other assets	2,974	2,955
Total current assets	88,516	101,642
Non-current assets		
Trade and other receivables	363	435
Property, infrastructure, plant & equipment	1,849,481	2,148,047
Right-of-use assets	70	77
Intangible assets	3,301	3,206
Total non-current assets	1,853,215	2,151,765
Total assets	1,941,731	2,253,407
Liabilities		
Current liabilities		
Trade and other payables	20,641	33,959
Trust funds and deposits	7,027	6,026
Unearned Income / revenue	2,403	2,646
Provisions	16,623	16,238
Interest-bearing liabilities	1,463	982
Lease liabilities	32	40
Total current liabilities	48,189	59,891
Non-current liabilities		
Provisions	1,652	1,364
Interest-bearing liabilities	36,176	31,659
Lease liabilities	45	45
Total non-current liabilities	37,873	33,068
Total liabilities	86,062	92,959
Net assets	1,855,669	2,160,448
Equity		
Accumulated surplus	824,917	818,051
Reserves	1,030,752	1,342,397
Total equity	1,855,669	2,160,448

Statement of Cash Flows

	2019	2018
Cash flows from operating activities		
Receipts		
Rates and charges	141,536	144,332
Statutory fees and fines	6,600	6,615
User fees	30,217	30,735
Grants - operating	19,940	17,022
Grants - capital	21,444	18,523
Contributions - monetary	3,009	1,458
Interest received	997	1,202
Net Trust funds and deposits taken and repaid	151	130
Other receipts	3,504	3,977
Net GST refund / payment	11,588	14,127
Employee costs	(90,691)	(90,202)
Materials and services	(88,334)	(91,822)
Short-term, low value and variable lease payments	(288)	(305)
Other payments	(3,250)	(3,617)
<i>Efficiency Factor</i>	500	500
Net cash provided by/(used in) operating activities	56,923	52,675
Cash flows from investing activities		
Payments for property, infrastructure, plant and equipment	(90,106)	(89,901)
Proceeds from sale of property, infrastructure, plant and equipment	1,055	1,461
Proceeds from sale of investments	2,500	2,500
Net cash provided by/ (used in) investing activities	(86,551)	(85,940)
Cash flows from financing activities		
Finance costs	(1,431)	(1,431)
Proceeds from borrowings	9,030	5,950
Repayment of borrowings	(589)	(392)
Repayment of lease liabilities	(416)	(424)
Interest paid - lease liability	(14)	(19)
Net cash provided by/(used in) financing activities	6,580	3,684
Net increase/(decrease) in cash & cash equivalents	(23,048)	(29,581)
Cash and cash equivalents at the beginning of the financial year	52,717	56,200
Cash and cash equivalents at the end of the financial year	29,669	26,619

Statement of Capital Works

	2022/23	2021/22
--	---------	---------

Property		
Land	-	1,704
Total land	-	1,704
Buildings	40,384	41,622
Total buildings	40,384	41,622
Total property	40,384	43,326
Plant and equipment		
Plant, machinery and equipment	2,872	4,831
Fixtures, fittings and furniture	670	741
Computers and telecommunications	3,947	4,739
Library books	750	750
Total plant and equipment	8,239	11,061
Infrastructure		
Roads	8,677	6,345
Bridges	1,450	-
Footpaths and cycleways	3,562	2,934
Drainage	3,505	1,315
Recreational, leisure and community facilities	9,237	10,998
Waste management	567	1,045
Parks, open space and streetscapes	11,177	12,903
Off street car parks	4,808	80
Other infrastructure	-	1,394
Total infrastructure	42,983	37,014
Total capital works expenditure	91,606	91,401
Represented by:		
New asset expenditure	18,678	18,678
Asset renewal expenditure	29,272	29,067
Asset expansion expenditure	1,762	1,762
Asset upgrade expenditure	41,894	41,894
Total capital works expenditure	91,606	91,401
Funding sources represented by:		
Grants	21,444	24,997
Contributions	1,260	80
Council cash	59,872	60,374
Borrowings	9,030	5,950
Total capital works expenditure	91,606	91,401



SUMMARY OF ADJUSTMENTS - CAPITAL WORKS PROGRAM 2022/23 Mid-Year Budget Review

2022/23 Adopted Budget	\$91,606,000
Carry Over Amount from 2021/22	\$11,154,040
Bulk Adjustment Post Budget Adoption - 17 August 2022	\$1,802,000
Program Review to Implement the Cost Escalation Strategy	-\$13,943,000
LTIP Adoption - 12 December 2022	\$90,619,040
Budget Adjustments Under Delegation Post 12 December 2022	\$783,057
Proposed Revised Budget	\$91,402,097

Budget Adjustments Under Delegation

Project No	Project Title	Budget Adjustment	Reason
13766	Family Support & Aged Services Facilities Renewal Program	\$39,845	Income received to purchase equipment.
13971	Drainage Renewal & Upgrade Program	\$350,000	Cost escalation.
14579	White Street Mall Upgrade	\$131,442	Additional income received.
14221	Jubilee Park Indoor Multipurpose Netball Complex	\$584,000	Cost escalation.
14360	Overport Park Mountain Bike Track	\$358,390	Cost escalation.
14280	Kevin Collopy Pavilion Upgrade at Jubilee Park	-\$904,323	Deferral of expenditure from loans to 2023/24.
14576	Jubilee Park Master Plan Implementation (West Precinct)	\$115,000	Drawdown of expenditure from 2023/24.
Various	Various Projects - Minor Program Adjustments	\$108,703	Various administrative adjustments.
TOTAL		\$783,057	



SCHEDULE OF CAPITAL WORKS DELIVERY 2022/23 Mid-Year Budget Review

Major Project		Project Budgets		
Councillor Sponsored Project		91,402,097	44,268,920	-47,133,177
Project No	Project Title	Revised Budget (EOY)	Rates (\$)	External Funding
Arts and Culture				
11446	Frankston Arts Centre - Technical Equipment Renewal (Lighting and Audio)	62,000	62,000	0
11469	Library Collection Renewal	750,000	750,000	0
13433	Christmas Tree Lights	47,000	47,000	0
13596	Carrum Downs Library Furniture Renewal	150,000	150,000	0
13803	Public Artworks Renewal Program	45,000	45,000	0
14209	Laneway Activation - Big Picture Festival	148,000	148,000	0
14417	Sculpture Public Artwork Development	325,000	272,026	-52,974
14525	Frankston Arts Centre Forecourt Renewal	31,857	31,857	0
14615	Carrum Downs and Frankston Libraries Service Desk Area Upgrade	54,000	54,000	0
14629	Seaford Village Illuminated Blade - Coastal Banksia Motif	86,365	86,365	0
14637	Library RFID Automated Sorting Returns Equipment	97,971	97,971	0
14639	Library RFID System Implementation	64,690	64,690	0
14675	McCombs Reserve Electricity Supply Upgrade	50,000	50,000	0
14683	Frankston Regional Arts Trail	26,370	0	-26,370
14701	Frankston Arts Centre Sound System Renewal	200,000	200,000	0
14726	Libraries On The Go	56,000	56,000	0
14764	Civic Clock - Station Street / Clyde Street Decorative Clock Feature	20,000	20,000	0
Community Development				
12641	Community Facilities Renewal Program	436,448	436,448	0
14563	Karingal PLACE Re-purposing - Stage 2 - Conversion of Storage	164,679	164,679	0
14580	Frankston North Community Centre Playground Upgrade	109,722	54,722	-55,000
14600	Nairn Marr Djambana Gathering Place Building Upgrade	223,461	0	-223,461
14630	Lyrebird Community Centre Emergency Exit & OutdoorSpace Upgrade	36,445	36,445	0
14668	Mechanics Institute Hall Floor Renewal	122,263	122,263	0
14711	Frankston North Community Centre - Security cameraupgrade and door counters	30,000	30,000	0

Capital Works Program - Summary of Adjustments and Project Schedule

	Major Project			
	Councillor Sponsored Project	Project Budgets		
		91,402,097	44,268,920	-47,133,177
Project No	Project Title	Revised Budget (EOY)	Rates (\$)	External Funding
14737	Langwarrin Community Centre Upgrade of Childrens Services Playgrounds	200,000	200,000	0
14785	Youth Central Upgrade & Risk Mitigation	40,000	40,000	0
Community Health				
13766	Family Support & Aged Services Facilities RenewalProgram	39,845	0	-39,845
14181	Langwarrin Child & Family Centre	26,265	26,265	0
14665	Baden Powell Kindergarten & Maternal Child Health Centre Refurbishment	50,000	50,000	0
14738	Riviera Pre-school Renewal & Expansion	113,000	0	-113,000
14811	Seaford Child & Family Centre	50,000	50,000	0
Safer Communities				
13089	Safe City Surveillance System - CCTV Camera Installation in Public Places	417,995	417,995	0
14429	Safe City Surveillance System - CCTV Camera Renewal Program	228,000	228,000	0
14723	Authorised Officer Body Cameras	30,000	30,000	0
Sport and Recreation				
12755	Sports Lighting Renewal Program	60,000	45,000	-15,000
13591	Frankston BMX Track Redevelopment	56,000	0	-56,000
13592	Sporting Ground Pitch Cover Renewal Program	22,000	22,000	0
13593	Sporting Ground Goal Post Replacement Program	15,000	15,000	0
13666	Reserve Irrigation & Drainage Systems RenewalProgram	200,000	200,000	0
14221	Jubilee Park Indoor Multipurpose Netball Complex	20,952,000	3,094,000	-17,858,000
14247	Eric Bell Reserve Pavilion Upgrade	2,650,000	2,550,000	-100,000
14280	Kevin Collopy Pavilion Upgrade at Jubilee Park	200,000	0	-200,000
14282	Monterey Reserve Soccer Pavilion Upgrade	70,000	-417,559	-487,559
14355	Healthy Future Hub (formerly Linen House Upgrade) at Belvedere Reserve	5,173,696	2,579,696	-2,594,000
14360	Overport Park Mountain Bike Track	718,000	545,335	-172,665
14401	Peninsula Aquatic and Recreation Centre Renewal Program	520,000	0	-520,000
14479	Pines Aquatic Centre Renewal Program	50,000	50,000	0
14493	Robinsons Park (Baseball / Softball 1) New Sports Lighting	35,000	25,131	-9,869
14494	Lawton Reserve Sports Lighting	18,071	18,071	0

Capital Works Program - Summary of Adjustments and Project Schedule

	Major Project			
	Councillor Sponsored Project			
		Project Budgets		
		91,402,097	44,268,920	-47,133,177
Project No	Project Title	Revised Budget [EOY]	Rates (\$)	External Funding
14500	Lloyd Park Football Pavilion Upgrade	5,000,000	-1,387,000	-6,387,000
14575	Carrum Downs Tennis Club Pavilion, Lighting & Court Upgrade	1,375,000	1,125,000	-250,000
14576	Jubilee Park Master Plan Implementation (West Precinct)	3,609,338	3,359,338	-250,000
14595	Frankston Park Oval Widening & Master Plan Implementation	196,932	196,932	0
14611	Ballam Park Athletics Pavilion Refurbishment	174,822	114,822	-60,000
14613	Lloyd Park Skate Park Redevelopment	106,066	106,066	0
14616	Long Island Tennis Club Upgrade	35,532	35,532	0
14619	Frankston Pines Aquatic Centre Upgrade Concept Design	70,444	70,444	0
14620	Lloyd Park Netball Pavilion Upgrade	800,000	0	-800,000
14633	Bruce Park Sports Lighting Upgrade	30,198	30,198	0
14635	Ballam Park Athletic Track Renewal	640,936	-9,064	-650,000
14636	Basketball & Gymnastics Centre Concept Design	61,600	15,000	-46,600
14653	Golf Course Turf Maintenance Equipment	103,331	103,331	0
14658	Skate Park Weatherproofing Program	23,460	23,460	0
14673	Frankston Park Grandstand Design	49,843	49,843	0
14680	Pat Rollo Reserve Playing Surface Alterations & Associated Infrastructure	244,000	0	-244,000
14684	Peninsula Reserve Cricket Net Renewal	176,000	166,000	-10,000
14719	Carrum Downs Recreation Reserve - New Electronic Scoreboard	30,000	10,000	-20,000
14755	Jubilee Park Landscaping, Lighting and Ancillary Park Infrastructure	100,000	0	-100,000
14758	Sports Ground Design	30,000	30,000	0
14775	Seaford North Reserve - Sports Lighting for Soccer Pitches and Power Upgrade	475,000	275,000	-200,000
14776	Monterey Reserve - Sports Lighting for Soccer Pitches 1, 2 & 3	630,000	315,000	-315,000
14777	Kitchen upgrade at Riviera Pavilion	205,000	205,000	0
14778	Frankston BMX Track Toilet Installation	384,000	0	-384,000
14782	Centenary Park Golf Course Master Plan Implementation - 13th hole	215,000	115,000	-100,000
14786	Delacombe Park Oval 1 - Terrace Seating & Stairs Renewal	150,000	150,000	0
14807	Belvedere Tennis Club Court Lighting	100,000	0	-100,000
14812	Frankston BMX Track - Track Lighting	150,000	0	-150,000

Capital Works Program - Summary of Adjustments and Project Schedule

		Project Budgets		
		91,402,097	44,268,920	-47,133,177
Project No.	Project Title	Revised Budget (EOY)	Rates (\$)	External Funding
Biodiversity and Open Space				
11299	Risk Management Works within Council Reserves	54,000	54,000	0
12623	Public Toilet Renewal Program	25,000	25,000	0
13030	Minor Open Space Asset Renewal Program	50,000	50,000	0
13305	Reserves Internal Fencing Renewal Program	50,000	50,000	0
13421	Reserves Boundary Fencing Renewal Program	108,000	108,000	0
13587	Playground Strategy Implementation	774,892	761,892	-13,000
13771	Foreshore & Wetlands Erosion Control Fence Renewal Program	104,000	104,000	0
14191	Ballam Park Regional Playspace Upgrade	2,220,613	1,520,613	-700,000
14329	Carrum Downs Recreation Reserve Master Plan Implementation	965,000	665,000	-300,000
14332	George Pentland Botanic Gardens Master Plan Implementation	150,000	150,000	0
14515	Kanook Creek Environmental & Cultural Learning Park	436,587	-160,413	-597,000
14530	Monterey Reserve Master Plan & Playspace Upgrade	30,000	30,000	0
14541	Frankston Open Space Strategy - Olivers Hill Landscape and Lookout Plan, Frankston South	112,160	112,160	0
14565	Evelyn Park Open Space	359,804	114,804	-245,000
14572	Shade Sail Retrofit Program	85,000	85,000	0
14603	Seaford Wetlands Improvements	1,500,000	0	-1,500,000
14612	Wingham Park Upgrade	235,000	90,000	-145,000
14654	Urban Forest Action Plan - Tree Planting on Major Roads	336,270	206,270	-130,000
14672	Ballam Park Storm Water Treatment & Park Improvements	250,000	200,000	-50,000
14689	Beach Street / McMahon's Road Underpass Beautification	20,000	20,000	0
14694	Witternberg and Robinsons Park Master Plan Implementation	120,000	120,000	0
14696	Baxter Park, Frankston South Master Plan Implementation	85,000	85,000	0
14699	Sweetwater Creek Reserve - Upgrade	40,000	40,000	0
14700	Dame Elizabeth Murdoch Arboretum - New Rotunda	35,000	35,000	0
14743	Seaford Wetlands Rejuvenation - Landscaping and Environmental Works	300,000	50,000	-250,000
14744	Seaford Wetlands Rejuvenation - Interpretive and Wayfinding Signage	100,000	0	-100,000
14745	Seaford Wetlands Rejuvenation - Facilities Upgrades	230,000	0	-230,000
14752	Fauna Crossings, Habitat connectivity and Wildlife Protection	30,000	30,000	0

Capital Works Program - Summary of Adjustments and Project Schedule

		Project Budgets		
		91,402,097	44,268,920	-47,133,177
Project No	Project Title	Revised Budget (EOY)	Rates (\$)	External Funding
14766	Beauty Park Fountain	50,000	50,000	0
14767	Natural Reserves Rehabilitation	120,000	120,000	0
14770	Bailam Park Lake - Art Pieces & LED Lighting	150,000	150,000	0
14771	Cranbourne Road / Beach Street Intersection Landscaping Works	20,000	20,000	0
14774	Landscaping and Feature Garden Works Program	200,000	200,000	0
14797	Willow Park, Frankston - Frankston Play Strategy Implementation	350,000	350,000	0
14798	Rosemary Reserve Frankston Nth - Frankston Play Strategy Implementation	420,000	210,000	-210,000
14799	Yarralumla Reserve, Langwarrin - Frankston Play Strategy Implementation	140,000	140,000	0
14800	East Seaford Reserve, Seaford - Frankston Play Strategy Implementation	35,000	35,000	0
14801	Lavendar Hill Multiuse Court, Carrum Downs - Frankston Play Strategy Implementation	30,000	30,000	0
14802	Kareela Reserve, Frankston - Frankston Play Strategy Implementation	35,000	35,000	0
14803	Austin Reserve, Seaford - Frankston Play Strategy Implementation	35,000	35,000	0
14804	Heysen Reserve, Skye - Frankston Play Strategy Implementation	35,000	35,000	0
14805	Morique Reserve, Langwarrin - Frankston Play Strategy Implementation	35,000	35,000	0
14808	Frankston Gateway Landscaping - Olivers Hill and Esplanade	75,000	75,000	0
14809	Pratt Reserve (Multiuse Court Only), Langwarrin - Frankston Play Strategy Implementation	30,000	30,000	0
14813	Peninsula Reserve Upgrade	314,376	314,376	0
14814	Whistlestop Reserve Upgrade	100,000	100,000	0
14816	Sandfield Reserve Youth Space	100,000	0	-100,000
14818	Sandfield Reserve Playspace	100,000	0	-100,000
14819	Mornington Peninsula Freeway, Skye Road, Dandenong Road Urban Forest and Gateway Improvements	148,290	148,290	0
Climate Change Action				
14352	Council Facilities Solar PV and Electrification Program	100,000	100,000	0
14528	Peninsula Aquatic Recreation Centre Solar PV Installation	858,796	718,796	-140,000
14544	Street Lighting Renewal Program (1,423 Mercury Vapour M80 Lights to 17W LED Lights)	539,290	239,290	-300,000
14617	Frankston Arts Centre Boiler and Chiller Optimisation	22,130	22,130	0
14621	Facility Energy Efficiency Upgrades	162,084	162,084	0
14623	Frankston Civic Centre Solar PV	25,762	25,762	0

	Major Project			
	Councillor Sponsored Project			
		Project Budgets		
		91,402,097	44,268,920	-47,133,177
Project No	Project Title	Revised Budget [EOY]	Rates (\$)	External Funding
14640	Solar PV Renewal Program	30,000	30,000	0
14685	Powering Communities Program	22,542	22,542	0
14709	Occupancy sensors for heating and cooling units	35,000	35,000	0
Integrated Water				
13354	Monterey Recycled Water Scheme	60,000	60,000	0
13525	Minor Drainage Improvement Works	50,000	50,000	0
13971	Drainage Renewal & Upgrade Program	750,000	750,000	0
14423	Gatic Pit Lid Renewal Program	80,000	80,000	0
14424	Drainage Renewal Works in Council Reserves	15,000	15,000	0
14445	Flood and Catchment Modelling	54,000	54,000	0
14553	Frankston South Drainage Strategy - Williams Street Stage 2 Drainage Upgrade	46,246	46,246	0
14655	Baxter Park Dam Safety Improvements	200,000	0	-200,000
14763	Ballam Park North Oval and the McClelland College Ovals - Drainage Improvements	60,000	60,000	0
Waste and Recycling				
13087	Litter Bin Replacement Program	41,606	41,606	0
13579	Frankston Tip Risk Management Strategy Implementation	64,455	64,455	0
14646	Frankston Regional and Resource Recovery Centre Rainwater Tank installation	33,706	33,706	0
14647	Kerbside Residual Bin Lid Replacement	375,000	0	-375,000
14650	Frankston Regional and Resource Recovery Centre Entry Upgrade (exit lane to Harold Road)	500,000	0	-500,000
14714	Waste On-Line Collection Platform	20,000	20,000	0
14715	IT Link - Solo Waste Tracking	52,000	52,000	0
14739	Frankston Memorial Park - Concrete Storage Bay Removal	35,000	35,000	0
Parking				
14682	Kananook Commuter Car Park	1,703,710	0	-1,703,710
Transport Connectivity				
11260	Street Lighting Upgrades	30,000	30,000	0
12657	Road Renewal Program	3,041,000	2,797,000	-244,000
12812	Footpath Renewal Program	1,100,000	1,100,000	0

Capital Works Program - Summary of Adjustments and Project Schedule

			Project Budgets		
			91,402,097	44,268,920	-47,133,177
Project No	Project Title	Revised Budget [EOY]	Rates (\$)	External Funding	
13344	Traffic Management Devices - Renewal Program	35,000	35,000	0	
13563	Shared Path Safety Upgrades	54,000	54,000	0	
13565	Kerb Renewal Program	200,000	200,000	0	
13723	Barrier & Guard Rail Renewal Program	34,781	34,781	0	
13925	Minor Traffic Treatment Installation	60,000	60,000	0	
13958	Reserves Pathway Renewal Program	50,000	50,000	0	
13972	City Centre Pathway Renewal Program	50,000	50,000	0	
14117	Seaford Local Area Traffic Management	800,000	10,000	-790,000	
14408	Barretts Road (Robinsons Road to 120 Barretts Road) - Construction	2,100,000	612,000	-1,488,000	
14425	Shared Path Renewal Program	170,000	170,000	0	
14477	Cranbourne Road Retaining Wall Upgrade Stage 2	3,361	3,361	0	
14538	Minor Pathway Program	20,000	20,000	0	
14549	McCormicks Precinct Local Area Traffic Management	320,000	320,000	0	
14550	Hartnett Local Area Traffic Management	49,276	49,276	0	
14581	Frankston Revitalisation Action Plan - Greenlink (Baxter Trail, City Centre - Monash University)	161,142	161,142	0	
14583	Wayfinding Signage (Frankston Station to the Beach)	11,339	11,339	0	
14604	Jubilee Park Stadium Traffic Management Strategy	25,000	25,000	0	
14618	Belvedere Local Area Traffic Management	62,045	62,045	0	
14643	Open Space Connections	35,126	35,126	0	
14657	Golf Links Road Shared Pathway (Peninsula Link to Baxter Trail)	37,665	37,665	0	
14664	Minor Asphalt Patching Renewal Program	100,000	100,000	0	
14670	Pathway Development Plan Implementation Program	502,297	502,297	0	
14676	LXRP Community Assets Improvements	461,880	-1,120	-463,000	
14698	Stotts Lane - Road Upgrade	120,000	120,000	0	
14742	McCormicks Road / Gamble Road - Install Traffic Islands and Pedestrian Refuge	15,000	15,000	0	
14762	Seaford Wetlands Unformed Interface to Pen Link Trail	70,000	70,000	0	
14765	Shared User Path Missing Link (Plowman Place to Clarendon Street)	30,000	30,000	0	
14787	Beach Street - McMahoons Road Intersection upgrade	320,000	0	-320,000	

Capital Works Program - Summary of Adjustments and Project Schedule

		Project Budgets		
		91,402,097	44,268,920	-47,133,177
Project No	Project Title	Revised Budget [EOY]	Rates (\$)	External Funding
14789	North Road (North Side) Warrenwood place Pathway Development	40,000	40,000	0
14790	North Road (North Side) Union Road to 13/261 NorthRoad Pathway Development	72,000	72,000	0

Capital Works Program - Summary of Adjustments and Project Schedule

		Project Budgets		
		91,402,097	44,268,920	-47,133,177
Project No.	Project Title	Revised Budget (EOY)	Rates (\$)	External Funding
Economic Development				
14815	Oliver's Hill Boat Ramp Car Park Alterations & Utilities for Food Trucks	80,000	80,000	0
Urban Revitalisation				
13768	Municipal Signage Strategy Implementation	293,939	293,939	0
14348	Local Shopping Strip Action Plan - Major Improvement Program	311,625	311,625	0
14579	White Street Mall Upgrade	583,065	243,558	-339,507
14582	Frankston Revitalisation Action Plan - Stiebel Place Activation	369,209	120,050	-249,159
14625	Lighting Frankston Program	156,820	156,820	0
14626	Frankston North Gateway Treatment	44,723	44,723	0
14645	Local Shopping Strip - Minor Improvements Program	25,000	25,000	0
14652	Frankston Revitalisation Action Plan - Balmoral Precinct Public Realm Plan	12,980	12,980	0
14656	Frankston Revitalisation Action Plan - Fletcher Road Gateway Beautification	225,120	130,000	-95,120
14659	Dandenong Road Underpass at Fletcher Road - Murals & Planting Installation	38,110	38,110	0
14661	Frankston Revitalisation Action Plan - Frankston Pier Creative Lighting	190,000	0	-190,000
14663	Frankston Revitalisation Action Plan - Nepean Highway (Davey Street - Playne Street) Median Revitalisation	542,702	67,702	-475,000
14717	Frankston Revitalisation Action Plan - Priority Projects from Frankston Revitalisation Action Plan	66,442	66,442	0
14718	Nepean Highway Revitalisation - Stage 2 & 3	300,000	300,000	0
14746	Lighting Frankston Plan Implementation - Circuit Path Illumination Pilot Programme	25,000	25,000	0
14747	Lighting Frankston Plan Implementation - Foreshore Boardwalk Lighting	25,000	25,000	0
14748	Frankston Lighting Plan Implementation - St. Pauls Church	40,000	40,000	0
14749	Frankston Lighting Plan Implementation - Frankston Waterfront Precinct	20,000	20,000	0
14750	Lighting Frankston Plan Implementation - Creative Tree Illumination Pilot Program	50,000	50,000	0
14751	Lighting Frankston Plan Implementation - Bridge Illumination Programme	150,000	150,000	0
Governance				
11987	Frankston Yacht Club Alterations & Fitout	594,975	500,000	-94,975
14458	Frankston Memorial Park Toilet Upgrade	491,500	491,500	0
14592	Frankston Memorial Park - Caretakers Residence	18,300	18,300	0
14740	ReM Functionality - Kapish Locations Management Tool	12,000	12,000	0

Capital Works Program - Summary of Adjustments and Project Schedule

			Project Budgets		
			91,402,097	44,268,920	-47,133,177
Project No.	Project Title		Revised Budget [EOY]	Rates (\$)	External Funding
Asset Management					
11234	Light Vehicle Replacement Program		1,140,948	-34,616	-1,175,563
11288	Office Furniture & Equipment Renewal		15,000	15,000	0
11304	Plant & Equipment Replacement		1,031,276	781,276	-250,000
13532	Civic & Operations Facilities Renewal Program		470,000	470,000	0
13859	Facilities Painting Program		150,000	150,000	0
13959	Minor Plant & Equipment Replacement		30,000	25,000	-5,000
14143	Facility Maintenance Contract Renewal Program		250,000	250,000	0
14325	Downs Estate Infrastructure Upgrade		11,315	11,315	0
14568	Asbestos Eradication Program		50,000	50,000	0
14599	Fleet Telematics		369,606	369,606	0
14605	Fleet Vehicle Acquisitions		243,412	243,412	0
14679	Fleet Services Workshop Alterations		9,969	9,969	0
14681	City Centre and Boardwalk Cleansing Vehicle		32,761	32,761	0
14687	Operations Centre Storage Alterations - Parks & Vegetation		30,000	30,000	0
14722	Operations Centre - Turf Shed Renewal		130,000	130,000	0
14735	Smart Cities - Asset Utilisation		150,000	150,000	0
14753	Carrum Downs Recreation Reserve - New Public Toilet		100,000	100,000	0
14796	North Road & McClelland Drive Resealing (LRCI)		124,000	-63,877	-187,877
Customer service and experience					
14641	Future Ready Frankston Implementation		300,000	300,000	0
14642	Smart Cities Implementation		191,362	-248,638	-440,000
14666	Transparency Hub Implementation		136,199	136,199	0
Technology and information					
11294	Hardware & Device Renewal		330,384	330,384	0
11309	GIS Mapping Renewal		80,000	80,000	0
11312	Asset Management Information System (FAMIS)		120,000	120,000	0
12695	Public PC Replacement		8,500	8,500	0
14317	Human Resources & Payroll System Renewal		468,656	468,656	0

Capital Works Program - Summary of Adjustments and Project Schedule

		Project Budgets		
		91,402,097	44,268,920	-47,133,177
Project No	Project Title	Revised Budget [EOV]	Rate (\$)	External Funding
14372	Remote Access Renewal	50,000	50,000	0
14373	Mobile Device Management Renewal Program	11,000	11,000	0
14374	WiFi Network Renewal Program	25,000	25,000	0
14454	SQL Server Renewal	50,000	50,000	0
14455	Network & Comms Renewal Program	218,968	218,968	0
14622	Finance System Renewal	475,904	475,904	0
14638	Library Print Management System	10,472	10,472	0
14671	Live Chat Functionality	8,000	8,000	0
14678	Pathway Upgrade & Integration	248,480	248,480	0
14706	Document Scanner Renewal	67,000	67,000	0
14707	Location Intelligence Strategy & Improvement Program	50,000	50,000	0
14708	Robotic & AI Implementation Program	29,000	29,000	0
14727	IT Strategy - Cloud Implementation	137,000	137,000	0
14728	IT Strategy - Establish Enterprise Architecture	135,000	135,000	0
14729	IT Strategy - Cyber Security	150,000	0	-150,000
14730	IT Strategy - Enhance Integration	106,500	106,500	0
14731	IT Strategy - Identity Access Management	50,000	50,000	0
14732	Microsoft 365 and Teams Calling	225,000	225,000	0
14733	Point of Sale (POS) System Renewal	150,000	150,000	0
14736	Digital & Data Implementation	100,000	100,000	0
14768	Civic Centre Meeting Rooms IT Refurbishment	150,000	150,000	0
14769	FAMIS – System Integration	100,000	100,000	0
14791	Open Windows Contract System Upgrade	60,000	60,000	0
14792	New Council Phone Solution	100,000	100,000	0
14793	Email Security Management Solution	120,000	120,000	0
14795	Business & Information Technology – Business Requests	50,000	50,000	0

Executive Summary**12.5 Frankston Integrated Transport Strategy 2022-2042: Connecting Communities**

Enquiries: (Doug Dickins: Infrastructure and Operations)

Council Plan

- | | |
|----------|---|
| Level 1: | 4. Well Planned and Liveable City |
| Level 2: | 4.2 Improve connectivity and movement and provide transport choices to the community, including walking trails and bike paths |

Purpose

To seek Council adoption of the Frankston Integrated Transport Strategy 2022-2042: Connecting Communities.

Recommendation (Director Infrastructure and Operations)

That Council:

1. Notes the Frankston Integrated Transport Strategy 2022-2042: Connecting Communities was exhibited for a period of seven weeks and 45 submissions were received; where applicable the submitters comments were incorporated into the Strategy;
2. Adopts the Frankston Integrated Transport Strategy 2022-2042: Connecting Communities; and
3. Notes that officers will notify the submitters of its decision accordingly.

Key Points / Issues

- At its meeting on 25 July 2022, Council resolved, as follows;
 1. *Notes the draft Integrated Transport Strategy;*
 2. *Endorses the draft Integrated Transport Strategy to be publicly exhibited for a period of 4 weeks; and*
 3. *Seeks a report back no later than December 2022, to adopt the strategy, taking into account any submissions and feedback received.*
- Frankston community has now been further engaged and the comments taken on board to develop the strategy. The further community consultation was carried out from 15 August 2022 to 2 October 2022. Internal stakeholder consultation was also carried out through a Council officers Project Control Group, to seek comments and views on the draft strategy.
- Feedback was received from 45 submitters, which was considered and reviewed in the context of the strategy. The Frankston Integrated Transport Strategy: Connecting Communities (Attachment A) is now presented to Council for adoption.
- Frankston's initial Integrated Transport Strategy was adopted by Council in April 2013. The purpose of the Strategy is to guide Council in undertaking actions which will increase the efficiency and effectiveness of Frankston's transport network to connect people and goods.
- Many of the actions identified in the Frankston Integrated Transport Strategy 2013 have been achieved. Over time, our local transport system and needs

12.5 Frankston Integrated Transport Strategy 2022-2042: Connecting Communities**Executive Summary**

have changed, along with our social and economic environment. State and Federal Government policies and plans have also evolved.

- In the first phase of the review of this strategy the community were asked about their experience with transport in Frankston. It was clear that there was a strong interest in growing opportunities for walking and cycling, and for a better public transport system.
- The second phase of the project brought together the initial community engagement and analysis of the transport environment in Frankston. A proposed vision, strategies and actions were developed,

Financial Impact

Implementation of the actions within the strategy once adopted will have financial costs. There are some low-cost initiatives that may be implemented within a short time frame, some actions are longer term, more costly projects, and there are some advocacy items to the State and Federal Governments for projects outside of Council responsibility or capacity. Indicative costs associated with each action can be found in the “Actions for Implementation” section of the Strategy (Attachment A). Actions that require funding will be referred to Council as part of annual budget processes for consideration for inclusion in future Council budgets as operational or capital projects.

Consultation**1. External Stakeholders**

Initial community engagement was conducted in November and December 2021, to seek community views and experiences with transport in Frankston. This was done via an online survey and a collaborative online mapping tool to better understand the current issues facing Frankston's transport system, and the communities' ambitions for transport. In total, 74 survey responses were received, and a 199 mapping points from 64 mapping contributors. Almost all (98%) of the contributors were residents of Frankston, and another 14% worked in Frankston while 7% were Frankston business owners. Key themes established in the analysis of feedback received from the community were:

- Lack of perceived safety;
- Poor public transport, in terms of service coverage and frequency;
- Missing gaps in bike trails and footpaths;
- Frustration with parking availability in and around the City Centre.

Officers also discussed the project with Committee for Greater Frankston, Department of Transport and local senior community members. These views, together with a range of information and data relating to transport in Frankston, were considered in identifying the ‘big issues facing Frankston’, and were incorporated into the formation of the ‘key directions’ in the Draft Integrated Transport Strategy.

Further community engagement was carried out in mid-August 2022 to early October 2022 to receive feedback on the Draft Integrated Transport Strategy via Council's *Engage Frankston!* platform. This feedback sought to ensure the draft strategy meets the needs and ambitions of the Frankston community. There was also further targeted consultation with schools and representatives of the community including youth, indigenous and cyclist groups. The community engagement process received feedback on:

12.5 Frankston Integrated Transport Strategy 2022-2042: Connecting Communities**Executive Summary**

- Big Issues
 - Do you agree with the issues identified?
 - If not, why not?
 - Are there any missing issues?
- Key Directions
 - Do you agree with the Key Directions for Change?
 - If not, why not?
 - Is there anything missing?

A total of 45 responses were received via the *Engage Frankston!* platform, and can be found in Attachment B. The attachment also has a column on how the feedback was addressed in the strategy.

2. Other Stakeholders

Internal consultation has been ongoing with a range of internal stakeholders including officers from Engineering Services, City Futures, Sustainable Assets and Community Assets departments.

In December 2022/January 2023, a final round of consultation with internal stakeholders was carried out on the Actions for Implementation that were identified, to ensure the Integrated Transport Strategy aligns with other departments' plans, policies and strategies.

Analysis (Environmental / Economic / Social Implications)

The Integrated Transport Strategy is the key strategic document to guide transport planning and decision-making in Frankston into the future. Some of the big issues facing Frankston City that this Strategy tackles are transport congestion, road safety, transport choice, economic development, low density development and climate change. The Strategy creates the framework and direction to align investment and decisions with the aspirations the community hold for Frankston's future.

The Key Directions developed based on the research undertaken and the community feedback received are:

- Implement an Electric Vehicle Charging Roadmap project;
- Capitalise on major transport projects;
- Real time car parking information;
- Better integrate our train stations with the wider transport network;
- Create high quality walking and cycling networks connecting the community together;
- Monitor and act on emerging transport technology;
- Create a coherent, attractive and safe cycling network;
- Make walking and cycling to school the preferred choice;
- Highways to Boulevards; and
- Some quick wins to improve our transport system right away.

12.5 Frankston Integrated Transport Strategy 2022-2042: Connecting Communities**Executive Summary**

A list of 53 Actions for Implementation were identified to achieve the Key Directions. Implementation is a staged, long-term program of works and includes low-cost initiatives (quick wins) that may be implemented within a short time frame, as well as longer term, more costly projects. The list of actions also include advocacy items to the State Government for projects outside of Council responsibility.

A well implemented Integrated Transport Strategy ensures we are all moving in the same direction, to get the outcomes we want, to create a Frankston that is safer, healthier, connected, sustainable and inclusive.

Legal / Policy / Council Plan ImpactCharter of Human Rights and Responsibilities

All matters relevant to the Charter of Human Rights and Responsibilities have been considered in the preparation of this report and are consistent with the standards set by the Charter.

Legal

There are no legal implications

Policy Impacts

The Integrated Transport Strategy is a key strategic document that acts as a blueprint for guiding Council's transport planning and decision-making into the future. It aims to identify the actions needed to make getting around Frankston convenient, safe, and sustainable.

Officer's Declaration of Interests

Council officers involved in the preparation of this report have no Conflict of Interest in this matter.

Risk Mitigation

By adopting an Integrated Transport Strategy, Council is identifying the goals and aspirations of the community and providing a solid basis for future transport planning and decision making.

Conclusion

An Initiative in 2021-2025 Council Plan is to improve connectivity and movement, and provide transport choices to the community, including walking trails and bike paths. This is to be achieved by developing and implementing an Integrated Transport Strategy to improve transport choices and make walking, cycling and public transport easy, safe and accessible.

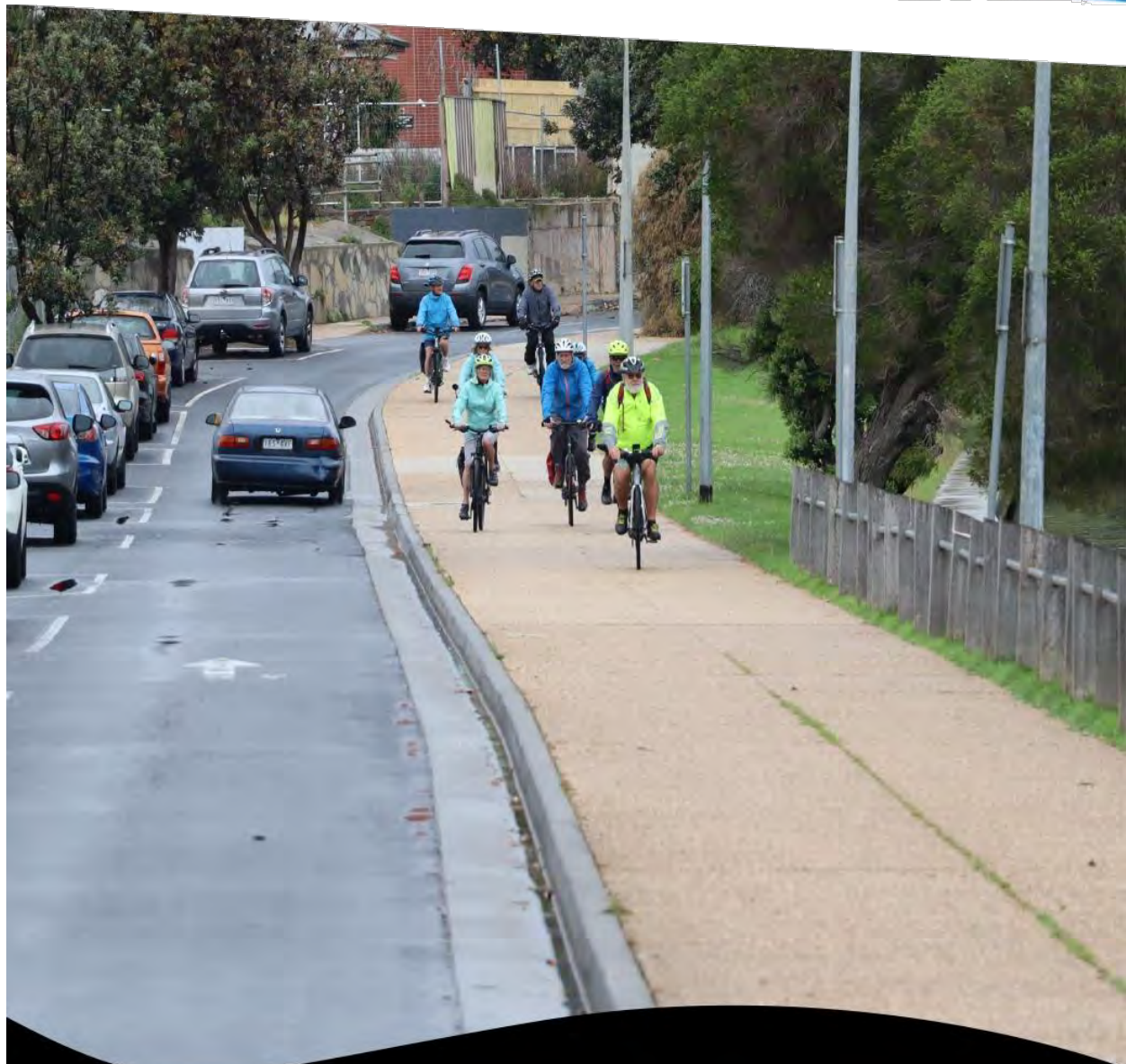
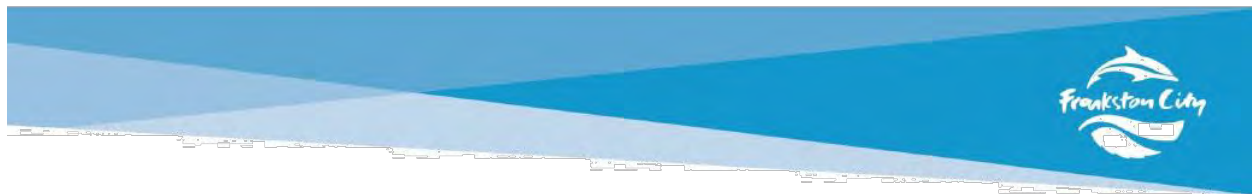
It is recognised that monitoring and evaluation are critical to tracking Council's progress on delivering upon the objectives of the Strategy. Key performance indicators will be : developed for each action to provide a clear indication of whether an action has been implemented. Updates will be provided to Council through quarterly reporting of Council Plan actions.

The Integrated Transport Strategy 2022-2042: Connecting Communities (Attachment A) has now been developed and, following further community engagement to seek views and comments, is presented to Council for adoption.

12.5 Frankston Integrated Transport Strategy 2022-2042: Connecting Communities
Executive Summary

ATTACHMENTS

- Attachment A: [↓](#) Frankston Integrated Transport Strategy: Connecting Communities 2022-2042
- Attachment B: [↓](#) Community Engagement Responses - Frankston Integrated Transport Strategy



Frankston Integrated Transport Strategy 2022 – 2042 **Connecting Communities**

February 2023



Institute for Sensible Transport

ABN 78 504 466 884
 202/26-30 Rokeby Street, Collingwood
 Melbourne, Australia VIC 3066
 E: info@sensibletransport.org.au
www.sensibletransport.org.au

Contents

Executive Summary	7
1. What the community told us	12
1.1 Overview	13
1.2 Driving	13
1.3 Walking	14
1.4 Cycling	14
1.5 Public transport	14
1.6 The future of transport in Frankston	14
1.7 COVID-19 influence on work travel	14
1.8 Social Pinpoint Map	15
2. Big issues facing Frankston	17
2.1 Climate change	18
2.2 Economic development	18
2.3 Traffic issues associated with population growth	18
2.4 Transport choice	18
2.5 Low density	18
2.6 Road safety	18
3. Our strategic approach	19
3.1 Vision	20
3.2 Guiding principles	20
3.3 Strategic outcomes	21
3.4 Mode hierarchy	22
4. Our transport targets	23
4.1 Emissions target	24
4.2 Road safety target	24
4.3 Access target	24
4.4 Mode share target	24
5. Key directions for change	27
5.1 Implement the Electric Vehicle Charging Roadmap project	29
5.2 Capitalise on major transport projects	29
5.3 Real time car parking information	29
5.4 Better integrate our train stations with the wider transport network	29
5.5 Create high quality walking and cycling networks connecting the community together	29
5.6 Monitor and act on emerging transport technology	29
5.7 Create a coherent, attractive, and safe cycling network	29
5.8 Make walking and cycling to school the preferred choice in Frankston	29
5.9 Highways to Boulevards	30

5.10	Quick Wins	30
6.	Walking.....	31
6.1	Walk to school.....	32
6.2	Footpaths for everyone.....	32
7.	Cycling.....	34
7.1	Cycle network design principles.....	35
7.2	Shared two wheeled transport	37
7.3	Improve access to the existing Cycle Network	37
7.4	Bike parking.....	37
7.5	Frankston Cycle Network.....	37
8.	Public transport	39
8.1	Rail.....	40
8.2	Bus.....	41
9.	Motor Vehicles.....	44
9.1	A clear road hierarchy	45
9.2	Work with State-government projects.....	45
9.3	Local area transport management plans.....	45
9.4	Managing speeds.....	45
9.5	Electric Vehicles	45
9.6	Freight.....	46
10.	Car parking.....	48
10.1	Better management of car parking assets.....	49
11.	Built environment.....	51
11.1	20-minute neighbourhoods.....	52
12.	Actions and Implementation	54
12.1	Multi-criteria assessment.....	55
12.2	Monitoring and evaluation	55

List of figures

Figure 1 Social Pinpoint Map.....	16
Figure 2 Big issues facing Frankston	18
Figure 3 Strategic elements of the Integrated Transport Strategy.....	20
Figure 4 Frankston's Strategic Outcomes.....	21
Figure 5 Urban mode hierarchy.....	22
Figure 6 Regional / highway mode hierarchy.....	22
Figure 7 Mode share scenarios - All trips.....	25
Figure 8 Trip number scenarios - All trips.....	25
Figure 9 Mode share scenarios - Journey to work.....	26

Figure 10 Trip number scenarios - Journey to work.....	26
Figure 11 Future Frankston Transport System.....	28
Figure 12 Path network by type and length.....	33
Figure 13 Appropriate cycling infrastructure matrix.....	35
Figure 14 Bicycle network design - conceptual principles.....	36
Figure 15 Proposed Frankston Cycle Network.....	38
Figure 16 Future infrastructure upgrades for Frankston railway station.....	40
Figure 17 Bike rack on a bus.....	42
Figure 18 Frankston freight network.....	47
Figure 19 Car park decision-making framework.....	50
Figure 20 Features of a 20-minute neighbourhood.....	52
Figure 21 Walking catchment to key activity centres.....	53
Figure 22 Impact and Cost mapping of Actions.....	60

Glossary

ABS – Australian Bureau of Statistics.

VISTA – Victorian Integrated Survey of Travel and Activity.

20-Minute Neighbourhood – The 20-minute neighbourhood is all about ‘living locally’—giving people the ability to meet most of their daily needs within a 20-minute return walk from home, with access to safe cycling and local transport options.

Behaviour change programs – an intervention designed to promote smarter car use and greater use of alternative modes, such as walking, cycling, public transport and shared mobility.

Micro mobility – Small, lightweight vehicles, under 250kg, such as bicycles, e-scooters, e-bikes and cargo bikes.

Mode share – the proportion of trips done by a particular mode of transport.

Electric vehicle – A vehicle that has an electric motor and a battery, rather than reliant on petrol or diesel.

FMAC – Frankston Metropolitan Activity Centre.

DTP – Department of Transport and Planning.

LGA – Local Government Area.

LATM – Local Area Traffic (or Transport) Management. An approach to managing local transport issues within defined neighbourhood areas.

Net Zero – A target to negating all greenhouse gas emissions produced by human activity.

Open Street – A term used to describe the act of closing a street to through traffic and opening it up for other modes of transport, especially walking and cycling. This action has developed into a standalone program for active travel to schools in the UK and in parts of Australia.

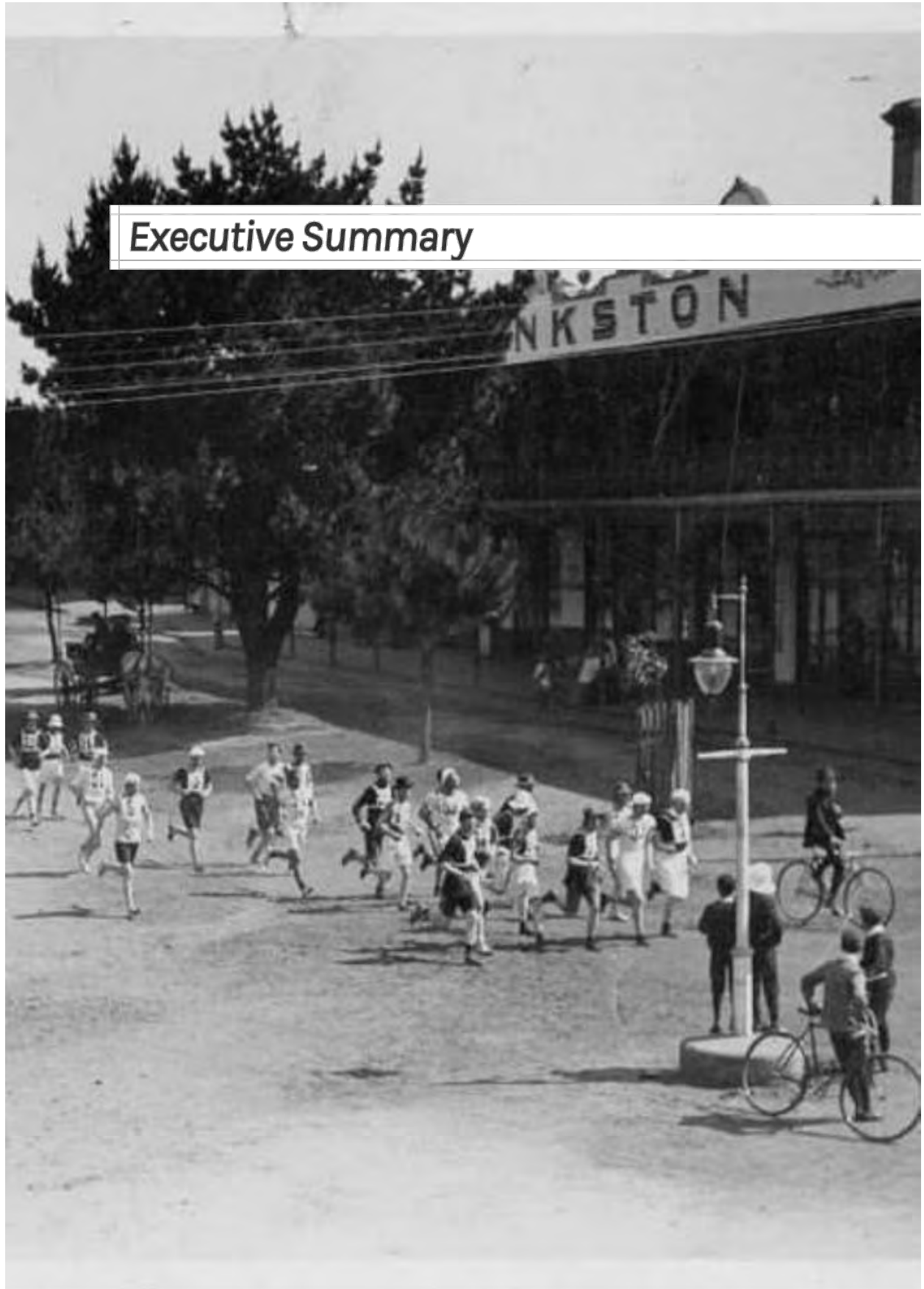
PTV – Public Transport Victoria.

Safe Systems – A holistic view of the transport system that aims to create a safer road environment for people and vehicles. It recognises the need to design streets to safely accommodate human error.

Turn up and go – A public transport timetable that is frequent enough that users do not need to check the timetable to effectively plan their journeys. Often cited as 10 minutes or less between services.

Vision Zero – A multi-national project to eliminate death and serious injuries in the transport system.

Executive Summary



What is the Integrated Transport Strategy?

Connecting Communities is the new Integrated Transport Strategy for the City of Frankston. It is the key strategic document that acts as Council's blueprint for guiding transport planning and decision-making over the next two decades. The pressing challenges are outlined, and the big moves required to make getting around Frankston convenient, safe, and more sustainable are identified. This is Council's vision for the transport network of the future. Connecting Communities highlights our current travel patterns, and a set of targets and actions designed to respond to the community's concerns and aspirations regarding transport and accessibility.

Our process

Connecting Communities has involved a close engagement with key stakeholders and the community. The graphic below provides a snapshot of the different phases in the development of the Integrated Transport Strategy.



Developing the Frankston Integrated Transport Strategy

Why do we need an Integrated Transport Strategy?

Connecting Communities creates the framework and direction to align transport investment and policy decisions with the aspirations the community hold for Frankston's future. A well implemented Integrated Transport Strategy ensures we are all moving in the same direction, to get the outcomes we want, to create a Frankston that is:

- Safer
- Healthier
- More connected
- Sustainable, and
- More inclusive.

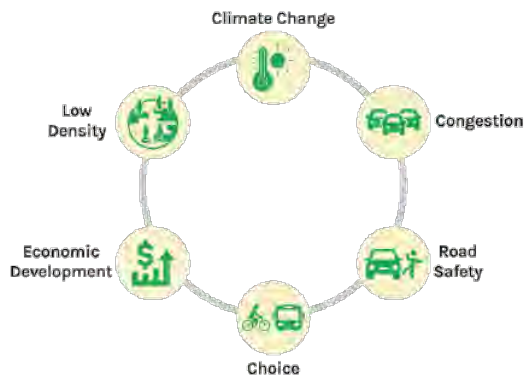
Frankston currently has a population of 142,147 and is projected to grow to 163,610 by 2041. As one of the most car dependent communities in Greater Melbourne, it is difficult to overstate the magnitude of the challenge Frankston faces. Around 92,000 car trips take place every day in Frankston that are under 3km. Council has heard the community want more options to get around without having to always get in their car.

Creating more walkable neighbourhoods, a great cycling network, and integrated public transport will all help Frankston grow more sustainability and protect the liveability that help makes Frankston great.

This can only be achieved through the creation of a coordinated approach to transport planning. Connecting Communities provides the strategic blueprint to guide transport investment, policy, and advocacy actions.

The big issues

The key challenges captured below summarises some of the big issues facing Frankston that Connecting Communities tackles.



Big issues facing Frankston our Integrated Transport Strategy tackles

Connecting Communities will also help improve local air quality by supporting low and zero emission vehicles, including electric vehicles, e-bikes, and electric buses.

The case for change

The traditional approach to transport planning has not delivered the best outcomes for the community. Traffic

and parking congestion remains a pressing issue. Growing risks from climate change requires a decrease in emissions from transport. Frankston is already largely developed, with little room to expand or widen roads. Melbourne's population continues to increase, and Frankston will need to accommodate some of this growth.

Growing risks from climate change requires a decrease in greenhouse gas emissions from transport.

We have largely reached the maximum supply for our road network. Connecting Communities is designed to help get people where they need to go more efficiently by providing a more diverse set of transport options. The following graphic captures the benefits of more sustainable transport options.



Benefits of sustainable mobility for Frankston

Developing a suite of actions that make it easier for people to leave the car at home and jump on a bike or take a stroll to the shops will help replace many of the ~92,000 car trips under 3km that take place every day in

Frankston. This will allow us to absorb a growing population without increasing the number of cars on our roads. Without the actions to encourage more walking, cycling and public transport that are included in

Connecting Communities, we'd see an estimated extra 15,000 car trips everyday by 2041.

To ensure Frankston remains a great place to live, work and visit, Connecting Communities' target is to reduce trips by car by 20% from current levels. Doing so will free up space on our roads and car parks for those who need to drive. It will also allow us to accommodate the future population growth while easing traffic and parking congestion.

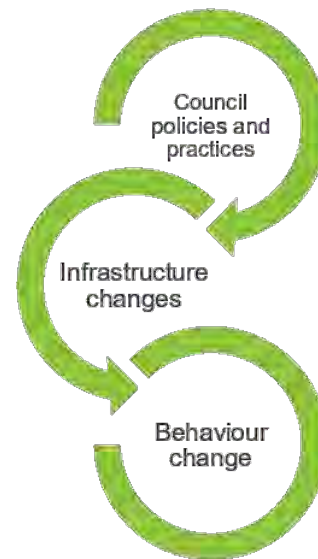
To ensure Frankston remains a great place to live, work and visit, we aim to reduce trips by car by 20%, freeing up space for those who need to drive and accommodating growth.

A unifying theme within Connecting Communities is the need to 'do more with less'. Better managing our transport assets with initiatives like real time information of vacant car parks and innovative treatments to ensure our streets are welcoming to all road users is critical to our approach. Connecting Communities also takes advantage of some exciting new transport technology. Council will support the development of a network of electric vehicle chargers so that residents, businesses and visitors can begin to take advantage of electrified, clean transport.

A Frankston with a more diverse set of transport options means that when people do need to drive, that trip will be more reliable and less frustrating because there will be less competition for road space and parking.

What we are going to do

Modifying the transport system, and the way in which people use it, requires changes to occur in the right order. The below image outlines how we will implement change in Frankston's transport system.



Implementing change for Frankston's transport system

Council's policies and practices must be in-line with our transport vision and key outcomes. All new infrastructure projects are designed and built in a way that supports the changes we want to see. Policies and infrastructure will enable people to make the transport choices they want in moving around Frankston.

Short trips

Just over 40% of car trips in Frankston are 3km or less. Many of these could be completed by walking (less than 1km) or cycling (less than 3km) when the right infrastructure is provided.

Council will increase opportunities for people to walk and cycle to local destinations, including shops, schools, and train stations, such as the current e-bike share trial.

Council will expand the current walking and cycling network to allow people the opportunity to walk and cycle safely. This will reduce local traffic and parking congestion, lower transport costs, promote health and wellbeing, and lower emissions.

Longer trips

Many residents work outside the municipality and access essential services across Greater Melbourne. Often, these trips are beyond comfortable walking and cycling distances.

Council will advocate to the State Government for more frequent train and bus services that are better integrated, and a revamp of the bus network to ensure bus routes take people where they want, when they want.

These strategies will reduce pressure on our road network, ensuring that those who must drive can drive, while providing transport choice for everyone.

Connecting Communities will make Frankston an even more attractive place.

How Connecting Communities will work for Frankston

Connected Communities is Council's key strategic document that will guide transport projects, advocacy, and decision-making in Frankston. It will provide guidance, support, and evidence-based justification to a range of important projects and plans across the municipality. These include, but are not limited to:

- Land Use Planning
- Structure Planning
- Level Crossing Removal Projects
- Advocating to State and Federal Governments
- Road upgrade projects
- Targeting local issues.

Connecting Communities provides the blueprint for Council to work to improve transport, for all modes, throughout the next two decades. Implementing the actions in this document will make Frankston an even more attractive place for residents, workers, and visitors.





The communities' ideas and feedback have been critical to the development of Connecting Communities. Council will continue listening to the community as we implement this strategy to ensure our actions continue to meet the community's expectations and ambitions. This section provides a synthesis of what Council heard from the first round of community engagement. A full analysis can be found in the Background Report to this strategy.

Between 10 November and 13 December 2021, Council undertook an online survey and collaborative online mapping to better understand the current issues facing Frankston's transport system and the communities' ambitions for transport. We asked questions about how people currently get around, for short and longer trips, how often they travel for specific purposes, and some of the barriers to using other modes of transport. We also provided an opportunity for people to tell us how they experience the transport system and what they would like to see in the future.

Overall, 74 survey responses were received and 199 mapping points from 64 mapping contributors. Almost all (98%) of the contributors were residents of Frankston. Another 14% worked in Frankston while 7% were Frankston business owners.

Further community engagement was carried out in mid-August 2022 to early October 2022 to receive feedback on the Draft Integrated Transport Strategy via Council's Engage Frankston! platform. This feedback sought to ensure the draft strategy meets the needs and ambitions of the Frankston community. There was also further targeted consultation with schools and representatives of the community including youth, indigenous and cyclist groups. The community engagement process received feedback on:

- Big Issues
 - Do you agree with the issues identified?
 - If not, why not?
 - Are there any missing issues?
- Key Directions
 - Do you agree with the Key Directions for Change?
 - If not, why not?
 - Is there anything missing?

A total of 45 responses were received via the Engage Frankston! platform.

1.1 Overview

Walking was by far the most popular mode of active transport, and cycling was more of a recreational activity conducted on weekends. As a result, there were recurrent concerns regarding safety for pedestrians and cyclists throughout the online survey and social map. Recreational cyclists prefer separated and buffered cycle lanes, and along with pedestrians, wanted more lighting on shared paths for personal safety. Commuters raised safety issues while waiting and travelling on public transport. Respondents also cited gaps in infrastructure that added additional distance and duration to their travels as a reason for a preference to car use. Key themes established in the analysis from the community engagement are:

- Lack of perceived safety
- Poor public transport (service coverage and frequency).
- Missing gaps in bike trails and footpaths.
- Frustration with parking availability in and around the City Centre.

The majority of responses identified a dissatisfaction with the coverage and reliability of public transport. Most respondents said they were keen on taking public transport if the service was located closer to them, and transported them to key destinations (i.e., local shopping strips, Dandenong South, Mount Eliza, etc).

1.2 Driving

Respondents overwhelmingly use the car for all purposes during the week regardless of distance. The survey found that those visiting parks, sports, and recreation facilities, typically travelled less than 3km and yet the car continued to be the dominant form of transport.

Despite the survey showing a high car dependency for all trip purposes, respondents were also consistent in wanting improvements to the current public transport network, with greater service coverage and increased frequency. There was clear indication that a significant proportion of respondents wanted to use public transport but were frustrated with the service quality.

Participants were asked what would encourage them to drive more. The most common facilitator to greater levels of car use was more parking.

‘There is a good amount of parking in Frankston CBD, there may only need some maintenance of it in terms of design rather than in number.’

– resident from Frankston

1.3 Walking

People were asked what is discouraging them from walking for trips under 1km. Survey respondents indicated that gaps in infrastructure, feeling unsafe, and distance, were the most common significant barriers.

Participants were asked what factors would encourage them to walk more. The highest-ranking results were better street lighting and more direct walking routes and improved surfaces. These factors can all broadly be captured under ‘a need for greater levels of safety’ theme. Gaps in existing footpaths may be increasing the total distance residents have to walk, therefore increasing direct walking routes will result in higher participation for walking.

‘would walk a lot more to my destinations if there were more connected shared paths.’

– resident from Seaford

1.4 Cycling

Key barriers to cycling included lack of bike lanes and shared paths, as well as missing links and connections to cycling trails in other municipalities.

When asked what factors would encourage them to ride more, ‘rider safety’ emerged as a key, consistent theme. In particular, more off-road paths and better lighting were highlighted.

‘Many people seem to think cycling is unsafe. So the point is to make cycle lanes/shared paths which will encourage them. The demand is there.’

– resident from Frankston

1.5 Public transport

When asked about barriers to public transport, respondents noted that services take too long to arrive and are too slow. Many also responded that driving was simply quicker and more convenient.

When asked what factors would encourage a shift towards greater public transport use, faster, more frequent and direct services and live updates were common responses. Integration of bus and train services was also important to many respondents.

1.6 The future of transport in Frankston

When asked to think about the future of transport in Frankston, survey respondents highlighted a desire to focus on improving public transport, reducing car dependency and congestion, living more locally, and more electric vehicles and parking.

‘Frankston needs to embrace its settlement pattern of small local service shops within walking distance ...’

1.7 COVID-19 influence on work travel

Participants were asked about their work from home habits since the emergence of COVID-19. More than half (51.6%) of the respondents started working from home during the pandemic, while 8.1% had already worked from home prior to COVID-19. Some 40% identify as essential workers that cannot work from home.

More than half of all respondents expect to work from home at least one day a week after COVID-19. It is likely this will impact traffic patterns considerably. For instance, if half of all workers work from home a day a week, this could potentially drop traffic volumes by 10%.

Many contributors were already using active transport and highlighted missing links and connections between footpath, shared paths and bike trails.

1.8 Social Pinpoint Map

Out of 64 contributors to the mapping component, a total of 199 contributions were provided and are shown in Figure 1. Most contributions were concentrated in the Frankston Metropolitan Activity Centre (FMAC), along the coast and railway line.

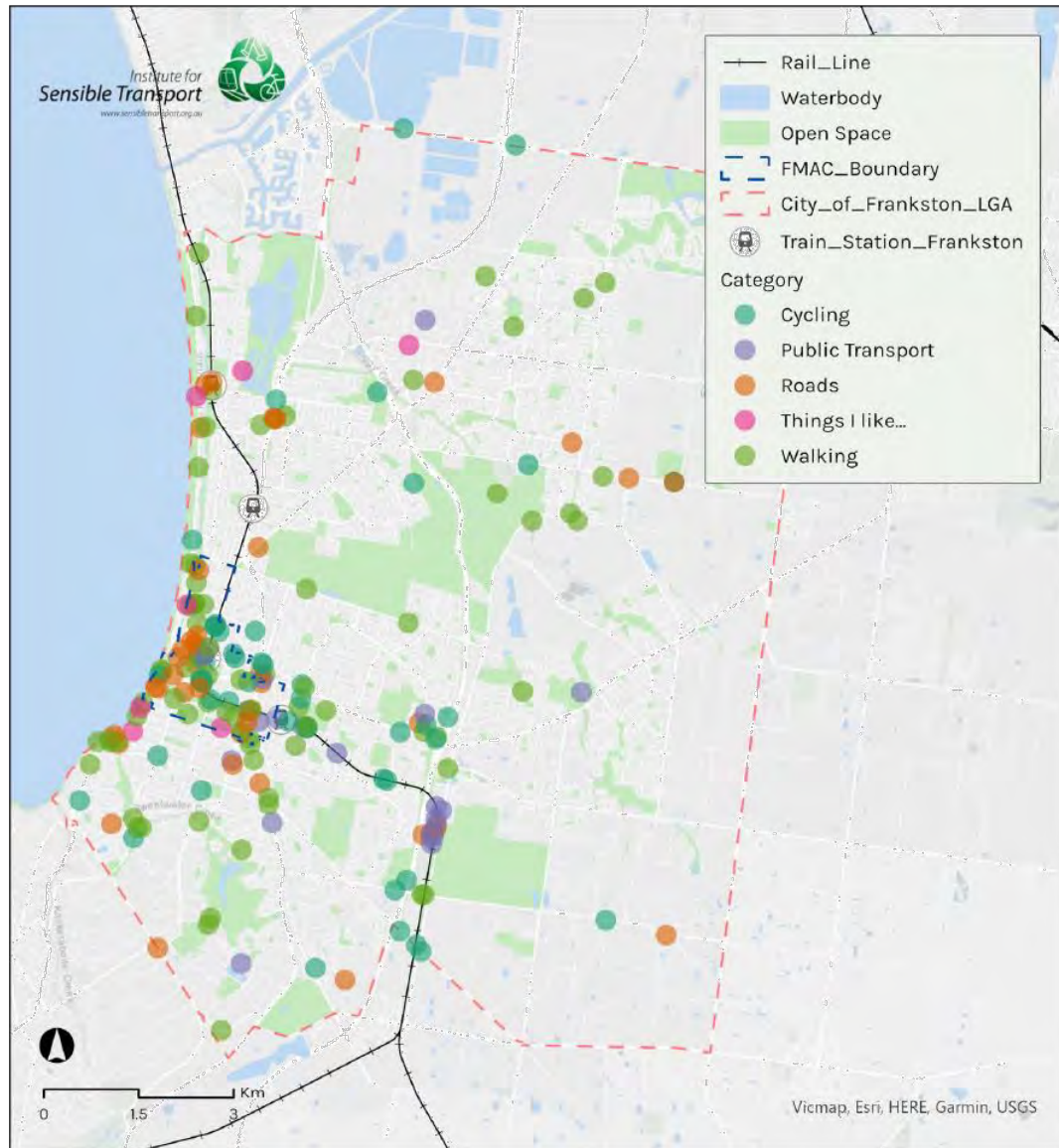


Figure 1 Social Pinpoint Map

2. Big issues facing Frankston



Rising costs of living, the need to reduce emissions, population growth, car parking and road safety are all major challenges Connecting Communities seeks to address.

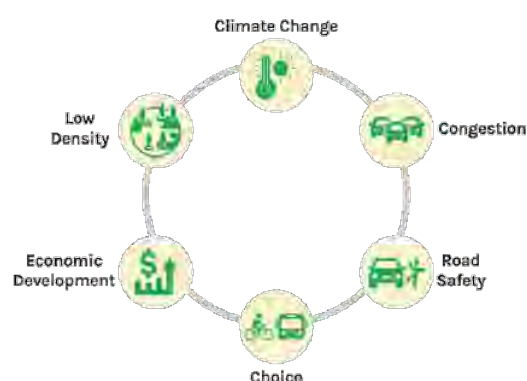


Figure 2 Big issues facing Frankston

2.1 Climate change

Transport is the second largest and fastest growing source of carbon emissions¹. While electric vehicles, when charged with renewable energy, offer a potential solution, it will be many years before car owners in Frankston will own an electric vehicle. Connecting Communities not only provides an action plan for electric vehicle charging, but also helps people take advantage of a variety of other climate friendly transport solutions, such as walking, bikes and e-bikes, as well as public transport.

Reducing emissions also improves local air quality. Converting our private vehicles to electric and advocating to the State Government for all buses, including private buses to be electric, will make our air quality cleaner and our community healthier.

2.2 Economic development

Creating people-oriented and vibrant town centres and employment districts will bolster business activity in

Frankston, helping locals and visitors support commerce in the region and attract investment.

2.3 Traffic issues associated with population growth

The dominance of car travel, even for short trips, exacerbates traffic congestion and parking issues. With Frankston's population expected to increase substantially over coming decades, Connecting Communities provides a blueprint to 'do more with less' which means our community can grow without diminishing the quality of life that has begun to attract people to our city.

2.4 Transport choice

Many of our trips are short, and most of these short trips are by car. Connecting Communities tackles this car dependence and helps provide a convenient set of transport options so that the car is not the only choice. Better footpaths, bike lanes and integrated public transport will give people the transport choice they desire.

Mobility is important for everyone in Frankston. Whether you are young, old, disabled, or low-income, everyone has the right to convenient and safe transport options to live full lives.

2.5 Low density

The low density of development in Frankston adds an additional transport challenge. By beginning to focus development in the areas with the best set of transport options, more people will be near their destination, and the quality parts of the public transport network.

2.6 Road safety

Road trauma has major social and economic impacts on our community. Connecting Communities supports the Vision Zero goal of eliminating traffic deaths in Frankston by designing safe streets and speed limits so that every road user can travel safely across the network.

¹ <https://www.industry.gov.au/sites/default/files/April%202021/document/national-inventory-report-2019-volume-1.pdf>



3. Our strategic approach



Connected Communities takes a strategic approach and is built around a Council vision. This vision is then supported by a set of guiding principles and can be measured through a range of strategic outcomes. The six strategic outcomes provide more substance to guide Council's pathway to turning the guiding principles into reality. Specific actions are then developed, that all together, will help realise our vision for Frankston's transport system by 2042. This structure is illustrated in Figure 3.



Figure 3 Strategic elements of the Integrated Transport Strategy

3.1 Council Vision

Transport in Frankston will support a healthy, liveable, safe, sustainable, and inclusive city that enables everyone to participate in our community and economy.

3.2 Guiding principles

Connecting Communities is guided by the following principles:

1. Activity centres are vibrant and people-focused, allowing everyone to participate fully in our community and economy.
2. Public transport offers a viable transport option with fast, frequent, and accessible trains and buses.
3. Public transport hubs are connected with safe and convenient walking and cycling networks and encourage higher intensity development around them.
4. Walking and cycling are the first choice for short trips, supported by safe, connected, and attractive networks.
5. Implementation of a Safe Systems approach will ensure our road network is designed to ensure everyone can travel safely across Frankston. Fatalities and lifelong injuries are no longer acceptable on our streets. We are committed to Vision Zero.
6. Ensure transport choice is available for everyone, so that for every trip, people can choose 'the best tool for the job'.
7. Demand for car use is reduced to support Council's vision and objectives.
8. We commit to Net Zero emissions in our transport network, including a transition towards zero emission vehicles and increasing sustainable mobility.

3.3 Strategic outcomes

Connecting Communities has been designed to align and support the six strategic outcomes in Frankston's Council Plan, which are highlighted in Figure 4.



Figure 4 Frankston's Strategic Outcomes

The following highlights that by implementing Connecting Communities, by 2042 the following outcomes will be achieved.

3.3.1 Healthy and Safe Communities

Healthy travel modes, such as walking and cycling, are safe and attractive. The walking and cycling network connects people to key destinations along direct routes, supported by Council policies and behaviour change programs.

3.3.2 Community Strength

The community are provided with transport choices to undertake everyday transport trips to be able to participate fully in society. Areas of transport disadvantage are prioritised for new infrastructure that ensures everyone has the opportunity to engage fully in their community.

3.3.3 Sustainable environments

Transport infrastructure connects us to our diverse natural environments in a way that supports and protects these spaces. Our transport environment will be sustainable, including a net zero transport system by 2050.

3.3.4 Well-planned and liveable city

Our land-use planning and transport system works in tandem to ensure that areas with new development, and changes within built-up areas, reduce the distances we need to travel and make it easier to walk and cycle for everyday trips. This supports the 20-Minute Neighbourhoods concept.

3.3.5 Thriving economy

Our investments in transport infrastructure will be prudent and will create value for our community and economy.

3.3.6 Progressive and engaged

Council will follow best-practice and use up-to-date data to inform our decision-making. We will work collaboratively with the community and other levels of government to deliver projects and build our future transport system.

3.4 Mode hierarchy

Mode hierarchies help us make decisions about changes to the road network. When faced with a tough choice about who should get priority, our mode hierarchies will guide our decision-making.

Figure 5 presents our mode hierarchies for urban streets and activity centres. Figure 6 provides the mode hierarchy for regional roads and highways. The reason walking and cycling are off to the side for the regional hierarchy is because the intensity of the traffic on regional roads means that pedestrian and bike riders are best served with separate infrastructure. The Peninsula Link and adjacent shared path are an example where the regional mode hierarchy is appropriate.



Figure 5 Urban mode hierarchy



Figure 6 Regional / highway mode hierarchy

4. Our transport targets



We've set ourselves targets to help track our progress in implementing Connecting Communities. These include targets for mode share, emissions, and road safety.

By monitoring our progress, Council can adjust investment and policy decisions over time. Connected Communities includes a package of reinforcing, integrated actions to provide a clear set of implementable initiatives designed to help Frankston achieve its long-term vision.

4.1 Emissions target

Transport is the second biggest source of emissions in Greater Melbourne¹. Unlike other sectors, such as electricity, transport emissions are still rising. Helping the community reduce their transport emissions is necessary to help avoid worsening climate change and to align with our emissions targets.

We are committing to net zero emissions by 2050, with an interim target of 50% reduction in CO₂ transport emissions by 2030.

Most transport emissions in Frankston are emitted by private cars. Connected Communities will help make it easier for people to switch car trips to walking, cycling, and public transport, and convert the remaining cars in Frankston to electric.

We will undertake transport emissions modelling to understand our current emissions profile and the steps required to align with our targets.

We will periodically audit our transport emissions in Frankston, in order to track our progress towards net zero emissions by 2050 and a 50% reduction by 2030.

4.2 Road safety target

In the period 2015-2020, 26 people lost their lives on roads in Frankston. Another 613 were admitted to hospital because of a crash. While many of the serious crashes in Frankston occur on roads managed by the State Government, others occur on our Council-managed roads.

We commit to eliminating fatalities and lifelong injuries on Council roads by 2040.

Council will also continue to advocate strongly to the State Government for safety improvements on the arterial road network.

Council will use State Government Crash Stats data to track our performance towards Vision Zero.

4.3 Access target

Increasing peoples' access to local shops and services within 800 metres of their home improves peoples' quality of life and reduces demand on our transport system.

We will monitor our progress towards improving access to shops and services at existing activity centres in Frankston. This will be done via infrastructure improvements, such as bike lanes and safe pedestrian crossings, in line with the State Government's 20-minute neighbourhood policy (see Section 11.1 for more details).

We will use a mixture of geospatial techniques to track our progress towards implementing 20-minute neighbourhoods across Frankston.

4.4 Mode share target

Frankston is a highly car dependent municipality. The most recent data available for all trip types shows that about 83% of all trips in Frankston are done by car (VISTA 2018). Even for trips easily done by foot or bike, 40% of car trips are less than 3km long.

Converting even a portion of these trips would have positive effects on local congestion and parking constraints.

We will use VISTA data to track our progress for all trip purposes and ABS Census data for journeys to work.

4.4.1 Transport scenarios

A series of transport scenarios have informed the development of Connecting Communities. We have used these scenarios to create achievable targets that will allow us to realise our vision for transport in our community and monitor our progress. These scenarios

are based on current transport patterns, from VISTA (2018) data (for all trips) and the latest ABS Census (2016) data (for work trips), scaled up to 2021.

Two future scenarios are offered – a business as usual scenario, which is what we would expect to happen if we do not change the way we plan transport and a sustainable scenario, which includes ambitious and achievable targets for making sustainable transport accessible to more of our community. Each of these scenarios have a forecast year of 2041.

Due to population growth, the estimated number of trips per day will increase. Figure 8 shows that if vehicle mode share remains the same as it is today, 15,000 extra car trips per day can be expected on Frankston's roads by 2041.

Increasing walking, cycling, and public transport is necessary to reduce traffic congestion. Achieving the Sustainable scenario targets will reduce car trips by 17%. This will reduce congestion and parking pressure, while making our communities healthier, more sustainable, and more liveable.

4.4.2 All trips

All trip types are shown in Figure 7. As of 2018, 83% of all trips in Frankston were by car while 13% were done on foot. Few trips by other modes occur daily.

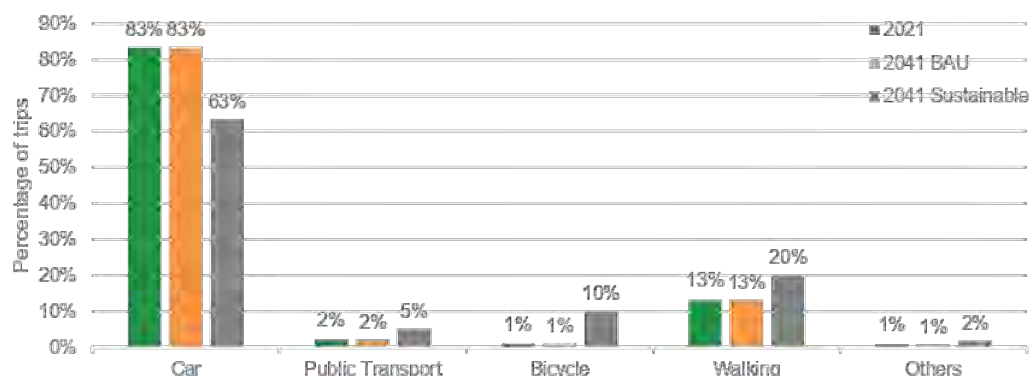


Figure 7 Mode share scenarios - All trips

Source: VISTA

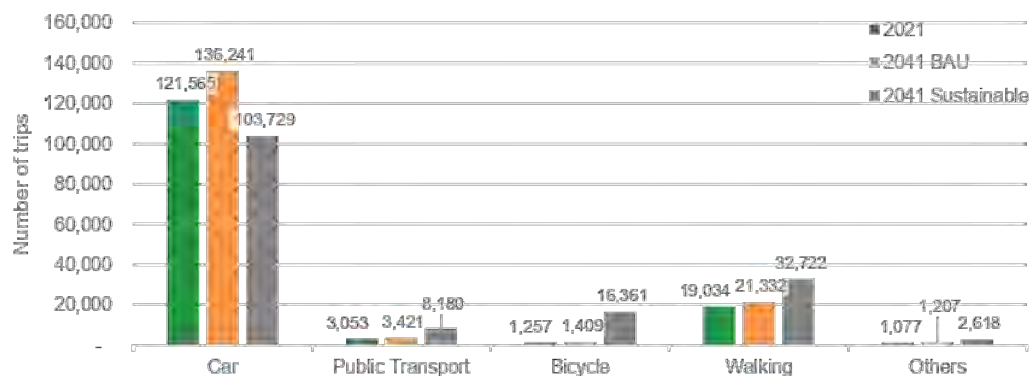


Figure 8 Trip number scenarios - All trips

Source: VISTA

4.4.3 Trips to work

The latest data shows some 90% of Frankston residents drive to work. With population growth increasing 12.3% by 2041, this will put another 7,000 car trips on Frankston roads every day, mostly during peak hour. We have set Sustainable scenario targets separate from all trip types because work trips are often longer than other trips.

For this reason, we have set a higher public transport target for commutes and relatively more modest active transport targets.

These targets will help guide the way we invest in the transport system, to ensure we create lasting change

towards a more sustainable, healthier community with a better range of transport choices for everyone in the community.

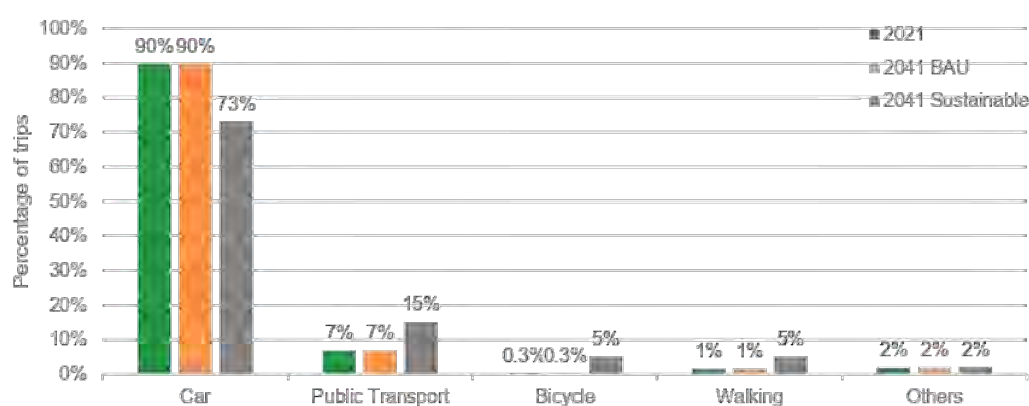


Figure 9 Mode share scenarios - Journey to work

Source: ABS

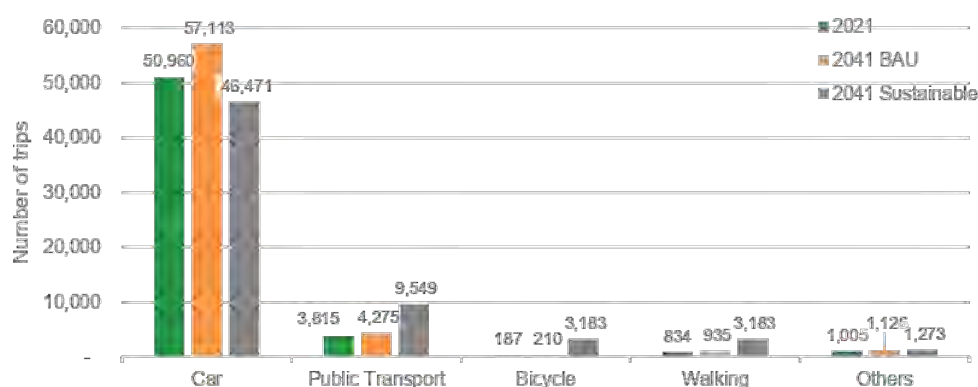
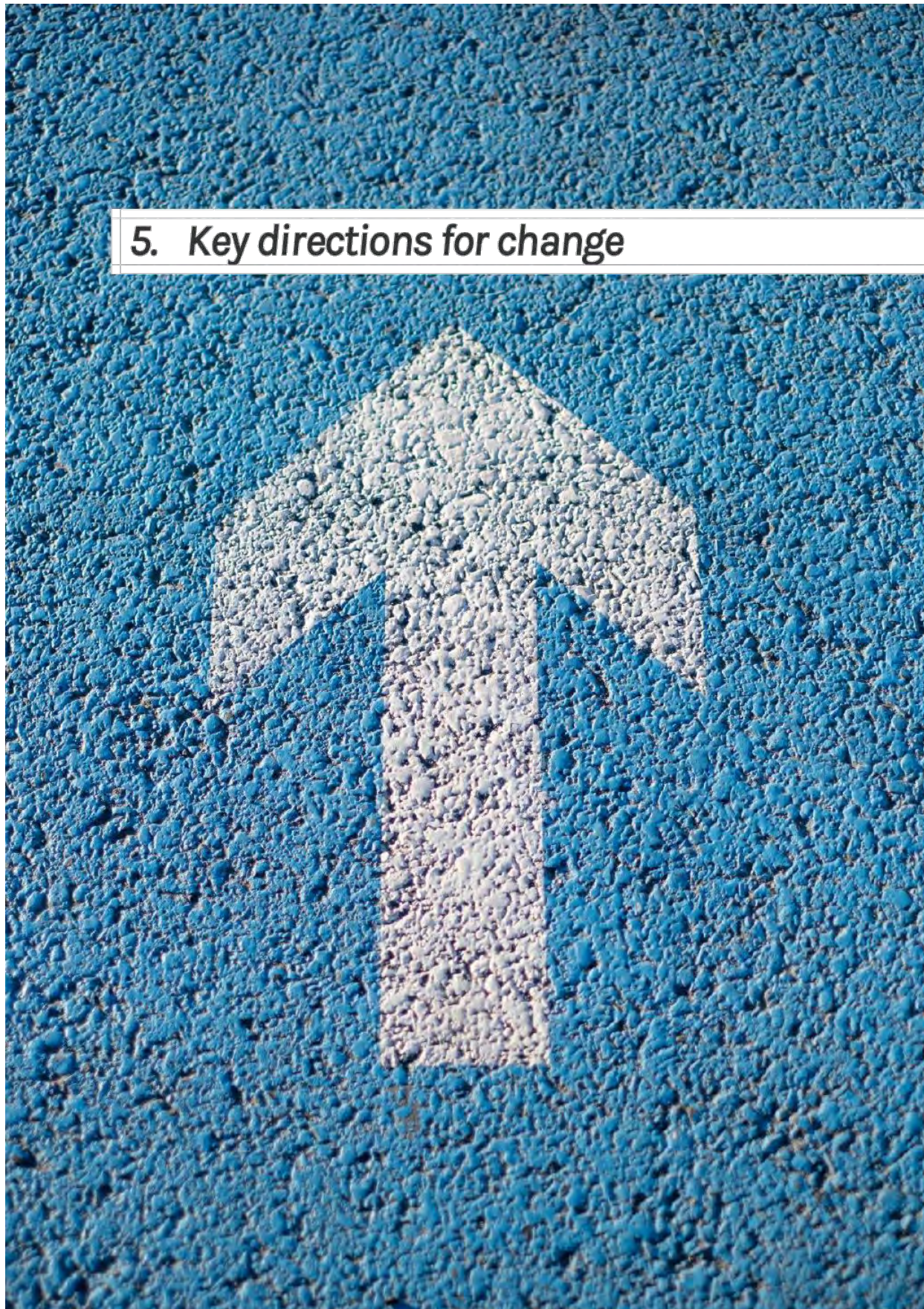


Figure 10 Trip number scenarios - Journey to work

Source: ABS

5. Key directions for change



Council has identified several key directions for change in Frankston. Figure 11 shows how these changes would look, across all of Frankston. Details on these changes can be found in the following sections.

upgrades to the road network, making it easier to get around while unlocking Frankston's potential. Safe cycling routes along convenient corridors, will connect all parts of Frankston. Extension of electrification of the rail will give more people more access to public transport. High-capacity public transport will run along our arterial roads, connecting communities to key destinations. Freight upgrades will bring trucks off our neighbourhood streets while supporting jobs.

There is significant scope for us to improve the transport choice in Frankston. As shown in Figure 11, this includes



Figure 11 Future Frankston Transport System

5.1 Implement the Electric Vehicle Charging Roadmap project

Council will advocate for funding and work in partnership to support the roll-out of public electric vehicle charging infrastructure per the Electric Vehicle Charging Roadmap project, developed with the South-East Councils Climate Change Alliance (SECCCA). Council will further work to ensure that electric vehicle charging is powered by renewable energy and highlight the importance of doing so for any private EV chargers in our community.

5.2 Capitalise on major transport projects

Frankston has seen increases in State and Federal infrastructure projects, including the Level Crossing Removal Projects and Commuter Car Park Upgrades. These projects offer unique opportunities to make further improvements to local transport networks, including advocating to the State Government, and undertaking projects ourselves. This may include safer crossings and wider footpaths, safe bike connections, alternative traffic routes, bus network reviews, and other local improvements.

5.3 Real time car parking information

Finding a car park can be difficult and that's why Council will investigate opportunities to install smart infrastructure to provide real time information on where available parking bays are. This will help people find a park sooner and spend less time circling.

5.4 Better integrate our train stations with the wider transport network

For many people in Frankston, the train station is their connection to the rest of Melbourne. Connecting Communities contains a series of actions designed to make it easier for people to transfer from one mode of public transport to another. Some of the key transport integration actions are introduced below.

5.5 Create high quality walking and cycling networks connecting the community together

We've heard that finding a car park at a train station is getting harder, and we know that building more car parks only goes so far. Connecting Communities makes it easier for more people to access everyday shops and services via sustainable modes.

5.6 Monitor and act on emerging transport technology

There are a range of new and innovative transport technologies likely to change transport patterns and behaviour in the near future. This includes more affordable electric vehicles, a wider range of shared transport options, trackless trams, and passenger drone technology. While many of these are still in their infancy, Council will investigate emerging transport policy opportunities to ensure we are able to capitalise on the technology that help us meet the targets set out in Connecting Communities. This will ensure we are well-placed to receive the benefits of new transport technology while protecting the natural and built elements that make Frankston the best place in the world to live.

5.7 Create a coherent, attractive, and safe cycling network

So many of the trips we make by car are surprisingly short – and cycling is a great way to get around for short trips. Council will implement a comprehensive cycling network to enable more people to ride in a safe environment, connecting communities to shops and other key destinations. This will provide more opportunities for bike transport trips, and greater uptake of e-bike and other forms of micro mobility. Council will develop and construct a Cycling Transport Network. Figure 15 provides an overview of different types of cycling environments.

5.8 Make walking and cycling to school the preferred choice in Frankston

Walking and cycling to school have steadily declined in the preceding decades. Currently, approximately 60% of students are driven to school. Children being driven to

school decreases opportunities for exercise and the development of child independence. It is also one of the bigger stresses on our road network, making up to 15% of all car trips. Working with schools in Frankston to create an Active Travel Plan, and supported by safe infrastructure upgrades, Connecting Communities will improve student health and learning outcomes while also reducing traffic congestion.

5.9 Highways to Boulevards

Many of the most direct routes in Frankston are along highways. While they are good at moving high volumes of cars, their design limits the ability for people to walk or cycle along them. These corridors are often lacking in street trees and green buffers between the busy road and abutting homes. Improving the pedestrian and cycling paths along these corridors will be key to efficiently moving people using all modes of transport and make them attractive boulevards to live on.

Nepean Highway has been identified as a key corridor to transform into a people-focused civic and economic corridor.

5.10 Quick Wins

Council has identified a range of quick wins that will allow us to begin to make improvements to our transport system right away. These actions will provide the groundwork to build on the more lasting change we will deliver as part of our long-term actions.

1. Provide more information on existing bicycle trails within the Frankston municipality
2. Trial an 'Open Street'
3. Expand shared micro-mobility to be LGA wide
4. High-capacity bus corridors as a 'turn up and go' service
5. Implement a consistent bike parking design standard
6. Adopt Vision Zero for road safety
7. Develop a road hierarchy based on the Movement and Place Framework
8. Provide educational resources to help the community in their transition to electric vehicles and e-bikes
9. Review freight access in industrial areas
10. Trial Parking Overstay Detector Systems and smart parking technology in Council owned car parks to improve parking management
11. Investigate car share options linked to new developments within the Central City (FMAC).



6. Walking



Walking forms part of every transport trip we make, whether it's walking from the car park to our destination or walking to the railway station to get to work. A safe and comfortable walking network benefits us all. As highlighted throughout this strategy, the creation of a 20 Minute Neighbourhood is critical to give more people easy access to a diverse set of destinations within a short walk of their home.

6.1 Walk to school

As highlighted earlier, walking to school provides a range of benefits to students, as well as the wider community. Despite these benefits, the number of students walking to school is much lower than in the past. Car trips to school make up to 15% of all traffic during peak periods. Encouraging more students and parents to walk (or scoot or ride) brings health, educational, and transport benefits.

Council will implement a targeted Active Travel Plan by working with each school in Frankston and their surrounding community to make active travel to school safe and enjoyable. This will include a mixture of infrastructure upgrades, and programs to encourage students and parents to actively travel. Steps undertaken as part of this program include, but are not limited to:

- Analysis of where students live in relation to their school
- Analysis of current school travel mode share
- Workshop with parents and students to understand the local environment
- Site inspection to review local infrastructure and observe travel behaviour
- Mapping of key barriers and opportunities
- Assessing opportunities to lower the barriers presented by large transport infrastructure, such as Moorooduc Highway and Peninsula Link.
- Mapping of key active travel corridors
- Upgrade of infrastructure to support active travel
- Programs, such as Open Streets (see Box 1), to drive long-term change in school travel

- Program evaluation.

Box 1 provides a case study of the Open Streets program in Moreland.

Case Study: Open Streets

Open Streets, shown below is a pilot program run by Moreland City Council. By opening the street outside the school to walking and cycling (and closing the street to cars), parents felt more comfortable letting their children walk or ride. This pilot has seen an increase in walking and cycling for participating schools and significant positive feedback that has seen the program expanded to other schools requesting to take part in the pilot.



Source: Moreland City Council

Box 1 Open Streets

6.2 Footpaths for everyone

Many parts of Frankston have incomplete footpaths, with footpaths missing from one or both sides of some streets. Delivering a complete footpath network is important to ensure that no one is limited in their everyday transport options. A missing footpath or crossing point reduces independence and limits transport choice. Figure 12 shows the gaps in the path network that we will fill. Off-road footpaths are named reserved, minor paths are small gaps in the network that we will prioritise, before filling the longer path gaps.

These paths were identified and prioritised using a path prioritisation matrix. The full details of this can be found in the Paths Development Plan 2020.

7. Cycling



Cycling has the potential to be one of the best ways to get around Frankston. It's healthy, affordable, and sustainable. By filling the gaps in the network, Connecting Communities will give more people the choice to cycle. This will help reduce congestion, emissions and parking pressure, while helping us becoming healthier.

7.1 Cycle network design principles

Council will implement a cycle network that supports those of all ages and abilities to cycle. Figure 13 and Figure 14 will help inform the development of the future Frankston Bicycle Strategy by guiding the selection of infrastructure capable of creating a safer, more attractive network of streets and paths in which to cycle. Figure 13 provides a matrix of appropriate cycling infrastructure, depending on the speed limit and the number of vehicles per day along a given street.

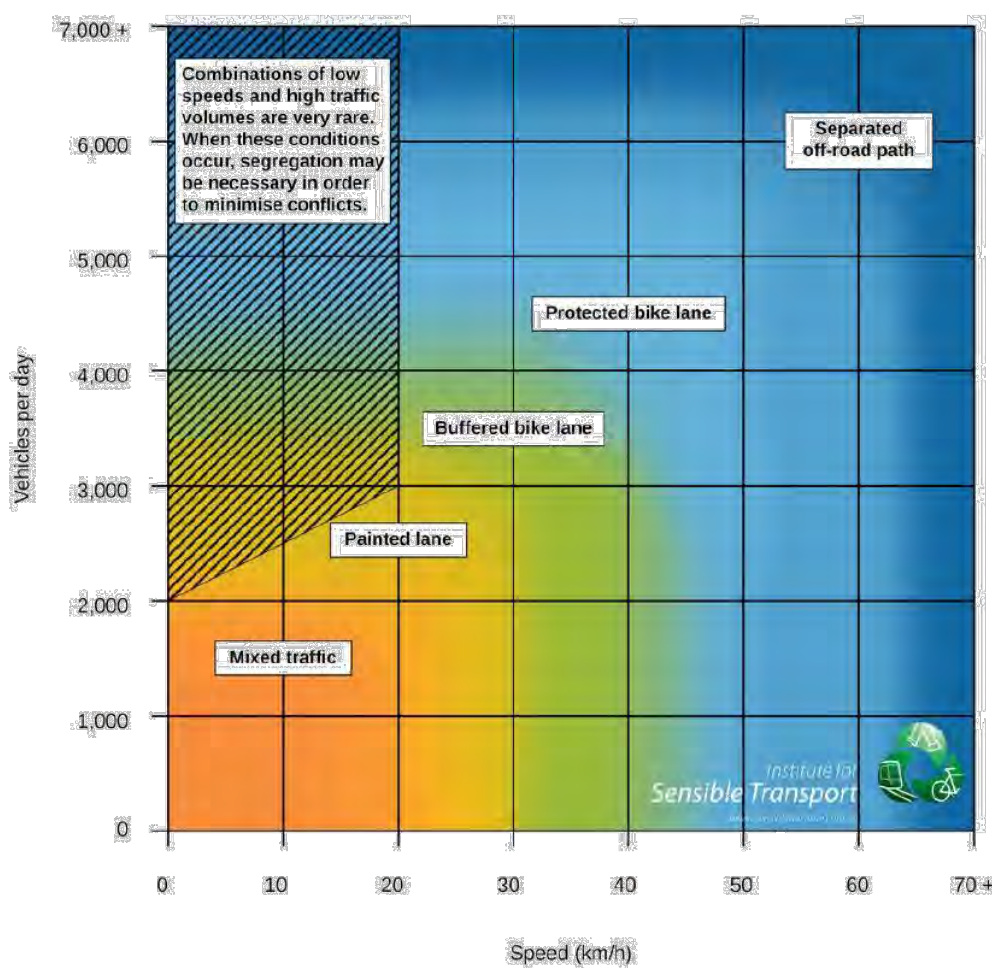


Figure 13 Appropriate cycling infrastructure matrix

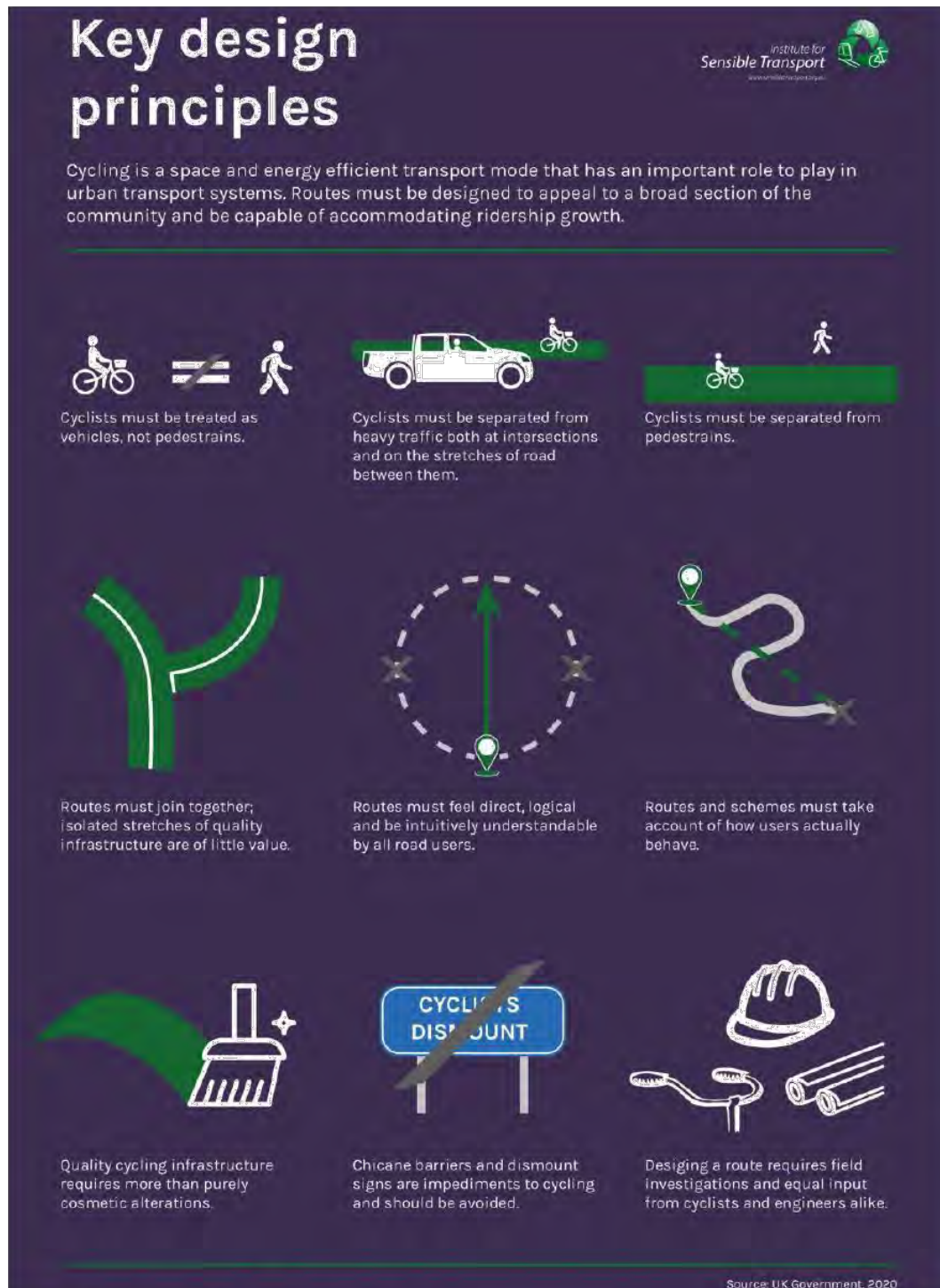


Figure 14 Bicycle network design - conceptual principles

Source: Adapted from work produced by the UK Government, 2020

When building the Frankston Cycle Network, Council will enhance the value proposition cycling offers by:

1. Extending the existing off-road network
2. Providing separated on-road cycle lanes in the inner-city area
3. Creating new pedestrian and cycle bridges
4. Making crossing the road safer where a path intersects with a major road
5. Widening existing painted lanes and lowering traffic speeds.
6. Enhancing cycling connections to schools and industrial areas, as well commercial zones and around public transport
7. Building connections that overcome the barriers presented by large transport infrastructure such as Moorooduc Highway and Peninsula Link.

7.2 Shared two wheeled transport

Well over 1,000 cities have established bike share programs over the last decade, including Frankston. There are a number of reasons cities have supported bike share use, including:

1. Increased transport choice, including enhanced integration with public transport (the last mile solution)
2. Reduced congestion
3. Lower greenhouse gas emissions
4. Increased physical activity.

Bike share and e-scooter share are seen as a step towards what is known as a Mobility as a Service (MaaS) transport system, in which one does not need to own a bike in order to have access to it. Even for people that do own a bike, bike or e-scooter share is seen as attractive as it opens up the ability to use those devices for one-way travel.

Council will continue to support new technological innovations in shared micro mobility. We will monitor our current e-bike share scheme and recent e-scooter trials in inner-Melbourne. We will seek to expand opportunities for greater use of shared micro mobility.

7.3 Improve access to the existing Cycle Network

Frankston has several pieces of off-road cycle infrastructure already. However, points of access along these corridors are often limited. This makes it difficult for residents to use this infrastructure.

As an example, the northern side of Skye Road has a continuous shared path. However, there is no ability for residents at side streets intersecting with Skye Road to access the shared path. Providing pram ramps or other crossing infrastructure at side streets will improve access to the existing cycle network. All existing paths in Frankston will be reviewed and improved access provided at all side streets.

7.4 Bike parking

Bike parking designs have changed a lot in the last few decades. Frankston now has many bike parking hoops that are no longer fit for purpose. Having a consistent bike parking design ensures a consistent parking experience for Frankston residents and visitors.

Street bike parking will follow Australian Standard AS2890.3 (2015) with additional guidance provided via Austroads Bicycle Parking Facilities research report².

7.4.1 Parkiteer

Frankston currently has secure bike parking at Seaford and Frankston Railway Stations. These provide peace of mind for rail commuters arriving by bike. Parkiteer cages could be provided at all railway stations including Kananook Railway Station.

7.5 Frankston Cycle Network

The proposed Frankston Cycle Network is shown in Figure 15. It shows the existing separated cycle infrastructure as well as the State Government Strategic Cycle Corridors (SCCs) and Principal Bicycle Network (PBN).

The SCCs should be prioritised and delivered in partnership with the State Government. These are the cycle highways that run along direct routes, connecting

² <https://tinyurl.com/2krfsym8>

key destinations to each other. The PBN fills in the important municipal connections.

Key cycling corridors along main highways, such as Frankston-Dandenong Road, Frankston – Flinders Road, Cranbourne Road, and Nepean Highway will be transformed into boulevards. Council will improve walking and cycling and create more green spaces along these vital corridors. This will improve the safety and

comfort of those using active transport while minimising impacts to the road network.

The design of the new cycle infrastructure will be based on the guidelines shown in Figure 13 and Figure 14.

Delivering the proposed Frankston Cycle Network will help us make more of our trips by bike. This will help reduce congestion, reduce emissions, and improve our health and wellbeing.



Figure 15 Proposed Frankston Cycle Network

8. Public transport



Frankston's public transport network provides access to the Melbourne CBD and inner-city while also connecting to the Mornington Peninsula. Council will advocate to the State Government to improve our public transport network to better serve our residents and businesses.

Frankston has a public transport network comprising 26 bus routes, one metro rail service, and one diesel rail service. This section focuses on the actions required to increase public transport use in Frankston.

8.1 Rail

We will welcome opportunities for improvement to the Frankston rail corridor that help create better transport options for the local community and better public transport services for Frankston.

Extension of electrification of the railway line would create new opportunities for Frankston and the region. New areas would be connected to Frankston and the Melbourne CBD by high frequency, convenient rail.

8.1.1 Stations

8.1.1.1 Frankston Station

Extending electrification of the railway line opens opportunities to improve Frankston Railway Station, as shown in Figure 16. Frankston station would need an additional through platform to be constructed, allowing two-way travel southwards.



Figure 16 Future infrastructure upgrades for Frankston railway station

Source: Institute for Sensible Transport, Nearmaps

Platform 1 (closest to Young Street) is a dock platform, and connection south would be undesirable from an

urban realm perspective. A new platform could instead be built on the eastern side of the two through rail tracks, on space currently used as rail sidings.

Additionally, this would allow for the closure of platform 1 (closest to Young Street), providing increased open space for the activity centre.

Considering the increased car parking proposed for the northern end of the car park, near Beach Street, there will be increased demand for station access from the north. Providing a new northern station entrance will improve access to the station and for visitors to the northern end of the Frankston city centre.

8.1.1.2 Leawarra Station

Extension of electrification also precipitates upgrading Leawarra Station to accommodate metro rail services. With close proximity to Frankston's Monash University Campus, Frankston Hospital, and the home maker centre. Relocating the station west, closer to Moorooduc Highway would improve access to these key employment hubs, and grade separation would allow for station entrances on either side.

8.1.1.3 Frankston Heights Station

A new station at Frankston Heights, near the Mornington Peninsula Freeway, could increase transport choice. This station could be located near Willow Road and Aquarius Drive, providing accessible rail to nearby residents. Due to the residential nature of the area, and local catchment, minimal parking could be provided at this station.

8.1.1.4 Langwarrin Station

A new station in Langwarrin, north of Robinsons Road would give access to Bayside Christian College and surrounding residents. Due to the proximity to Mornington Peninsula Freeway and major arterial roads, this station would be a good location for a large park-and-ride facility.

8.2 Bus

8.2.1 Network coverage

Bus coverage across Frankston is relatively good. The wider area had a population of 134,143 at the 2016 Census. Of these, 39% live within 200 metres of a bus stop. Over 75% of the population live within 400 metres of a bus route. This indicates that we have a comprehensive

bus network, which places almost all residents within walking distance of a bus route.

8.2.2 High-Capacity Corridors

There are several important desire line movements between Frankston and surrounding residential and employment hubs. This includes Cranbourne, Dandenong, and Mornington. Council will advocate to the State and Federal Governments to deliver high-capacity public transport services between these essential nodes. This could be via trackless tram, conventional tram, Bus Rapid Transport, or other innovative public transport solutions. In the interim, Council will advocate for better coordination of timetables, creating a turn-up-and-go system along key corridors. Delivering these corridors will better connect our community to jobs, shops, and services.

8.2.3 Frequency

There are some routes in the Frankston bus network with low frequency. Three of Frankston's 26 bus routes are classed as 'limited'; they only have less than 10 services per weekday, while an additional ten have less than 20 services per day; only five routes have 30 or more services per day. This means that while 75% of the population live within 400m of a bus stop, there is differing levels of service quality. Some 63% of the population live within 400m of a bus stop with ten or more services per day, while only 38% live within 400m of a bus stop with 30 or more services per day (approx. every 20-30 minutes, on average between buses).

There is significant scope to increase bus frequency, expanding the percentage of the population covered by a quality bus service. Recent timetable improvements along the 'Turn Up & Go' corridors are an excellent initiative, which should be expanded.

8.2.4 Interchange

Almost all bus routes in Frankston services Frankston Railway Station. The current interchange on Young Street supports buses that terminate and loop back in the direction they arrive from, with two roundabouts allowing buses to easily turn around. Likewise, the current arrangement has stops on both sides of the road, which allows buses to form a through-route (i.e., they run from one side of the urban area to the other, running through the city). The current interchange is also well located from a passengers' perspective, being close to Frankston CBD and the railway station.

Box 2 provides a brief snapshot of some international trends from best practice bus interchanges.

International interchange trends

Modern public transport systems have been moving away from terminus interchanges (e.g. the last stop is at the interchange) towards through routed interchanges (e.g. the last stop is outside the interchange). Through routed interchanges offer better connectivity with surrounding urban form, require less space, have more passive surveillance, offer vibrancy to waiting areas, and minimise diversion (shortening travel time), compared to centralised terminus interchanges.

Cities with successful Bus Rapid Transit Systems have similarly implemented interchanges along existing rights of way, which integrate with, and enhance the urban environment (via Bourke Street Mall style dedicated busways).

Box 2 International interchange trends

Given local and international context, it is best to leave the interchange in its current location, but remove through traffic which causes congestion and competition in street space with buses. There is significant scope to increase the amenity of the interchange following extension of electrification of the railway.

8.2.5 Accessibility

Implementation of any changes to improve accessibility of the bus network should be done in compliance with the Disability Discrimination Act 1992, the Disability Standards for Accessible Public Transport 2002, and the Commonwealth Department of Infrastructure, Transport, Regional Development and Communications guidelines for developing accessible public transport. It is especially important to place the Department's four guiding principles at the fore in any reform or improvement programme (Department of Infrastructure Transport Regional Development and Communications, 2020):

1. People with disability have a right to access public transport
2. Accessibility is a service, not an exercise in compliance
3. Solutions should meet the service needs of all stakeholders and be developed through co-design
4. Reforms should strive for certainty.

8.2.6 Bike racks on buses

Bike racks on buses, like the one shown in Figure 17, increase the reach of the bus network for more people. The geographic reach of the public transport system can be greatly expanded by facilitating bikes as being part of passengers' journeys. Council will advocate to the State Government to introduce bike racks on buses, especially those routes which have more challenging topography and/or travel significant distances, as both are barriers to cycling. This allows passengers to use a bike for the journey from their home to the boarding bus stop, and/or the journey from the alighting bus stop and the destination.



Figure 17 Bike rack on a bus

Source: Star Mail – Upper Yarra

It is critical that bike racks should be fitted to all vehicles which service the route, providing consistency and certainty to users. Consideration in selection of routes should include turning circles, and how the added length may affect the ability of the bus to navigate the route. The implementation of bike racks on buses is an initiative that would fall under Metro's responsibility, rather than Council.

One of the main purposes of the racks is to offer the security to new cyclists that if circumstances arise that make it difficult to complete the trip by bike alone, they have another option. Poor weather, mechanical failure, and night-time security issues are just some of the reasons why having bike racks on buses can help boost cycling (and public transport usage). The benefit resides in the peace of mind that comes from knowing you can always put your bike on a bus if you need to.

Finally, it is noted that such an initiative will likely require changes to legislation (as has been the case in other Australian states), working practices of bus operators, and educating passengers. These should be

considered in partnership with the State Government, bus operators, and key stakeholders.

8.2.7 Increase bus priority

In heavily congested areas, bus performance can deteriorate significantly with buses stuck in traffic.

Opportunities to provide bus priority, via bus lanes or bus-only turn lanes, could ensure buses are fast and reliable. Council will work with the Department of Transport and Planning and local bus operators to identify opportunities to increase bus priority. Areas with high volumes of buses and local congestion, including in and within FMAC, will be a priority.



9. Motor Vehicles



As with many other cities, Frankston's road network reflects the legacy of decades past, when the movement of motor vehicles was the overwhelming transport priority of all levels of government. While shifting people out of cars and onto other modes of transport is vital to managing our future transport system, road improvements will still be required.

Council will continue working to ensure the road network is safe and accessible for all road users. We will continue to work with the State Government on road project upgrades that provide value to the community, while positioning us to a future transport network that is electric and has more diverse transport choice.

9.1 A clear road hierarchy

Having a clear road hierarchy will help us make decisions about the road network, based on the size and function of any street or road. Using the State Government's Movement and Place categories, having all streets in Frankston mapped by their function will allow us to better manage the road network.

9.2 Work with State-government projects

Frankston contains a network of arterial roads and freeways that are managed by the State Government. Many of these roads will need to be upgraded in the future to support population growth and facilitate vehicle movements. Council will work with the State Government to ensure Frankston gets good outcomes from these upgrades. Upgrades that are already planned include:

- Upgrading roundabouts to intersections on the Western Port Highway
- Latham Road Upgrade
- Thompson Road Duplication
- Hall Road and Western Port Highway Upgrade
- Hall Road and Western Port Highway Upgrade
- Golf Links Road Upgrade.

9.3 Local area transport management plans

Council will implement change to local streets in Frankston via Local Area Transport Management Studies (LATMs). This will consider traffic and transport issues within a local area holistically.

We have developed a LATM Strategy, outlining the boundaries of each area, a consistent approach to implementing an LATM, budget, and priority sequence. As implementation of the LATM Strategy progresses, this will ensure day-to-day traffic and transport issues can be managed holistically.

9.4 Managing speeds

Setting safe speed limits within Frankston is key to ensuring it becomes an even more vibrant, safer, and pedestrian-friendly city. Introducing a default speed of 40km/h within residential and school areas, and lower within activity centres, will get us on the path to Vision Zero.

We will work to develop and implement our Safer Speeds Plan, in tandem with the LATM Strategy.

9.5 Electric Vehicles

Electric vehicle sales are growing rapidly. If charged from renewable energy, EVs can reduce transport emissions and improve local air quality. To accommodate the community's switch to EVs, a network of EV chargers is required.

To help the community in their transition to EVs, we will provide educational resources and support to assist residents and business owners gain a better understanding of EVs, including available models, range, price, charging time, etc.

9.5.1 Electrify the Council fleet

We have an important role to play as a leader in adopting new technologies. We are committed to converting all Council-owned vehicles to electric over time, where feasible. This will help drive down Council emissions and reduce operating costs.

9.5.2 Public EV chargers

We will support the roll-out of a public electric vehicle charging network to meet our growing charging needs. We have identified the optimal sites for this as part of a

project with the South East Councils Climate Change Alliance (SECCCA) and other councils in the region. The areas where new EV chargers will be prioritised for installation are shown in Figure 11. Where needed, Council will advocate to and work with the Federal and State Governments and the private sector to deliver these chargers to help us transition to zero emission vehicles. Council will continue to communicate the importance of the chargers being powered by clean, renewable energy.

9.5.3 Residential charging

Most EV charging will happen at home. However, dedicated charging infrastructure is required to ensure safe and regular charging can occur at home. Council will provide educational information to households regarding the installation of EV charging at home and the importance of powering EVs with the use of renewable electricity.

Council will hold 'come and try' community events with the EV community (e.g. Victorian branch of the AEVA) to showcase both Council and privately owned electric vehicles and other low emission transport options, such as e-bikes.

9.5.4 Car Share

Council will work with car share operators to trial a car share fleet in high-demand areas within Frankston. This will complement the already popular peer-to-peer car share use in Frankston, CarNextDoor. This will improve access to a vehicle for those who don't have a car or allow a household to reduce their car ownership, saving them money.

9.6 Freight

Freight and heavy vehicle movements are vital to the functioning of our society. Trucks and trains move goods across and within Frankston and are vital to ensure our

freight networks operate efficiently, and enable business and industry operation.

Figure 18 shows Frankston's key freight network, including a proposed rail freight line between Lyndhurst and the Port of Hastings. Frankston's major industrial precincts are generally well served by the arterial and freeway networks.

9.6.1 Freight by rail

Frankston has freight rail services operating between the Long Island Steel Company at the Port of Hastings and the Port of Melbourne. The Port of Hastings itself is likely to increase in trade into the future, increasing demand for land-side transport, particularly freight. There is no additional capacity to service growth in freight rail services on the Frankston line. Recent strategic work has been undertaken to determine the best alignment for rail freight between the Port of Hastings and the freight rail network.

Development of a new rail corridor to the Port of Hastings could increase metro service capacity for the Frankston Line and improve freight rail access between the Port and industry in the South-East.

9.6.2 Freight by road

As a gateway to the Mornington Peninsula, and with local industry requiring goods, there is a significant number of freight movements across our road network every day. While much of it uses the arterial road network that is managed by the State Government, many trips start or finish on local roads.

Council will continue ensuring freight access to business and industry is safe and efficient while advocating for improvements to the Principal Freight Network. Council will also review the local road network, ensuring that freight movements are supported within industrial areas of Frankston.



Figure 18 Frankston freight network

10. Car parking



Car parking supply has been found to have a profound influence over transport mode choice, housing, and development costs, as well as the quality of public space.

10.1 Better management of car parking assets

Car parking, both on-street and off-street, constitutes significant land use within the Frankston city centre and surrounding urban area. There are over 2,300 off-street parking bays within walking distance of the Frankston city centre that are owned by Council. Approximately 2,400 private off-street parking bays are also available. We can improve the efficiency of these parking bays by implementing real-time monitoring and street-facing displays, to help people find an available bay more efficiently. This would encourage higher use of off-street parking bays and help us better understand current rates of use. Consolidating car parking can also help unlock better urban realm outcomes, such as providing more open space.

10.1.1 Decision-making framework

Parking constraints are a common issue we deal with at Frankston. Indeed, it is an issue well-known across Australia. We recognise that there are times where changing parking to other uses is beneficial, such as on-street dining. However, where we recognise parking to be an ongoing desirable use of land for an area, Council will implement a clear decision-making framework to ensure consistent and fair outcomes. This will ensure we can get good outcomes from our car parking that meets community expectations.

Figure 19 outlines the process we will undertake when assessing a potential parking issue. First, we will collect data to understand if the issue raised meets Council's and the community's threshold for taking action. This will include data such as occupancy surveys but also the views from the local community.

Council will then analyse these data, using the three key questions in the graphic to determine whether action is required or not. Should no action be required, we will inform the community of the outcome of the analysis, including a detailed rationale for why no action will be taken.

However, should there be a need to act, we will respond using the stages of actions outlined in Figure 19. These stages are a hierarchy. First, we will investigate opportunities to **reduce demand**. This could include encouraging people to use alternative modes of transport or changing their parking behaviour. Once we have implemented actions that help reduce demand, we will again analyse the parking issue to see if the issue persists. If the issue is resolved, then the community will again be informed of the outcome and the resolution of the issue.

Should the issue be found to persist, and we have exhausted all possible actions to reduce demand, then we will move down to the next stages. We will then repeat the sequence as above, but this time investigating all possibilities to **manage supply** of the existing parking (such as using PODS and real-time parking signage explained below), and only then considering opportunities to **increase supply**.

As always, we will inform the community of the outcomes following each stage and provide opportunities for feedback throughout the process.

10.1.2 Parking Overstay Detection System (PODS)

PODS are small in-ground sensors linked to a central computer system that provides Council with precise data on the time spent by each car in a PODS parking space. It is used to increase parking enforcement and improve parking compliance. It is also useful for providing Council with detailed occupancy data for high-demand areas.

10.1.3 Real time parking availability information

PODS can be integrated with real-time parking information. This can improve the efficiency of existing parking supply by directing drivers to available parking spaces. This reduces congestion caused by cars cruising for a free space and provides the community with an accurate and up-to-date understanding of car occupancy in the area.

Other cities have integrated real-time parking information into apps and websites, improving the parking experience.

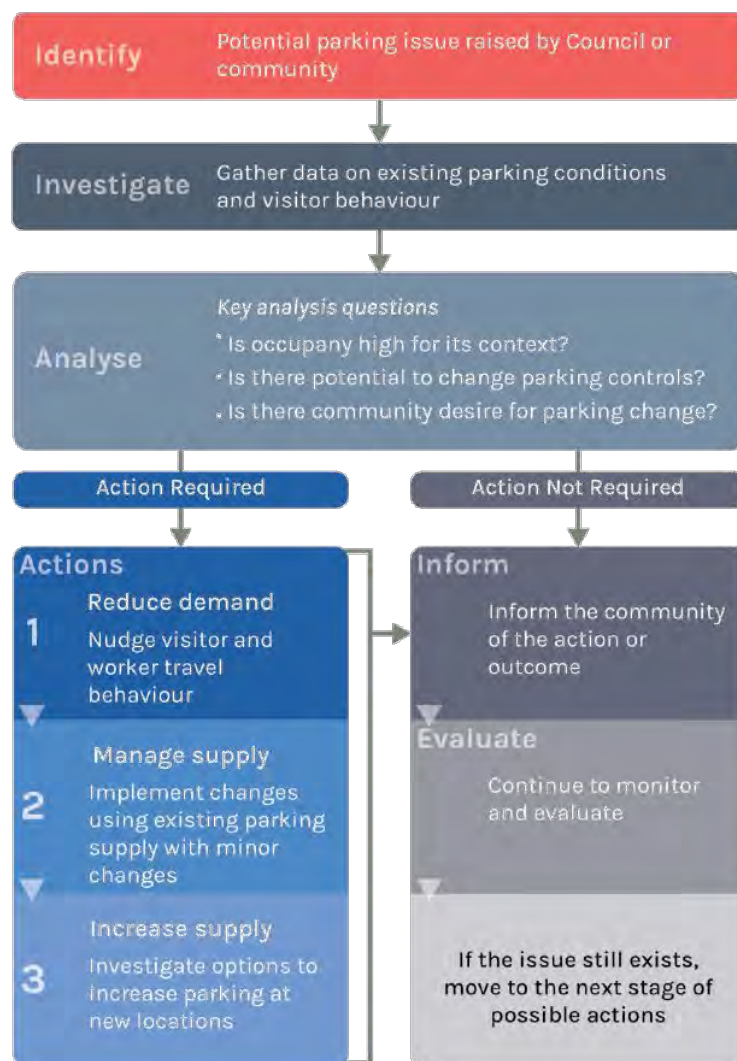


Figure 19 Car park decision-making framework

11. Built environment



11.1 20-minute neighbourhoods

Plan Melbourne 2017-2050, the Victorian State Government's plan for guiding change in Melbourne, is supported by the principle of 20-minute neighbourhoods. The 20-minute neighbourhood supports the concept of 'living locally'—giving people the ability to meet most of their daily needs within a 20-minute return walk from home, including access to safe cycling and local transport options.

The places we live have a direct impact on our health. By creating well-designed walkable neighbourhoods that are connected through a mix of land-uses, housing types

and access to quality public transport, we can create more communities that are healthy and liveable. While many of our established areas have some built form features for a 20-minute neighbourhood, they are not always walkable and may not offer affordable housing options.

Figure 20 shows the elements that are key to being able to live locally.

Council will work to improve access to existing activity centres for walking and cycling, shown in Figure 21. We will also identify opportunities to provide services that are missing in or near existing activity centres.



Figure 20 Features of a 20-minute neighbourhood

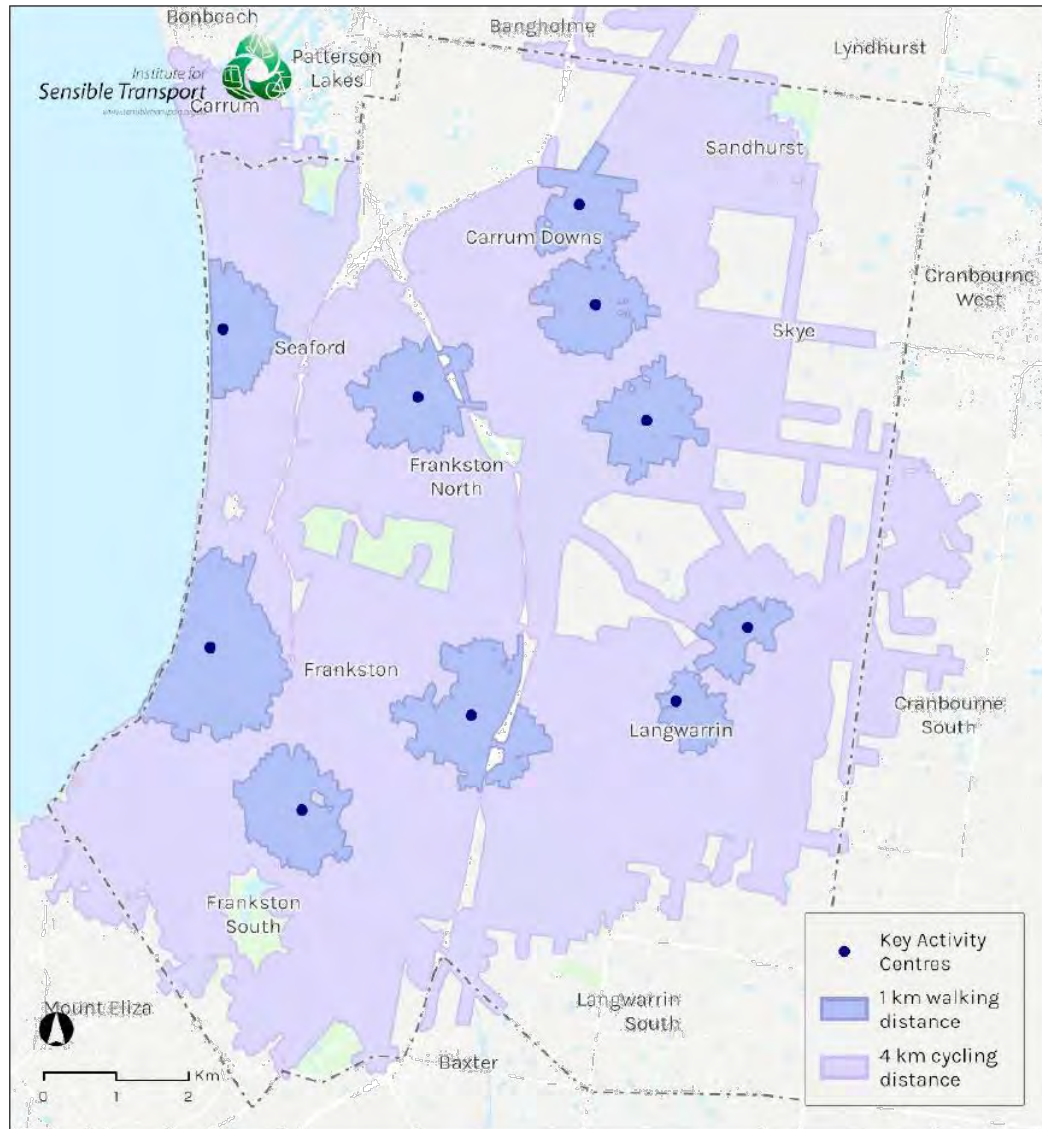


Figure 21 Walking catchment to key activity centres

12. Actions and Implementation



This section identifies each of the actions included in the Strategy, as well as their recommended timeframe for implementation, high level cost range and expected impact.

The implementation of Connected Communities is a staged, long-term program of work. This includes some low-cost initiatives that will be implemented entirely by Council within a short time frame, as well as longer term, more costly projects. Council will also advocate on behalf of the Frankston community to the State Government for projects outside of Council responsibility, such as much needed improvements to our public transport system.

12.1 Multi-criteria assessment

Each of the actions included in this Strategy have undergone a scoring process using a multi-criteria analysis framework using criteria based on the Guiding Principles included in Section 3.2 of this Strategy.

Each action was given a score 1 – 3, based on the action's capacity to support the criteria's objective, with 1 being 'not at all or to a very limited degree' through to 3 being 'to a large degree'.

Table 1 on the following page provides the actions included in this Strategy, as well as the combined impact score, cost estimate and implementation period.

Many of the actions that are township specific should be implemented in coordination with other key placemaking and strategic planning projects.

Figure 22 provides a representation of each of the actions in terms of cost range and impact. The top left quadrant is the area that has actions that are high impact, low cost.

12.2 Monitoring and evaluation

Monitoring and evaluation are critical to tracking Council's progress on delivering upon the objectives of the Strategy. The following steps will be undertaken to ensure Council remain on track in achieving Council's vision for the future of Frankston.

- **Key performance indicators:** These will be developed for each action, to provide a clear metric Council can use to determine whether the action has been implemented.

- **Data Collection:** A method for collecting data and information relevant to each action will need to be developed.
- **Reporting:** An annual, internal review tracking the progress towards completing the actions of the Strategy will be conducted.
- **Continuous improvement:** Based on the annual reviews, identifying improvements that Council can make, to enhance its ability to achieve the vision of this Strategy will be undertaken.
- **Responsibilities and Resources:** Reviewing the roles and responsibilities for implementing the actions of the Strategy will be undertaken.
- **Five year major review:** Each five years, a major review and refresh of the Frankston Integrated Transport Strategy will be completed. This will include:
 - comprehensive review of the status of each action
 - an assessment of progress towards the Council vision, guiding principles and strategic outcomes of the Strategy.
 - an evaluation of transport patterns in Frankston and comparison with the mode share targets included in this Strategy.
 - a review of key challenges based on changes to the policy landscape and changes in technology that may require updates to the ambitions of the Strategy.
 - **evaluation:** A systematic process for evaluating the effectiveness and impact of the transportation strategy, including an assessment of whether the objectives have been met and whether the strategy has achieved its intended outcomes.

The evaluation of the Strategy should be flexible and adaptable to changing circumstances and new information. The evaluation should also provide information that can be used to inform future decision-making and improve the design and implementation of future transport policies and strategies.

Table 1 Implementation Table

Item	Initiative	Description	Estimated		
			Priority	Estimated Cost	Timeframe
1	Built-form	Deliver the Nepean Highway boulevard upgrade.	19	High: >\$1 million.	Medium: 4 - 9 years
2	Built-form	Support the establishment of co-working spaces in areas of high transport choice.	14	Very low: Less than \$50,000	Ongoing
3	Built-form	Advocate and engage with the State government to ensure active transport and sense of place is improved during the planning of large scale infrastructure projects	17	Very low: Less than \$50,000	Ongoing
4	Built-form	Develop a road hierarchy in collaborating with Department of Transport and Planning based on the Movement and Place Framework (QW)	18	Very low: Less than \$50,000	Short: 1 - 3 years
5	Car Parking	Implement a parking decision-making framework to guide consistent and fair on-street parking management.	9	Very low: Less than \$50,000	Short: 1 - 3 years
6	Car Parking	Consolidate car parking in high-use areas (fewer, larger lots) to lower congestion and frustration for those seeking a park.	11	High: >\$1 million.	Medium: 4 - 9 years
7	Car Parking	Investigate changes to the planning scheme to support parking maximums in appropriate locations.	11	Low: \$50,000 - \$250,000	Short: 1 - 3 years
8	Car Parking	Trial Parking Overstay Detector Systems and smart parking technology in Council owned car parks to improve parking management (QW)	9	Very low: Less than \$50,000	Short: 1 - 3 years
9	Cycling	Advocate to the State Government for the implementation of all Strategic Cycling Corridors.	22	Very low: Less than \$50,000	Ongoing
10	Cycling	Support a free trial of e-bikes for parents of primary school students, with the potential for expansion based on the results of the trial.	10	Very low: Less than \$50,000	Short: 1 - 3 years
11	Cycling	Review streets included in the re-sheeting program for low cost cycling upgrades in the form of line marking, bicycle markings.	15	Very low: Less than \$50,000	Ongoing
12	Cycling	Improve access to the existing shared path network from residential areas, through the Paths Development Plan and future Frankston Bicycle Strategy.	15	High: >\$1 million.	Medium: 4 - 9 years

Item Number	Category	Objective	Estimated Success	Estimated Budget	Timeframe
13	Cycling	Support businesses that encourage workers to ride to work in Frankston.	12	Very low: Less than \$50,000	Ongoing
14	Cycling	Prepare and implement Frankston Bicycle Strategy, including a Frankston Cycling Network for transport.	19	Low: \$50,000 - \$250,000	Short: 1 - 3 years
15	Cycling	Implement the Frankston Cycling Network with the design elements outlined in the ITS.	21	High: >\$1 million.	Ongoing
16	Cycling	Provide more information on existing bicycle trails within the Frankston municipality as part of the future Frankston Bicycle Strategy. (QW)	10	Very low: Less than \$50,000	Short: 1 - 3 years
17	Cycling	Expand shared micro-mobility (e.g. e-bike share) to be LGA wide through dialogue with commercial operator. (QW)	15	Very low: Less than \$50,000	Short: 1 - 3 years
18	Cycling	Implement a consistent bike parking design standard. (QW)	14	Very low: Less than \$50,000	Short: 1 - 3 years
19	Cycling	Provide sufficient, well located bike parking at railway stations.	14	Very low: Less than \$50,000	Ongoing
20	Freight	Identify all preferred freight routes and infrastructure upgrades, taking into consideration road & rail opportunities.	11	Very low: Less than \$50,000	Short: 1 - 3 years
21	Freight	Investigate opportunities to improve first and last mile freight within activity centres.	13	Very low: Less than \$50,000	Short: 1 - 3 years
22	Freight	Review freight access in industrial areas. (QW)	9	Very low: Less than \$50,000	Short: 1 - 3 years
23	Motor Vehicles	Strengthen the role the Frankston ring road, in order to reduce through traffic within the FMAC, via enhanced traffic signal priority and wayfinding, and traffic calming measures within central Frankston.	15	High: >\$1 million.	Medium: 4 - 9 years
24	Motor Vehicles	Implement the Safer Speeds Plan for Frankston (in tandem with the Local Area Traffic Management (LATM) Strategy).	13	Very low: Less than \$50,000	Short: 1 - 3 years
25	Motor Vehicles	Adopt Vision Zero for road safety. (QW)	11	Very low: Less than \$50,000	Short: 1 - 3 years
26	Organisation	Add e-bikes to salary packaging options for Council staff.	11	Very low: Less than \$50,000	Short: 1 - 3 years
27	Organisation	Monitor Frankston City's transport related greenhouse gas emissions each year to inform Council decision-making.	10	Very low: Less than \$50,000	Ongoing
28	Organisation	Track road safety performance annually.	10	Very low: Less than \$50,000	Ongoing

Item Number	Category	Action	Estimated		
			Score	Estimated Budget	Timeframe
39	Organisation	Track and monitor mode share targets, linked to Census years and new VISTA data.	10	Very low: Less than \$50,000	Ongoing
40	Organisation	Track and monitor progress towards creating 20 minute neighbourhoods across Frankston via analysis of VISTA data on trip length and mode choice.	11	Very low: Less than \$50,000	Ongoing
41	Public Transport	Advocate for public transport improvements, to, from and within the City Centre, including the electrification of the railway line beyond the Frankston Train Station.	17	Very low: Less than \$50,000	Long: 10 and over.
42	Public Transport	Advocate for a Frankston bus review, with a focus on more direct and frequent bus services.	18	Very low: Less than \$50,000	Short: 1 – 3 years
43	Public Transport	Advocate for bike racks on buses.	15	Very low: Less than \$50,000	Short: 1 – 3 years
44	Public Transport	Advocate for fully DDA-compliant bus stops and surrounding pedestrian environments.	18	Very low: Less than \$50,000	Short: 1 – 3 years
45	Public Transport	Advocate for improved amenity at bus stops, including seating, shade, e-ink real-time displays, etc.	13	Very low: Less than \$50,000	Short: 1 – 3 years
46	Public Transport	Implement railway station access plans for each station in Frankston.	20	Low: \$50,000 – \$250,000	Medium: 4 – 9 years
47	Public Transport	Work with DTP to improve the efficiency of the bus network, with a focus on Young and Playne Streets	19	High: >\$1 million.	Short: 1 – 3 years
48	Public Transport	High-capacity bus corridors as a 'turn up and go' service (QW)	16	Very low: Less than \$50,000	Short: 1 – 3 years
49	Transport Technology	Support the rollout of public EV chargers with external organisations in line with the SECCCA Roadmap, and install chargers where relevant to Council.	10	Low: \$50,000 – \$250,000	Medium: 4 – 9 years
50	Transport Technology	Support the community's EV transition with home EV charger installation information.	10	Very low: Less than \$50,000	Short: 1 – 3 years
51	Transport Technology	Increase the uptake of zero and low emission vehicles within Council's fleet	10	High: >\$1 million.	Short: 1 – 3 years
52	Transport Technology	Investigate emerging transport policy opportunities	9	Very low: Less than \$50,000	Short: 1 – 3 years
53	Transport Technology	Provide educational resources to help the community in their transition to electric vehicles and e-bikes. (QW)	12	Very low: Less than \$50,000	Short: 1 – 3 years

Item	Category	Objective	Estimated Score	Estimated Financial Budget	Timeframe
44	Travel Demand Management	Develop and implement a car share policy.	13	Very low: Less than \$50,000	Short: 1 – 3 years
45	Travel Demand Management	Deliver a Local Area Transport Management Plan to manage local transport issues across the LGA.	16	Low: \$50,000 - \$250,000	Medium: 4 - 9 years
46	Travel Demand Management	Work with schools in Frankston to prepare an Active Travel Plan for the school.	15	Low: \$50,000 - \$250,000	Medium: 4 - 9 years
47	Walking	Implement safe routes to school for every school in Frankston.	18	High: >\$1 million.	Ongoing
48	Walking	Provide footpaths on all streets, in-line with the Paths Development Plan 2020, within a prioritisation framework.	12	High: >\$1 million.	Ongoing
49	Walking	Convert all school crossings to zebra crossings.	10	Medium: \$250,000 - \$1 million	Medium: 4 - 9 years
50	Walking	Develop holistic accessibility plans, prioritising pedestrian and cyclist safety and accessibility, for each Neighbourhood to improve access to Local Shopping Strips.	20	Low: \$50,000 - \$250,000	Ongoing
51	Walking	Work with private shopping centres to improve active transport access from the street.	13	Very low: Less than \$50,000	Short: 1 – 3 years
52	Walking	Improve tree canopy and shade along streets that have high pedestrian activity, in alignment with the Urban Forest Strategy.	11	High: >\$1 million.	Ongoing
53	Walking	Trial an 'Open Street'. (QW)	15	Very low: Less than \$50,000	Short: 1 – 3 years

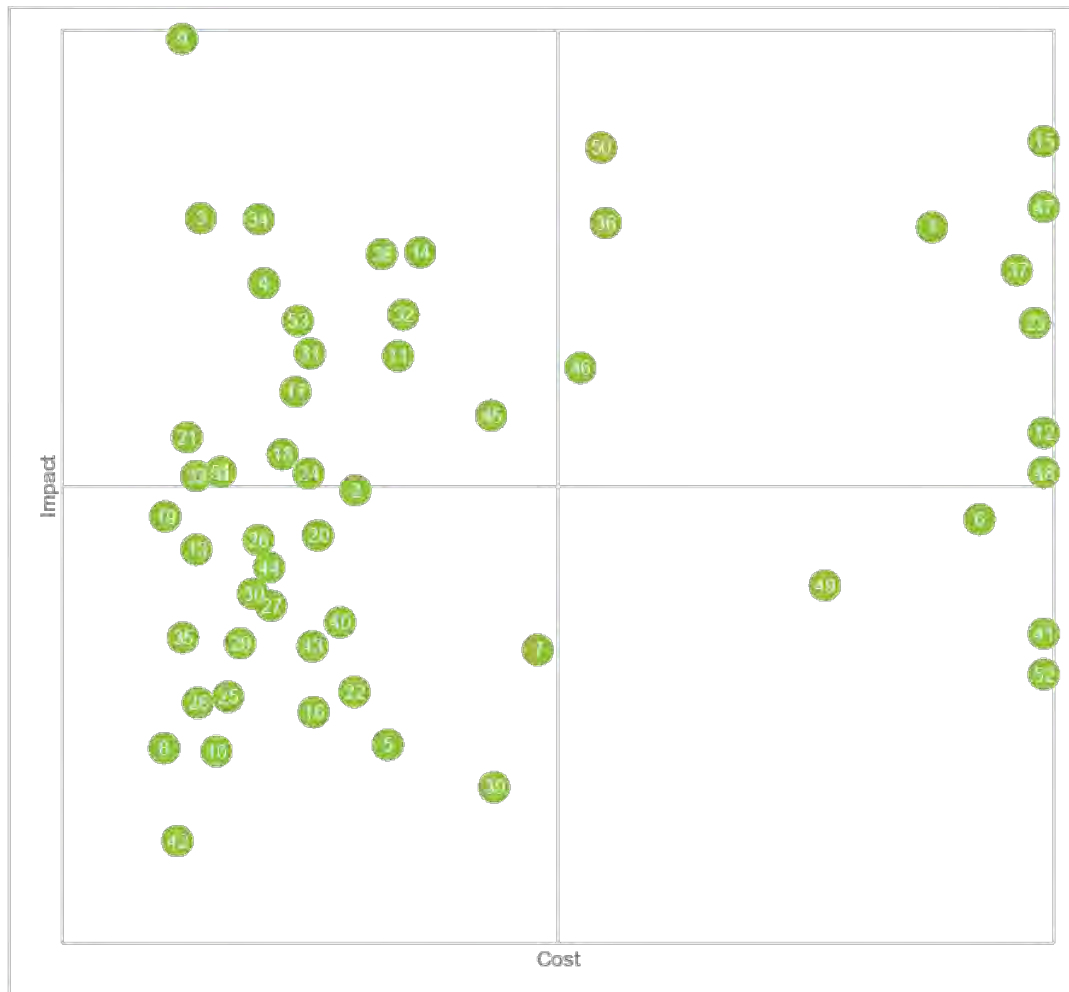


Figure 22 Impact and Cost mapping of Actions.

Note: Actions to the left cost least, while to the right cost more. Actions higher have a greater impact, while those lower have less. All actions have had a small jitter applied, to avoid overlapping.



Item 12.5 Attachment B: Community Engagement Responses - Frankston Integrated Transport Strategy

Issue	Response	Comments
Online Community Consultation (via Engage Frankston! Platform)	Do you Agree with the issues identified? YES That main problem of congestion has been caused by Frankston Council's poor planning. Allowing too many subdivisions, the centralisation of facilities such as PARC and Frankston Shopping Centre to grow too large without a corresponding increase in size of roads or parking.	No change required to draft ITS.
Online Community Consultation (via Engage Frankston! Platform)	Do you Agree with the issues identified? YES Missing issues: Speed of accessing the city via public transport. There is no incentive to catch the train to the city when you can drive and arrive at your location much faster than catching the train then a connecting service or alternative transport method to your destination. Also train services between Frankston and the city can't be relied upon. They're frequently cancelled or changed which makes them very unpredictable. I know that by driving to work I can always be on time and that I'll have less disruptions compared to taking public transport.	No change required to draft ITS.
Online Community Consultation (via Engage Frankston! Platform)	Do you Agree with the issues identified? YES Missing issues: Homelessness, Crime, Youth crime, Low economic status leading to crime	No change required to draft ITS.
Online Community Consultation (via Engage Frankston! Platform)	Do you Agree with the issues identified? YES Missing issues: Risk that other levels of government not be willing to invest. Rising costs of transport infrastructure and fixed council revenue base.	No change required to draft ITS.
Online Community Consultation (via Engage Frankston! Platform)	Do you Agree with the issues identified? YES Missing issues: I'd like to see more access to the bike path along the train tracks between Moorooduc highway and the Peninsula Link and better pedestrian access across the tracks included in the final draft. This would allow more people to safely cycle to get around, provide greater access to the Bus line along Heatherhill Road, and connect the residents on both side of the tracks. Unfortunately because of how the neighborhoods are laid out in this part of Frankston there are very few places where the neighborhoods on both sides of the track can be linked. There are a few options, however one spot in particular, should a pedestrian crossing be created under the tracks, in my opinion would be the most beneficial. This spot is off Baillie Court. Here there is access to the tracks on both sides (presumable for drainage purposes as a aqueduct travels under the tracks here) and is the closest point where major neighborhood roads Lipton Drive and Heatherhill meet. Additionally a footpath here would be quite flat and benefit cyclists who would otherwise have to climb up and down should a crossing be installed further up the bike path closer where pedestrians currently jump the track. Installing a crossing would go a long way for local resident to not have to rely on cars to get around, either by using the bike path more, catching the bus, or not having to get in the car to visit friends and family on the other side of the tracks.	We have added additional material to both the walking and cycling section that focus on the overcoming the barriers to active travel you have raised. We also wanted to highlight that Section 7.3 specifically identifies the need to improve access to the existing Cycle Network.
Online Community Consultation (via Engage Frankston! Platform)	Do you Agree with the issues identified? YES However I'd like to point out that the location of the proposed train station is not in Karingal. I never fully understood why Karingal always got special name recognition in Frankston, almost to the point it's considered its own suburb. I suppose it could be that it has major landmarks such as Ballam Park and Karinal Hub, where as Frankston Heights does not really have something to put it on the map. Missing issues: As a resident of Willow Road, my family and I are thrilled with the possibility of a new train station opening up in our neighborhood. It would really open my family and I's ability to get around and maybe more significantly make our suburban environment feel more integrated and connected the surrounding area and Melbourne as a whole. A train station certainly would be a major landmark and as such place it on the map and give the area an opportunity to develop an identity separate from that of Karingal and Frankston Central. Should the new station eventuate I feel like it would be a real shame and a missed opportunity if the station was named after Karinal instead of Frankston Heights where proposed station is actually located. Also I feel I'd be resigned to forever correct those who would understandably assume our neighborhood is part of Karingal should the new station be named Karingal.	No change required other than changing the Karingal station to Frankston Heights Station, as identified in a number of the other comments.
Online Community Consultation (via Engage Frankston! Platform)	Do you Agree with the issues identified? YES Missing issues: Bus usage, access and safety in and around school zones.	The ITS does cover each of the issues raised, and introduces actions beyond what has been implemented previously in order to boost levels of bus use, and safety around schools for people walking and cycling. No change required.
Online Community Consultation (via Engage Frankston! Platform)	Do you Agree with the issues identified? YES Missing issues: For there to be a meaningful uptick in cyclists using the strategic cycling corridors as outlined in the draft there needs to be greater access to the corridors for local residents. For example at present despite it running through a major residential area there are only a handful of connected access points to the path along the train tracks past Frankston Station, particularly past Mooroduc Highway towards the M11 Freeway. For local residents to use this corridor more bike friendly entry points are required, in particular for residents south of the tracks where there are only a couple due to the cycling corridor running north of the train line. For this reason to create more entry points and enable the greatest number of potential local cyclists to use the strategic cycling corridors pedestrian rail crossings are needed and should be included as part of the implementation of this draft.	Additional material has been added to both the walking and cycling section that focus on the overcoming the barriers to active travel you have raised. Section 7.3 specifically identifies the need to improve access to the existing Cycle Network.

Item 12.5 Attachment B: Community Engagement Responses - Frankston Integrated Transport Strategy

Online Community Consultation (via Engage Frankston! Platform)	<p>Do you Agree with the issues identified? YES</p> <p>Missing issues: Its great to see that instead of proposing reopening the closed Langwarrin Station across from the Flora and Fauna Reserve on McClelland Drive where the catchment would be limited to commuters traveling on the M11, two new stations are being proposed on either end of this stretch of train line which, in addition to commuters, local residents can also have access.</p> <p>Lastly the station on Willow Road is not in Karingal but in Frankston Heights. Additionally the proposed location sits between areas of Frankston Heights commonly referred to as Marylands and Lakewood Estates. For this reason I believe the station should be called something other than Karingal. But seeing that it would not sit squarely in either Marylands or Lakewood estate, it's probably best and easiest to simply name the new station after the greater area both these estates are part of, Frankston Heights. However to maximize the catchment of local pedestrians and cyclists, particularly in the proposed station on Willow Road, the bike paths traveling along the M11 and the train tracks require greater neighborhood access. At present there is only a handful of entry points to the bike path along this stretch, making it either impractical or impossible to access for local residents, limiting the number of local pedestrians and cyclists who would otherwise use the new train station.</p>	The reference to the station in the ITS has been changed to Frankston Heights, based on the consistent feedback we have received.
Online Community Consultation (via Engage Frankston! Platform)	<p>Do you Agree with the issues identified? YES</p> <p>Missing issues: Just a small detail. The draft states that the new station near the Mornington Peninsula Freeway is in Karingal. However it is actually in Frankston Heights near Lakewood. I think a more accurate name for the proposed station should be either Lakewood or Frankston Heights to avoid confusion.</p>	The reference to the station in the ITS has been changed to Frankston Heights, based on the consistent feedback we have received.
Online Community Consultation (via Engage Frankston! Platform)	<p>Do you Agree with the issues identified? YES</p> <p>Missing issues: I live in north of the train tracks near Bunarong Park in Frankston. I'd love to be able to walk to places south of the tracks, for example the Lakewood MCH for my kids appointments. However because there are no pedestrian crossings I have drive instead. Distance wise it would only be a 15 minute walk but because I can't cross the tracks, especially with a pram, I have no choice but to drive. It would be great if there were pedestrian crossings across this stretch of train tracks.</p> <p>Another issue too is better access to the bike path along the tracks. There is a perfectly good access point on Lipton Drive near Jindalee Court however it is locked behind a gate. I see a lot of people go under the gate but with a pram it's not possible for me. It would be so much better if this gate was simply not there.</p> <p>I have also noticed that there is a gap between the houses on the south side of the tracks where the power lines travel through which lines up with the bike path access point on Lipton Drive. This gap forms a path which leads down to Raphael Reserve, which is right next to the MCH! It would be amazing if the bike path access point could be linked up with the power line gap with a pedestrian crossing and form a path which a pram could be pushed. It would mean I could walk to the MCH but also improve access across the tracks for pedestrians (and cyclists) in general.</p>	Additional material has been added to both the walking and cycling section that focus on the overcoming the barriers to active travel you have raised. Section 7.3 also specifically identifies the need to improve access to the existing Cycle Network.
Online Community Consultation (via Engage Frankston! Platform)	<p>Do you Agree with the issues identified? YES</p> <p>Missing issues: As Frankston expands and more people how fantastic it is, it is important to stay true to our beach city roots. Increasing density is fantastic in some areas but we don't want to end up like our friends in Carrum, who have so many apartment complexes you can't drive down most of the streets due to too many cars.</p>	No change required to draft ITS.
Online Community Consultation (via Engage Frankston! Platform)	<p>Do you Agree with the issues identified? YES</p> <p>Missing issues: Need to price parking to ensure it is being used efficiently. That means the user has to pay for its use in spots where there is a lot of competition for parking. Sufficient disabled and tradie parking also required.</p> <p>Local buses need lots of work. Lots of bad routes, poor service etc. Would recommend a full review.</p> <p>Local bike paths need boosting - something council has a lot of power over. It would be good to have an Active Transport Action Plan put into play to work out where there's need for better and safer infrastructure.</p>	The ITS does recommend a review of the bus network in the detailed action plan delivered separately to the overall ITS document. In relation to the pricing of parking, if the main issue is deterring people to park, then the right solution is removal of car parking, which is not what the ITS has recommended. The detailed set of Action include many actions specific to active travel. No changes required.
Online Community Consultation (via Engage Frankston! Platform)	<p>Do you Agree with the issues identified? YES</p> <p>No further comments.</p>	No change required to draft ITS.
Online Community Consultation (via Engage Frankston! Platform)	<p>Do you Agree with the issues identified? YES</p> <p>Missing issues: An essential part of encouraging people to cycle within 5km of home is providing BOTH separated cycle paths (built infrastructure not paint) and ample, well designed bike parking. Most local shopping strips have no bike parking at all, or one rack for the whole centre. Proper bike racks that maximise space exist (look at the Dutch models). They are not expensive to install, comparative to car parking infrastructure. This should be a no brainer.</p>	The ITS identifies the need for practical, easy to use bike parking that offers a consistent experience, in line with Australian Standards. No change required.
Online Community Consultation (via Engage Frankston! Platform)	<p>Do you Agree with the issues identified? YES</p> <p>No further comments.</p>	No change required to draft ITS.
Online Community Consultation (via Engage Frankston! Platform)	<p>Do you Agree with the issues identified? YES</p> <p>No further comments.</p>	No change required to draft ITS.
Online Community Consultation (via Engage Frankston! Platform)	<p>Do you Agree with the issues identified? YES</p> <p>No further comments.</p>	No change required to draft ITS.
Online Community Consultation (via Engage Frankston! Platform)	<p>Do you Agree with the issues identified? YES</p> <p>No further comments.</p>	No change required to draft ITS.
Online Community Consultation (via Engage Frankston! Platform)	<p>Do you Agree with the issues identified? YES</p> <p>No further comments.</p>	No change required to draft ITS.

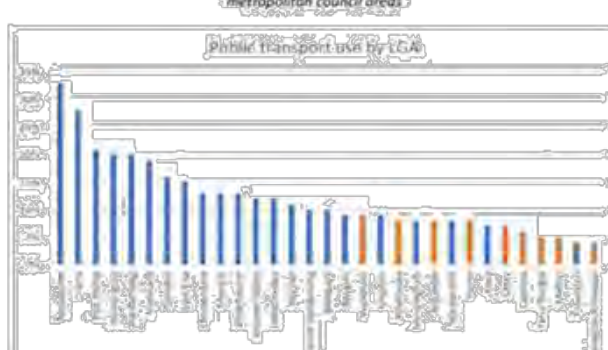
Item 12.5 Attachment B: Community Engagement Responses - Frankston Integrated Transport Strategy

Online Community Consultation (via Engage Frankston! Platform)	Do you Agree with the issues identified? YES No further comments.	No change required to draft ITS.
Online Community Consultation (via Engage Frankston! Platform)	Do you Agree with the issues identified? YES No further comments.	No change required to draft ITS.
Online Community Consultation (via Engage Frankston! Platform)	Do you Agree with the issues identified? YES No further comments.	No change required to draft ITS.
Online Community Consultation (via Engage Frankston! Platform)	Do you Agree with the issues identified? YES No further comments.	No change required to draft ITS.
Online Community Consultation (via Engage Frankston! Platform)	Do you Agree with the issues identified? NO I am a regular bike rider who lives around Heatherhill Road. The problem with where I live is the train tracks. They stop quick and easy access to Karingal Hub. And with the hilly terrain this makes travel rather difficult especially if you are shopping. Also I am not sure where you get that there is 720,000 parking spots in Frankston. (8 x 90,000 people in the MCG) Even the Melbourne Airport does not have that many. 64% of residents who live less than a 1km from a shopping centre need accessible parking. You are being very Frankston Centric. People who catch a train from down the Peninsula park at Frankston. This needs urgent addressing. The last State Government promise at election time was to have additional parking at the station yet it has not happened.	The hills are not something we are able to address, but the availability of e-bikes will make hills less of an issue. We have conducted a word search for 720,000 in relation to your comment about the number of car parks in Frankston. We could not find this figure. Additional car parking at the Frankston train station was not found to be a priority for this Integrated Transport Strategy. Better accessibility to the Frankston Train Station was a priority, and we have recommended measures that will enhance the quality of pedestrian access, bicycle access and bus integration, consistent with the principles of the ITS. No changes required.
Online Community Consultation (via Engage Frankston! Platform)	Do you Agree with the issues identified? NO 8.1.1.1 Frankston Station The idea of closing platform 1 is short sighted and seems to only be beneficial for adding a second entrance to the UP (citybound) services planned. Fare compliance is an ongoing issue at Frankston station, a second entrance will add to the issue. A second entrance would most likely not be able to be staffed for a variety of operational, safety and union issues. As a major destination Frankston and the Metro rail system would be best served by operating 3 platforms out of Frankston if Baxter electrification is ever achieved, it will allow for more services and disruptions to be managed with best outcomes. Considering the station and bus connection are new, it should be highlighted in review just how poor the overall project of redevelopment is. Sure, it looks great but none of it is user friendly. Lessons must be learnt. Any designs must be optimised for the best result of the users and people employed in these spaces, not focused for appearance.	Fare compliance is a secondary issue to accessibility, especially for people with mobility issues. Revenue is not as important as accessibility and there are other actions the state government can take to enhance compliance. No changes required.
Online Community Consultation (via Engage Frankston! Platform)	Do you Agree with the issues identified? NO The time taken on public transport. There's no express line through to the city, bus route timetables are sporadic at best and some lines don't run past peak hour. If you want to encourage residents to head out for dinner and enjoy the nightlife we need a way to get home that isn't an Uber or walking.	We agree with the issues raised, and the ITS supports these directions. No changes required.
Online Community Consultation (via Engage Frankston! Platform)	Do you Agree with the issues identified? NO If the Strategy is to drive change it needs: 1. Clearly defined targets which will enable future assessment of the degree of success. 2. Performance measures which are regularly monitored and for which progress is reported to the community. 3. Urban design needs substantial attention throughout the LGA. The blind use of speed humps without consideration of more attractive and quieter options suggests that urban design is not seen as an issue. 4. Quality of Assessments. It is impossible to form a view on whether converting the Nepean Highway to a boulevard at a cost of \$37M reflects value without a very detailed assessment. 5. Vastly improved management of change is needed. The initial implementation of a 40 km/h limit on part of the Nepean Highway left a lot to be desired. When revised the signage on the Highway was significantly improved, but on the intersecting streets it is still sub-par. There are several issues in the strategy that warrant further consideration. They include: a. No consideration has been given to economic considerations regarding many ideas. b. The call for more and better public transport is frustrating. Who pays? Why shouldn't priority go to growth areas where far less public transport is available and new residents are conditioned to needing two cars before any public transport is available. The need to balance travel times for buses against achieving routes within 400 metres of as many properties as possible needs to be discussed. c. Cycling to shops is not realistic for many shopping trips. Australians aren't as well versed with innovation to carry substantial volumes of goods as occurs in some Asian and African towns and cities. d. Cycling to school is not a great option for primary school kids. e. The issue of e-scooters needs to be addressed. The current situation is very unsatisfactory and is getting worse. f. While the increase in electric vehicles sounds good from a percentage viewpoint, there are still a lot of issues to address if they become the major powering of cars. g. The comments about road safety are very limited. No data, no analysis and a generic State Govt goal which many professionals question. Where were the fatalities and what form did they take? h. LATM's The quality of some of these studies and schemes is below what can reasonably be expected e.g Sweetwater Creek LATM. Detailed comment has been forwarded to the Council previously. i. Twenty minute neighbourhoods are easy to achieve in growth areas. They can be achieved in some established areas with intelligent planning, but this is not addressed. j. Parking in the CBD is a non-issue from a capacity viewpoint. People are trying to avoid paying for off-	Thank you for your detailed set of comments. We have identified very clear mode share targets, linked to Census years, to 2041. This will provide a relatively straightward way in which council to monitor its progress towards achieving a more sustainable transport system. The Nepean Highway upgrades are being handled in a separate process, more directly related to the FMAC Structure Plan. The proposed designs are generally in line with the objectives of the ITS. Regarding the economic considerations, a LGA wide ITS does not generally delve into economic considerations. It is difficult to respond whether without more specific points regarding economic matters. In terms of improved public transport and your question of who pays. The community pays, via taxes. In this sense, it is no different to the public health system. Improved public transport was one of the most consistent messages that arose from the community engagement element of this project. In addition to being something that many people in the community felt strongly about, high levels of public transport can assist people gain access to services, and social connections that make meaningful differences to the quality of people's lives. It is our view that based on these reasons, the inclusion of enhanced levels of public transport within the ITS will benefit the community. Cycling to shops is an option that the ITS attempts to provide for those willing to consider cycling as an option. The ITS does not rely upon everyone choosing to cycle to the shops, but rather that it gives people the choice to be able to cycle to the shops, and other destinations. This is in line with the community feedback we received as part of the engagement elements of this project that people wanted improved levels of cycling infrastructure. For those that would prefer to drive, or have a large number of items to carry, they may well choose to use a motor vehicle and the ITS allows for this. You are correct to point out that some people may not view cycling as a great option for primary school children. Conversely, many primary school children already cycle to school, whether accompanied by a parent, or independently. For children and parents that would prefer not to cycle to school, there are other options available, such as walking, or motor vehicle. The purpose of the ITS is not to dictate the mode of transport people should use, but rather to provide better


Item 12.5 Attachment B: Community Engagement Responses - Frankston Integrated Transport Strategy

	street parking. It is surprising traders have not expressed strong views on this issue.	choices so people can decide what mode of transport best meets their needs. E-scooters are not currently a legal method of travel on public roads in Victoria and are therefore not addressed in the ITS. The comment regarding electric vehicles too vague to understand what specific issue caused concern. Significant attention was given to road safety and the background data analysis report provided a geospatial analysis of the last five years of police reported crashes and the infrastructure and policy recommendations were based in part on the crash data analysed. We take issue with the idea that a 20 minute city is easily achieved in growth areas. It is our professional experience that they are more difficult to achieve in growth areas because of the zoned nature of development and the distances between residential areas and commercial areas. This is borne out in the VISTA travel data in growth areas versus inner city areas. No changes required.
--	---	--

Key Directions		
Source of Feedback	Revised (Yes/No/Comment)	Priorities (Yes/No/Comment)
Online Community Consultation (via Engage Frankston! Platform)	<p>Do you Agree with the Key Directions for Change? YES</p> <p>Overall I agree with the draft transport strategy and look forward to more walkability and safety for pedestrians and cyclists. However, the Langwarrin community have been advocating for a train station for decades and I am disappointed to see that this is omitted from the draft plan. To catch a bus to Frankston station takes 25-30 minutes from Langwarrin, making a city worker's commute extremely long (2 hours each way in total by public transport). I was also disappointed to see very few Langwarrin streets marked for extra pavements. For example, Potts Road, a busy road with a high density population and many unit blocks, only has a pedestrian path on one side of the street. It is also very difficult and dangerous to cross during busy periods with no pedestrian crossings and only one safety island. I would love to purchase and ride a bike but as others have said during the engagement process, I don't feel safe to do so currently.</p>	Section 8.1.1.4 highlights the need for a new station in Langwarrin. The need for greater levels of safety for those that wish to have the option to ride was something many people raised during the community consultation. The actions include a range of measures designed to provide the infrastructure necessary to make cycling a more compelling option.
Online Community Consultation (via Engage Frankston! Platform)	<p>Do you Agree with the Key Directions for Change? YES</p> <p>No further comments</p>	No change required to draft ITS.
Online Community Consultation (via Engage Frankston! Platform)	<p>Do you Agree with the Key Directions for Change? YES</p> <p>No further comments</p>	No change required to draft ITS.
Online Community Consultation (via Engage Frankston! Platform)	<p>Do you Agree with the Key Directions for Change? YES</p> <p>Bus access, usage and safety in and around schools. (Could be a quick win!). Bicycle safe storage at schools - possibility for a joint school and council approach.</p>	The ITS includes measures to enhance safety around schools. This includes the content provided in Section 6.1 and the case study on the Open Streets program. Footpath safety upgrades are also included and are critical to enhancing the safety of people travelling to school.
Online Community Consultation (via Engage Frankston! Platform)	<p>Do you Agree with the Key Directions for Change? YES</p> <p>Yes! Public transport for people living with disabilities.</p>	No action required.
Online Community Consultation (via Engage Frankston! Platform)	<p>Do you Agree with the Key Directions for Change? YES</p> <p>Thank you for putting together this transport plan draft.</p> <p>One area that I feel could use more attention was regarding access to and across the bike path that follows the train line from Leawarra station to the Mornington Peninsula Freeway. This stretch of train tracks divide a large stretch of neighborhood with no official way for pedestrians to cross over. This is particularly an issue for residents who live south of the tracks as they do not have a way to access the bike path north of the train tracks. At present residents and bike commuters simply walk across the tracks where possible, which is both impractical and unsafe. To improve walkability and connectivity and encourage bike use for local residents, not just commuters cycling through, more pedestrian crossings are required in this stretch of Frankston.</p> <p>Another comment was relating to the naming of one of the new proposed stations. Please don't name the new station near the Mornington Peninsula Freeway 'Karingal Station'. I understand that Karingal focused around Karingal Hub is a Major Activity Centre under Plan Melbourne 2017 & 2050 and has special significance for Frankston, including having 'Welcome to Karingal' signage despite not being its own suburb. However the proposed station is not located within the boundaries of Karingal. Rather it is south of Cranbourne Rd, Karingal's southern boundary, making it within Frankston Heights. Therefore naming the station after Karingal is inaccurate and not representative of the area it is located in. Instead it should be named 'Frankston Heights'. This naming could also be an opportunity to rename 'Frankston Station' to 'Frankston Central' as this is the name of the area containing the Frankston CBD. This would help distinguish it from 'Frankston Heights' but more importantly the new name would designate and signal the Frankston CBD as the hub/core of Frankston City and the wider region.</p> <p>Thank you for your consideration.</p>	No change required other than changing the Karingal station to Frankston Heights Station, as identified in a number of the other comments.
Online Community Consultation (via Engage Frankston! Platform)	<p>Do you Agree with the Key Directions for Change? YES</p> <p>No further comments</p>	No change required to draft ITS.
Online Community Consultation (via Engage Frankston! Platform)	<p>Do you Agree with the Key Directions for Change? YES</p> <p>No further comments</p>	No change required to draft ITS.
Online Community Consultation (via Engage Frankston! Platform)	<p>Do you Agree with the Key Directions for Change? YES</p> <p>No further comments</p>	No change required to draft ITS.
Online Community Consultation (via Engage Frankston! Platform)	<p>Do you Agree with the Key Directions for Change? NO</p>	No change required to draft ITS.

Online Community Consultation (via Engage Frankston! Platform)	<p>Do you Agree with the Key Directions for Change? NO</p> <p>Not comfortable with changing Nepean to Boulevard rather than Highway. Understand Key Directions are intended to be high level without specific details but many statements are very vague. Page 53 references an Action and Implementation Plan as part of the draft. Where can this be viewed?</p>	<p>The decision to suggest the Nepean highway be changed to Boulevard reflects the changing priorities and the infrastructure network changes in the region that have occurred since this stretch of infrastructure was initially named 'highway'. A Boulevard better reflects the priorities contained in the Council Plan and the FMAC Structure Plan. Yes, you are right, the Key Directions must be high level. The Action table that was development along with the draft ITS provides more specific detail about local and area wide actions to support the Key Directions. It is up to Council when they release the actions table.</p>
Online Community Consultation (via Engage Frankston! Platform)	<p>Do you Agree with the Key Directions for Change? NO</p> <p>I agree with some but not all. 99% houses within cycling distance does not translate to 99% of residents ABLE to ride. Age and health of residents needs to be factored into your figures. Planning for cycling paths needs to use a more realistic figure or resources will be spent on the wrong infrastructure.</p> <p>Nepean Highway forms part of your Frankston ring road structure and is a major transport corridor through Frankston. Reducing this to a narrow boulevard is a contradiction of usage. Need to concentrate outdoor dining in adjoining streets e.g. Kananook Bvd and Playne St and maintain traffic flow in Nepean Highway. Adding more congestion to Nepean Hwy will increase greenhouse gas production from idling vehicles. More emphasis on separating pedestrians and cyclists. It is shown in fig 14 but all proposals to-date constantly reference shared paths. Shared paths will see a drop in your current foot traffic.</p> <p>Both parents working and commuting to work by car will be your biggest obstacle to walking to school. Open streets will not resolve this. More employment in and around Frankston is needed but, understandably, it's not part of your project and will be a barrier to what you want to achieve.</p>	<p>We were not able to locate the relevant passage this comment refers to. It is important to remember that the ITS does not rely on everyone to be able to cycle. Some people, if given the choice of safe, attractive infrastructure will choose to cycle, while others may not, for a variety of reasons. This is expected and Frankston is no different to any other community in this regard. Reducing motor vehicle carrying capacity of Nepean is consistent with the road volume at either end of the FMAC area. Moreover, the Victorian Government's Movement and Place framework is now used to help inform the future design of key streets. Separate processes council have engaged with have led to an acknowledgement that the current width and speed of Nepean is inconsistent with the need to reduce the barrier effect that Nepean is having on connecting the FMAC to the foreshore. The claim that the design will add more GHG emissions to the atmosphere is inconsistent with the transport science that shows that when you reduce road volume, the number of motor vehicles diminishes. Separating pedestrians and cyclists will be done where possible and cost effective. As with other parts of Australia, in many cases, shared paths will be the preferred treatment to provide an access all abilities cycling environment. Fast cyclists will be encouraged to use the roadway or slow down, in order to foster an environment that feels safe for all path users. Open streets is not designed to prevent people from using a motor vehicle to drop their child off to school. It is designed to give people the option to walk if they wish.</p>
Other Comments		
Form of Feedback	Other Feedback	Feedback Response
E-mail	<p>Our previous submission highlighted the key strategic dilemma facing Frankston: "Do we want our CBD to be a viable, thriving and vibrant place able to support jobs and houses for the next generation – or a car park at the end of a train line servicing the one-in-20 plus Melburnians who live beyond it?"</p> <p>We now also draw attention to a recent McKell report showing that the Frankston-MornPen public transport network is Melbourne's least effective. Victorian-Infrastructure-Inequality.pdf (https://mckellinstitute.org.au/wp-content/uploads/2022/08/Victorian-Infrastructure-Inequality.pdf)</p> <p>Figure 2. Public Transport use as a percentage of private vehicle use in Melbourne's metropolitan council areas</p> 	<p>Thank you for your comment. The ITS provides a number of priority advocacy actions to enhance the quality and coverage of the public transport system. As with other LGAs in Australia, it has little control over the public transport system, which is planned and funded largely by the State Government. No change required.</p>

	<p>1. Our firm support for its honest acknowledgement of the inadequacy of the Frankston-Mornington Peninsula public transport network, and also the lynchpin role an extension of the electrified metro train service has in any future public transport network redesign.</p> <p>To provide an effective solution to Frankston's commuter parking congestion challenges, a minimum viable rail extension of the Frankston line must: go 5km past Monash's Peninsula campus; have a dedicated 'park-and-ride' at Langwarrin; and provide a support a minimum service frequency of 15 minutes. Council's draft integrated Transport strategy suggest the additional inclusions of: 1) an optional Karingal station and 2) a further Baxter station- If achievable these would be well-support design bonuses. It is preferable, but not absolutely essential, that the proposed design of the extended track retains the future option for expanding the rail network further down the Peninsula, if required.</p> <p>Our community must urgently advocate to State and Federal Government to get this long overdue 'Frankston rail extension' fully-funded, today.</p> <p>The proposed Draft Integrated Transport Strategy acknowledges Frankston Council primary role to advocate for the Frankston Rail extension (and thus redesign of the regional public transport network). However, it is concerning that in 2022- a double election year- obtaining the Government funding and support necessary to extend the Frankston train line has not been one of Frankston Council's high-priority advocacy projects.</p>	<p>We are pleased that the rail extensions advocated for in this draft ITS align with your ambition for a rail service south of Frankston. No change required.</p>
	<p>2. Our firm support for the creation of a high-quality Boulevard through Frankston along Nepean Highway that separates 'local traffic movements and parking' from the 'bypassing traffic flows through Frankston. We note the existing 'Fletcher Street -Ring Road' has some major limitations at Miall's Gun Shop bridge/intersection that need to be rectified to accommodate additional traffic.</p> <p>Our community also requires strong advocacy for 'Fixing Nepean Highway'.</p>	<p>Thank you for these comments. No change required to draft ITS.</p>
	<p>3. We do not support keeping the "Frankston bus interchange" on Young street inside our CBD's business precinct and instead advocates that Frankston's Buses should be relocated onto the 'Fletcher Road' side of Frankston Station, so that bus-related congestion is removed to the Frankston's CBD perimeter, and the street ambience on Playne Street & Young Street is improved.</p>	<p>This perspective has been assessed as part of the development of the ITS. Keeping the bus interchange on the CBD side (Young St) aligns with the overwhelming desire that people have exiting the station. Most of those existing have a destination that is on the Young side of the tracks, and thus moving the bus interchange to the other side of the tracks will have the effect of increasing the distance people will need to walk. Background reports produced to support the ITS detail the reasons why moving the bus interchange will result in a reduced level of service for public transport users. The primary cause of congestion on Young street is private motor vehicles, in terms of metres occupied per person, and therefore it is private motor vehicles, not buses that are the primary contributor to congestion in this area.</p>
	<p>4. In Frankston, car parking affordability has hit crisis point and this prevents our economy from functioning efficiently.</p> <p>This major economic issue was clearly identified in council's Draft Integrated transport Strategy. However, no parking affordability solutions are mentioned in the DRAFT Integrated Transport Strategy's proposed recommendations.</p> <p>We advocate that Frankston car parking pricing structure needs to be redesigned so both council and privately-owned car parks consistently include:</p> <ul style="list-style-type: none"> • first two hours free for Frankston's visitors and shoppers • all-day parking prioritised first for CBD retail and office workers using a permit system, and be priced at, or below, \$4 a day. Any Frankston Council, or agent, discussions and correspondence with Vicinity about the FMAC's car park pricing strategy (including consistent pricing, price rises, reducing parking supply, time restrictions, and/or subsequent FMAC economic impacts) need to be referred to the ACCC to independently oversee. 	<p>During past consultation sessions we have had the opportunity to learn your views and that of your organisation. We have examined the views you have expressed, and the pricing/affordability issues you identify do not align with our assessment of car parking in the Frankston CBD. No objective assessment of car parking in Frankston (such as car parking bays per job, or cost of parking) support the position that there needs to be more, lower cost parking. Such a result would conflict directly with the overall strategic direction of council and the draft ITS, which seeks to encourage a greater use of sustainable mobility options and reduce the high use of unsustainable modes of transport.</p>
E-mail	<p>With relation to the Integrated Transport Strategy 2022, I want to bring to your attention that there is no bus that services the Monterey Secondary College students and future students that live within Seaford, despite a significant percentage of our school zone including Seaford.</p> <p>Current Bus Routes that provide reasonable access to Monterey Secondary College</p> <ul style="list-style-type: none"> • 833 Frankston Station > Carrum Downs (Via Frankston North) Green bus line • 832 Frankston Station > Carrum Downs (Via Frankston North) Purple bus line • 771 Frankston Station > Karingal (Access to Frankston North via Nat's Track) Gold bus line • Note that there is no direct access from Seaford to Frankston North <p>To get to Monterey Secondary College from Seaford via Bus</p> <ul style="list-style-type: none"> • 780 from Seaford > Frankston Station > 833 to Frankston North • For many Primary School Families, the decision to have their 12 or 13 year old wait at Frankston Station for a second bus to bring them to Monterey Secondary College is not desirable due to the risk attached to waiting at Frankston Station. • Also note the 780 Bus Line running through Seaford takes families zoned to Monterey Secondary College students directly to Patterson River Secondary College Blue bus line 	<p>Thank you for highlighting the inadequacy of the bus network to connect with the Monterey Secondary College. The draft ITS highlights a number of key directions designed to increase the accessibility of schools by sustainable transport, including public transport. The action to advocate for bus network reform is a part of this. Connection of the bus network to schools will be included in this review. We encourage you to continue to advocate to the state government for enhanced bus services for your students.</p>

	 <p>https://www.ptv.vic.gov.au/assets/PTV-default-site/more/maps/Local-area-maps/Metropolitan/14_Frankston_LAM_.pdf</p>	Thank you for this contribution.
FCC Internal	<p>Transport initiatives/notes from the Frankston City Industrial Land Strategy Review 2019 & Industrial Discussion Paper:</p> <p>Frankston City Industrial Land Strategy Review 2019</p> <ul style="list-style-type: none"> • The Seaford Industrial precinct is the only precinct with direct access to fixed rail public transport and is therefore the municipality's most accessible precinct via public transport. For all other Precincts public access is via bus. • Private vehicle travel remains the most efficient and convenient travel mode for industrial workers. • Bus service frequencies and routes do not currently provide convenient access to the municipality's industrial precincts. Approximately 40-50% of workers live within 15 km of the municipality's industrial precincts in locations that are either directly east or south of industrial precincts. For these workers public transport access typically involves 50+ minute travel times via multiple public transport services. • There is a growing on and off road cycling network emerging throughout the municipality. There is, however, a lack of east west connectivity particularly from Cranbourne. The completion and expansion of council's bicycle network and the incorporation of bicycle paths through industrial precincts will aid worker connectivity. The 2019 review recommended: • Engage with Public Transport Victoria and the Department of Transport to advocate for a review of bus service frequencies and routes for buses that service industrial precincts, the provision of new bus stops in the northern portion of Carrum Downs (Frankston Gardens Drive as an example), more direct public transport connectivity from and to Cranbourne and other suburbs east of the municipality. • Develop a shared cycle route through Lathams Road that connects with the Peninsula Link Trail – then connecting the route to Seaford North precinct then the Seaford Precinct. • Develop east west cycling connectivity that supports accessibility from Cranbourne (Hall Road). 	Thank you for this contribution.
FCC Internal	<p>Frankston City Industrial Precinct – Discussion Paper 2022:</p> <p>There are key urban design opportunities for each of the precinct that focus on providing connected pedestrian and shared path connections. Rather than screenshotting every map & list, I have attached the Engage Frankston webpage which highlights potential pedestrian & bicycle paths</p> <p>https://engage.frankston.vic.gov.au/FCC-industrial-precincts</p> <p>I have attached the high resolution maps as well just in case & Initiative 9 from the Discussion Paper</p> <p>Electric Charging Stations to be considered with the Industrial Precincts and all other type of charging stations such as Hydrogen. This is more towards commercial vehicles, rather than private.</p>	Thank you for this contribution.
FCC Internal	<p>Assessment of Public Transport Connectivity (Transport Section from Industrial Land Review 2019) - Refer to attachment in e-mail from FCC's Strategic Planning Department On Integrated Transport Strategy & Industrial Strategy</p> <p>The public transport assessment investigated public transport options and travel times for workers within the municipality's industrial precincts. The assessment provides the basis for the following insights:</p> <p>- Service frequencies: The largest numbers of workers employed in the municipality's industrial areas work in Carrum Downs, east Seaford and Seaford North precincts. For these workers accessing these precincts by public transport entails the use of bus services 778, 779, 832, 833 and 901. Apart from route 901 which is a Smart Bus service, bus routes to industrial precincts are provided in 50 minute to 1 hour service frequencies. According to academic studies, this is likely to generate low levels of satisfaction in commuters and relatively higher levels of commuter related stress. Low service frequencies are also associated with low patronage levels while, in contrast, higher frequency services are known, in the long term, to increase patronage.</p>	Thank you for this contribution. We agree with your assessment and believe the bus review must look closely at improving bus service levels in the industrial precinct.
FCC Internal	<p>- High accessibility locations: The assessment demonstrates that residents in the suburbs of Frankston, Seaford and Frankston North have the most rapid and direct access to industrial precincts via public transport. These are also areas in which high numbers of industrial workers reside. Residents in these areas can generally access precincts within 30 minutes by public transport via a single service.</p> <p>- Low accessibility locations: Approximately 40-50% of workers live within 15 kilometres of the municipality's industrial precincts in locations that are either directly east or south of the precincts. For these workers public transport options typically involve 50+ minute travel times via multiple public transport services. Further to this, given the location of bus stops on the edge of Carrum Downs and to a lesser extent Seaford North, workers may need to then walk relatively long distances to access their workplace. For these workers public transport options are likely to generate low levels of satisfaction and higher levels of commuter related stress. When comparing public transport travel times in easter and southern suburbs with the accessibility provided by private vehicles, private vehicle travel is likely to appeal as a far more efficient and convenient travel mode.</p>	We agree with these comments in general.

FCC Internal	<p>- Gaps in the bus network: Although 20% of the workforce live in suburbs directly east of the municipality's industrial precincts, there are no bus services from these areas that provide direct access to industrial precincts. For workers coming from suburbs such as Cranbourne public transport options involve lengthy trips and interchanging services. Bus service 760, however, provides access into Frankston and Seaford from Cranbourne via both Hall and Ballarto Roads but does not incorporate stops that directly service the precincts. This service or an equivalent service may have the potential to more directly support the public transport needs of workers in suburbs east of the precinct. As also discussed, there are no direct services to precincts from Langwarrin from with a large number of workers commute.</p>	The industrial precinct is an essential area to include as part of the state government's bus review. Thank you for these comments.
FCC Internal	<p>Initiative 9 - Provide Safe Integrated Active Transport Connections. While vehicle access will remain the dominant mode of transport within industrial areas, there is the opportunity to encourage more walking and cycling within all precincts.</p> <p>Opportunities include:</p> <ul style="list-style-type: none"> - Ensuring pedestrian and cycle access is prioritised along key roads. - Providing additional pedestrian crossings between surrounding residential and commercial uses into industrial precincts and along busy internal industrial roads. - Completing footpath connections to establish a connected network throughout all industrial precincts. - Connecting Industrial Precincts to surrounding shared path networks and trails, including Peninsula Link Trail. - Utilising creek corridor and service and utility spaces to provide additional connections within industrial precincts. - Providing supporting facilities for pedestrians and cyclists at key locations including seating, bike hoops and drinking fountains (i.e., at key nodes or within open spaces). - Enhanced wayfinding to identify key connections and key destinations and amenities. <p>In some precincts, there may be a need for additional connections that cannot be provided due to land currently in private ownership. While opportunities might arise as part of the renewal or redevelopment of adjacent industrial sites, there may be a need to consider other methods of achieving these connections such as public acquisition.</p>	Thank you for those comments, which we believe are all supported strategically with the material included in the ITS, as well as the action and implementation material. We have specified the need to enhance active transport connectivity in industrial areas.

Executive Summary**12.6 Native Vegetation Offset Site progress update**

Enquiries: (Tammy Beauchamp: Communities)

Council Plan

Level 1: 3. Sustainable Environment

Level 2: 3.1 Protect and enhance the natural and coastal environments

Purpose

To update Council on the progress of the establishment of a Native Vegetation Offset site

Recommendation (Director Communities)

That Council:

1. Notes the progress of the establishment of an native vegetation offset site at Wittenberg Reserve and the final review undertaken in the due diligence report;
2. Supports putting in abeyance the establishment of an offset site at Studio Park due the complexity of the restrictive title;
3. Notes the due diligence report found that Witternberg Bushland Reserve is eligible to be established as an offset site according to Department of Energy, Environment and Climate Action (DEECA) criteria;
4. Supports the commencement of consultation with local residents on the fencing and selected track closures at Wittenberg Reserve;
5. Commits the required funding of approximately \$130,000 (excluding GST) towards fencing works in the 2023-24 Capital Works budget process; and
6. Notes that officers will report back to Council at the completion of the consultation no later than June 2023.

Key Points / Issues

- At its meeting on 4 June 2018, Councillor Bolam tabled a Notice of Motion regarding 2018/NOM31 - Improvements to the Planning Process. Council resolved that it (among other planning matters):

"Seeks a report on the process for establishing a Frankston Native Vegetation Offsets Policy for the October Ordinary Meeting."

- A report was presented at the 22 October 2018 Ordinary Meeting, and Council resolved that it:

"1. Notes this report in response to item 6 of 2018/NOM31 and;

2. Supports the development of a business case for a Frankston City Council native vegetation offsets program through employment of a temporary part-time project officer at a cost of \$20,000.

3. Supports this local offsets program to be programmed for completion after Council's adoption of the Green Wedge Management Plan expected in mid-2019 and therefore is referred to Council's normal budget build process for 2019-20."

- At its meeting on 11th May 2020, Council resolved to:

1. Notes the Business Case in response to item 6 of 2018/NOM31 and;

12.6 Native Vegetation Offset Site progress update**Executive Summary**

2. Approves Option 3 of the Business Case to 'Establish a Council operated Native Vegetation Offset Program through the registration of Studio Park and Witternberg Bushland Reserves as Native Vegetation Offset sites with sale of credits available for internal permit holders only'.

- Department of Environment, Land, Water and Planning (DEWLP) [now known as Department of Energy, Environment and Climate Action (DEECA)] raised concerns that Studio Park is subject to a Restrictive Covenant and the intention to use Studio Park for an offset site is fundamentally inconsistent with the existing restrictive covenant. DEECA advised it will not enter into an offset agreement with Council for Studio Park while this covenant is attached to the land.
- Council sought legal advice and was informed if Council wishes to proceed, the covenant must be removed rather than varied. While it is possible to remove the covenant, the process is potentially complex and is dependent upon agreement with the Trustees.
- Establishing Studio Park as an offset site cannot be readily achieved without a lengthy period of negotiation and consultation and potentially a Planning application or application to the Supreme Court to remove the covenant. Due to this complexity, officers recommend putting this site/potential option on hold.
- DEECA advises that for Witternberg Reserve to qualify as an offset site the protected bushland 'offset' areas must be fenced to restrict public access. This would result in some pathway closures, public access could remain across the north to south of the site if a fenced 'corridor' was established through the bushland. It is recommended that community consultation be undertaken to seek responses from the users of the reserve regarding the fencing requirements and proposed restriction of public access.
- It has been estimated that the fencing required will cost approximately \$130,000 (excluding GST) which would need to be considered through Council's 2023-24 Capital Works budget process for the construction of the fences.
- Council officers engaged Ecological consultants Abzeco, a DEECA accredited Offset Assessor to undertake a final review of the site's eligibility to be established as a native vegetation offset site and its feasibility. A due diligence report has been prepared which considers the potential constraints and opportunities in light of the requirement to fence areas of the reserve and the current market value of offset credits.
- The due diligence report found that Witternberg reserve is eligible to be established as an offset site according to DEECA criteria. However, the overall cost of establishing the offset site is likely to be greater than the value of the offset credits generated.
- The analysis estimates that the first year establishment cost for the Witternberg offset site is \$163,100 (excluding GST) and the total income predicted through sales of offset credits is \$141,480 (excluding GST). Note, credits are estimated at current market value. The establishment cost is largely due to the costs of fencing to meet the DEECA requirement to exclude public access.
- Council will need to consider whether the goal of generating native vegetation credits within the municipality to offset vegetation removal proposed for future Council developments is more important than financial viability.

12.6 Native Vegetation Offset Site progress update**Executive Summary**

- If Council considers the establishment of an offset site is viable, the consultant will prepare the package of documents including a 10-year Offset management plan and the documentation required to enter into the Landowner Agreement.

Financial Impact

The cost of construction of the fencing required is approximately \$130,000 (excluding GST). This requirement will be considered through Council's 2023-24 budget process.

Funding for the implementation and ongoing operation costs for the program are able to be met through existing Bushland Management budgets, supplemented by the income generated by the internal purchase of the offset credits.

An additional annual budget to maintain the fencing to meet DEECA standards will be required.

Existing budget can be used for the consultancy fees to develop the landowner agreement and the registration of the site as Native Vegetation Offset Site (\$33,100 excluding GST). This funding is money currently held in reserve previous Native Vegetation Offset payments received from developments within the municipality.

The due diligence report presented an analysis of the trade history of native vegetation offsets of similar characteristics to Witternberg Reserve, concluding the reasonably expected value of these offsets is estimated to be \$141,480 (excluding GST).

Consultation**1. External Stakeholders**

The Department of Energy, Environment and Climate action (DEECA formerly DELWP) provided advice on creating and operating a Native Vegetation Offset Program in accordance with DELWP requirements.

Advice was received from an ecological consultant on assessing the suitability and feasibility of proposed offset sites and the creation of the Offset Management Plans.

Legal advice has been sought on the process required to vary or remove the restrictive title at Studio Park.

2. Other Stakeholders

Council's Parks & Vegetation team were consulted with in regards to support for Offset Program operating using Natural Reserves and impact on Bushland & Coastal Management teams.

Analysis (Environmental / Economic / Social Implications)

There are currently no vegetation offset credits available within Frankston. All required offsets are generated outside the Municipality, often on private land within municipalities such as Baw Baw Shire, Wyndham or Greater Geelong, thereby providing no environmental benefit within the Frankston municipality.

A Frankston City Council operated Native Vegetation Offset Program will result in increased ability to deliver positive biodiversity outcomes for Frankston City's Natural Reserves through the use of increased funding received by the sale of Native Vegetation Offset Credits.

However, the cost of additional fencing to exclude public access and re-direct reserve users is likely to expend the majority of the income generated by offset sales.

12.6 Native Vegetation Offset Site progress update**Executive Summary****Legal / Policy / Council Plan Impact**Charter of Human Rights and Responsibilities

The Charter of Human Rights and Responsibilities has been considered in the preparation of this report but is not relevant to the content of the report.

Legal

Offset sites must be secured through a Landowner Agreement under Section 69 of the Conservation Forests and Lands Act 1987 with the Department of Energy, Environment, and Climate Action (DEECA). Council will be required to deliver on the 10 year management plan that details management commitments and actions. The actions must be done to the standards prescribed by DEECA.

Policy Impacts

Creation of a Native Vegetation Offset Program is a key initiative in the Council plan for 2022-2023 and delivers key actions from 'Greening our Future – Frankston City's Environment Strategy 2014-2024' and Council's adopted Biodiversity Action Plan.

Officer's Declaration of Interests

Council officers involved in the preparation of this report have no Conflict of Interest in this matter.

Risk Mitigation

Financial commitment by Council to meet DEECA requirements into perpetuity – current management practises undertaken by Bushland Management Team meet state government regulations using existing budgets however additional budget may be required to increase the level of woody weed control. External impacts such as fire, storm damage and vandalism may also result in increased operational costs.

Prior to registration of Wittenberg Reserve a due diligence assessment by a private consultant in consultation with DEECA was undertaken to review the site suitability as a Native Vegetation Offset site and the availability of credit gains. There is a risk that the current Offset credit market will drop making the purchase of credits internally more expensive than external credits.

Failure to sell credits in a timely fashion – there is no time limit to the sale of credits, however, if the decision is made, credit sales can be made available to external applicants, thereby making increased sales likely.

Any changes in Native Vegetation permitted clearing regulations are unlikely to occur given that there have already been recent changes (2017). Council Officers will remain in close contact with DEECA to consult on any anticipated review.

Conclusion

Frankston City Council is seeking to establish an offset site within Wittenberg Reserve through entering into a Land Management Agreement with DEECA. The bushland 'offset' area will need to be fenced to restrict public access (while still allowing access through to Robinsons Park). It is recommended that consultation with the existing users of the reserve of any pathway closures be undertaken. Funding through the Capital Works program will be required to install the fencing next financial year.

Consultants have undertaken a final due diligence report to assist Council in its decision to progress the establishment of an offset site at Witternberg Reserve.

12.6 Native Vegetation Offset Site progress update**Executive Summary**

Studio Park does not fit the eligibility criteria for an offset site, given the intent of the Restrictive Covenant on its title. It is recommended not to pursue this site further at this time.

ATTACHMENTS

Nil

12.6 Native Vegetation Offset Site progress update
Officers' Assessment**Background**

- At its meeting on 4 June 2018, Councillor Bolam tabled a Notice of Motion regarding 2018/NOM31 - Improvements to the Planning Process. Council resolved that it (among other planning matters):
“Seeks a report on the process for establishing a Frankston Native Vegetation Offsets Policy for the October Ordinary Meeting.”
- A report was presented at the 22 October 2018 Ordinary Meeting, and Council resolved that it:
“1. Notes this report in response to item 6 of 2018/NOM31 and;
2. Supports the development of a business case for a Frankston City Council native vegetation offsets program through employment of a temporary part-time project officer at a cost of \$20,000.
3. Supports this local offsets program to be programmed for completion after Council’s adoption of the Green Wedge Management Plan expected in mid-2019 and therefore is referred to Council’s normal budget build process for 2019-20.”
- At its meeting on 11th May 2020, Council received this report and resolved to support the development of a business case for a Frankston City Council Native Vegetation Offset Program through the employment of a project officer.
1. Notes the Business Case in response to item 6 of 2018/NOM31 and;
2. Approves Option 3 of the Business Case to ‘Establish a Council operated Native Vegetation Offset Program through the registration of Studio Park and Witternberg Bushland Reserves as Native Vegetation Offset sites with sale of credits available for internal permit holders only’.

State legislation requires that when native vegetation is removed through development on sites over 0.4ha a Native Vegetation Offsets is required to be purchased. An offset is the protection and enhancement of native vegetation at a site registered with the Department of Energy, Environment and Climate Action (DEECA) [(formerly The Department of Environment, Land, Water and Planning (DEWLP)] to minimise loss Victoria's biodiversity.

When changes to the native vegetation regulations were made in 2013, Council ceased being able to provide native vegetation offsets within the municipality. There are currently no Native Vegetation Offset credits available for purchase within Frankston City. This results in a lack of choice for permit applicants and a loss of biodiversity and urban forest cover in Frankston City.

An analysis of all Council's Bushland Reserves was undertaken to determine which reserves met DEECA criteria for eligibility as an Offset site. Frankston City has limited opportunities to provide for Native Vegetation Offsets on its own land due to the complexity of the criteria set by DEECA for eligible sites. Only two reserves presented as viable Native Vegetation Offset sites: Studio Park Bushland and Witternberg Bushland Reserve with credits being available for internal Council projects only.

Issues and Discussion**DEECA Requirements**

Offset sites must provide permanent protection and management of native vegetation. To achieve this Council owned offset sites must be secured through a Landowner Agreement with DEECA under Section 69 of the Conservation Forests and Lands Act 1987. The security agreement includes landowner obligations and a 10-year

12.6 Native Vegetation Offset Site progress update
Officers' Assessment

management plan that details management commitments and actions. The actions must be done to the standards prescribed by DEECA.

In order for DEECA to enter into an Agreement with Council, the offset site and Council's management program must meet a range of stringent criteria including:

- Management Standards – such as weeds, pest animals and fencing;
- Excluding public access - public access is not permitted within offset sites, and fences must be installed where it is reasonably likely that the public may access the site; and
- Fuel reduction burning is not permitted, there may be an opportunity to conduct ecological burning if there is a clear need for a burn.

Challenges at Studio Park

DEECA identified that Studio Park is subject to a Restrictive Covenant. The Covenant is a result of the terms on which the late Nan McClelland (former owner of the parcel of land that now includes McClelland Gallery and Studio Park) bequeathed the land to the former Shire of Cranbourne.

DEECA has advised it will not enter into an Offset Agreement with Council while this covenant is attached to the land as the intention to use Studio Park for an offset site is fundamentally inconsistent with the existing restrictive covenant. If Council wishes to proceed, the covenant must be removed rather than varied. There are various mechanisms by which the covenant can be removed but these are complex and potentially costly. Therefore the key impediment to registering Studio Park as an offset site is whether this covenant can be easily removed and the process required.

Establishing Studio Park as an offset site cannot be readily achieved without a lengthy period of negotiation and consultation and potentially a Planning application or application to the Supreme Court. At this point in time it is recommended that Studio park is not considered for establishment as an offset site and focus is directed to registering the second site at Wittenberg Reserve.

Challenges at Wittenberg Reserve

Establishing Wittenberg Reserve as an offset site may be achieved relatively more easily than Studio Park. However, it is not without its challenges. Wittenberg Reserve is not encumbered by a restrictive covenant and is Council owned freehold land. However the same management criteria must be met in order for DEECA to enter into a Landowner Agreement with Council to establish an offset site.

As with all offset sites, DEECA advises that public access is not permitted. In the case of Wittenberg Reserve, this requirement would mean the bushland designated as the offset zone must be fenced and signed to exclude public access. The fencing must be of a design that excludes threats (in this case public and their dogs).

DEECA is open to discuss a range of fencing design options. However, any fence design would need to prevent ready access for people, but may also consider design for fauna movement (e.g. echidnas). A less costly ring-lock style fence may suffice for this purpose. Council will need to consider where the offset site can be fenced and current public expectations for use of the site.

Nonetheless, there are options to fence the middle of the bushland and allow walkers to access the area outside the offset zone and potentially fence off a 'corridor' through the bushland. The cost of this additional fencing will need to be considered in any decision to progress establishing the reserve as an offset site. It has been advised that this fencing can occur as a management action within the 1st year after the site has been registered.

12.6 Native Vegetation Offset Site progress update**Officers' Assessment****Bushfire considerations**

As Wittenberg Reserve is bounded by housing estates on two sides (north and west) and within a Bushfire Prone Area, an agreement with CFA to reduce the buffer distance was required to enable the site to be established as an offset. CFA provided a written agreement to reduce the buffer distance to 6m from the offset zone. As this distance is minimal DEECA has recommended a conservative buffer of greater than 6m be provided to ensure flexibility in management of the reserve as, once a Landowner Agreement is executed, no fuel management is permitted within offset sites including the removal of native vegetation or logs. This may limit options for future management (whether it be public infrastructure [eg. paths and picnic areas] or fuel management).

Due Diligence Report / Estimated Costs and benefits of establishing Wittenberg Reserve as an offset site

In order to provide definitive expert advice on the constraints and opportunities of establishing Witternberg Reserve as an offset site, Council officers engaged a DEECA accredited native vegetation offset assessor (Abzeco Pty Ltd) to prepare a due diligence report.

The report calculated the number of offset credits that can be generated at Witternberg Reserve and provided an analysis of the expected monetary value of the available offsets based on the current native vegetation offset credit market.

A 'best-case' scenario estimate of the number of offset credits that could be generated at Witternberg Reserve was calculated by Abzeco to be 1.048 'General Habitat Units' (GHUs). The GHU is the unit that DEECA has developed to measure and trade native vegetation offsets. It is derived from a combination of area, landscape and vegetation quality metrics.

The due diligence report presented an analysis of the trade history of native vegetation offsets of similar characteristics to Witternberg Reserve, concluding the reasonably expected value of these offsets is \$135,000 (excluding GST) per GHU. Therefore, the total value of the offsets at Witternberg Reserve is estimated to be \$141,480 (excluding GST).

This amount would be progressively traded to internal council projects such as road upgrades and other capital works projects where native vegetation is permitted to be removed and offsets are required.

It is important to note that the money received by the landowner (Council) for the sale of third party offset credits is held by DEECA and paid back to the landowner incrementally over a 10 year period (during which an Offset Management Plan is implemented). Money is withheld if annual monitoring reports are not submitted or regular DEECA audits show that management had not been compliant with the 10-year management commitments.

Therefore even if offsets are traded, Council must meet DEECA requirements in order to receive the funds from these trades and in effect the proceeds of the offset trades will be 'drip-fed' to Council over the 10-period of the offset management plan's operation.

Financial costs and benefits

When making the decision to set up a native vegetation offset site, Council will need to consider the offset site establishment costs (site assessment, reporting, surveyor site plans and DEECA fees) and ongoing management (including fencing) and annual monitoring costs, given the finite value of the offsets generated at Witternberg Reserve (i.e. \$141,480).

12.6 Native Vegetation Offset Site progress update

Officers' Assessment

Council should consider if the establishment and maintenance costs including administrative costs, required fencing, additional woody weed control over the next 10 years and ongoing maintenance in perpetuity is likely to cost \$141,480 or more and if this fits with its financial objectives.

The following is an estimation of the establishment cost for the first year of implementing a Native Vegetation Offset Program in Wittenberg Reserve.

The table below shows that the legal and consultancy fees associated with establishing the Landowner Agreement for the creation of a Native Vegetation Offset Site (\$33,100 excluding GST) are covered by existing budget which is money currently held in reserve from previous Native Vegetation Offset payments received from developments within the municipality.

The fencing cost (\$130,000 excluding GST) is based on a detailed quote from a contract fencer developed in consultation with relevant Council officers and considers the need to provide a fenced walkway through the reserve following closure to the public. The cost of fencing is currently unfunded and will need to be considered through the Capital Works program.

Management of the bushland to the standard required by DEECA can be funded by existing bushland management budgets.

Item – All costs excl. GST	Cost (excl. GST)
Initial site assessments by DEECA approved assessor - Assessment required to confirm suitability and calculate gains available before proceeding	\$7,000**
Production of Offset Management Plan and supporting documentation by DECCA approved assessor	\$11,000**
Site surveying as required by DECCA	\$1,100**
Section 69 site registration of Wittenberg Bushland Reserves	\$14,000**
Fencing to exclude public access	\$130,000 (not funded)
Total for year 1	\$ 163,100

** Funded through existing budget in the form of money currently held in reserve from previous Native Vegetation Offset payments received from developments within the municipality prior to 2013.

The above costing indicates that the estimated establishment and maintenance cost for the Witternberg offset site (\$163,100 excluding GST) exceeds the total income predicted through sales of offset credits (\$141, 480 excluding GST).

This is largely due to the costs of fencing to meet the DEECA requirement to exclude public access but to provide access walkways through the reserve in order to facilitate a degree of access through the reserve for the community.

Non-financial cost benefits

Council will also need to consider if other objectives for biodiversity improvement are a priority over cost. AS well as the goal of generating native vegetation credits within the

12.6 Native Vegetation Offset Site progress update
Officers' Assessment

Frankston LGA to offset vegetation removal proposed for future Council developments in the LGA. This may be more important given that at present there are no third party offsets available to purchase within the Frankston LGA.

Requirement to exclude public access – the need for community consultation

Witternberg Bushland reserve is extensively used by local residents for passive recreation and access through to the open space to the south at Robinson's Park (as reported by the Natural reserves Team). Dogs are currently permitted on leash on the walking tracks within the reserve.

As noted in order to establish the offset site, DEECA requires that the offset area is excluded from the public and any other threats such as dogs. Therefore passive recreation and dog walking within the offset area would be prohibited in perpetuity, even when the offset credits have been fully traded.

In order to mitigate the loss of community use of the bushland reserve, it is recommended that a fenced off walkway be established through the bushland to allow passage through the woodland area while keeping people and dogs out of the native vegetation offset zones.

Figure 1 below provides an example of a fencing plan for the reserve showing existing fencing (Magenta) and the required new fencing including fenced off walkway (Yellow) through the bushland.

12.6 Native Vegetation Offset Site progress update

Officers' Assessment**Figure 1 Witternberg Reserve Offset Fencing Proposal**

While this may provide a degree of passive recreation, community consultation will be required to seek community feedback on the proposal to change access arrangements for the reserve. Council will need to consider the response of the local community to the changed arrangement restricting access to the fenced walkway and balance this against the benefits of establishing the offset site.

12.6 Native Vegetation Offset Site progress update
Officers' Assessment

There is a risk that restricting access to the reserve will be perceived negatively by the community that utilises Witternberg Reserve. It should also be noted that the available offset amount (1.048 General Habitat Units) is small when compared with the offset schemes of other municipalities. The potential community impact will need to be weighed against the overall benefit of generating this amount of offset credits.

It is recommended that a final decision on whether to proceed with the establishment of the offset site is not made until the outcome of community consultation is known.

How the funds from sale of offset credits be used?

It is proposed that the sale of offset credits from Witternberg Reserve would yield an income that could be returned to management of conservation reserves either at Witternberg or other reserves. However, it should be noted that implementing conservation works at Witternberg requires on-going expenditure in perpetuity to maintain the condition of the reserve. It is expected the expenditure of all available offset credits will take several years as Council capital works projects are implemented. Therefore the income for any one year may be a proportion of the estimated total value of the offsets. As noted this income would be held by DEECA and returned to Council periodically following successful completion of yearly monitoring by DEECA.

When all offset credits are expended, on-going maintenance costs will continue to be borne by Council in perpetuity in order to maintain the offset site to the standard required by DEECA. With consideration of these costs the main benefit of the proposal is to generate some native vegetation offsets for local conservation benefits.

Options Available including Financial Implications

Capital Works budget is essential for the establishment of the offset site at Witternberg Reserve. The consultant has advised that the site can be registered prior to the fencing being installed. Fencing can form part of the 10 year management plan and will be required as an action in year 1. If offset sales occur in the first year of offset establishment, these can contribute to the cost of fencing.

As noted existing budget can be used for the consultancy fees to develop the landowner agreement. This funding is money currently held in reserve previous Native Vegetation Offset payments received from developments within the municipality.

Funding for the implementation and ongoing operation costs for the program are expected to be met through existing Bushland Management budgets, supplemented by the income generated by the internal purchase of the offset credits.

Fencing costs are currently unfunded. This amount is estimated to be \$130,000 excluding GST.

There are no current resources included within the Annual Budget for this purpose.

Consideration for funding will need to be referred to the next Annual Budget process.

Total income from sales of offset credits is estimated to be \$141,480 (excluding GST). If the cost of establishing the Landowner Agreement is excluded, an estimated profit of \$11,480 could be anticipated when all offset credits are sold. However, this does not account for any un-expected on ground works that may be required by DEECA to meet vegetation condition standards, monitoring costs and fence maintenance costs to meet the on-going fencing standard required by DEECA.

12.6 Native Vegetation Offset Site progress update**Officers' Assessment**

In order to proceed with the Landowner Agreement and establishment of Witternberg Reserve as a Native Vegetation Offset site, community consultation will be required to seek community feedback on the proposal to change access arrangements for the reserve.

Council approval is sought for officers to commence a community consultation process. It is anticipated the consultation would run for six weeks between April – June 2023.

Executive Summary**12.7 Award of Contract - CN10845 Kananook Multilevel Commuter Car Park**

Enquiries: (Rob Savoia: Infrastructure and Operations)

Council Plan

- | | |
|----------|---|
| Level 1: | 4. Well Planned and Liveable City |
| Level 2: | 4.2 Improve connectivity and movement and provide transport choices to the community, including walking trails and bike paths |

Purpose

To obtain Council approval to award contract CN10845 to Ireland Brown Constructions Pty Ltd ACN: 111 715 621 for the construction of the Kananook Multilevel Commuter Car Park.

Recommendation (Director Infrastructure and Operations)

That Council:

1. Subject to the issuing of a Planning Permit under application number 760/2022/P, awards contract CN10845 Kananook Multilevel Commuter Car Park to Ireland Brown Constructions Pty Ltd ACN:111 715 621 for \$15,440,367.00 GST exclusive;
2. Authorises the Chief Executive Officer to sign the contract;
3. Delegates approval of contract variations within the contingency amount outlined in the confidential attachment to the Chief Executive Officer;
4. Notes the extensive advocacy undertaken throughout 2021 and 2022 that resulted in successfully securing Australian Government investment totalling \$22 million from the Urban Congestion Fund towards a new multi-level commuter car park servicing Kananook Railway Station and the Kananook Recreation Reserve Precinct;
5. Notes the excellent advocacy undertaken towards delivering the Kananook Commuter Car Park as well as a major redevelopment of Kananook Recreation Reserve Precinct that is funded through positive partnerships with three levels of government;
6. Notes the ongoing collaboration between Council and the Federal Department of Infrastructure, Transport, Regional Development, Communications and the Arts throughout the detailed design phase of the Kananook Commuter Car Park and the support of local Federal Member for Dunkley Ms Peta Murphy MP;
7. Provides a letter of thanks to Federal Member for Dunkley Ms Peta Murphy MP and Federal Minister for Infrastructure, Transport and Regional Development of Australia the Hon Catherine King MP acknowledging the Australian Government's commitment towards the Frankston City community, updating the project status and inviting their participation in official project events and milestones;
8. Notes that ongoing annual maintenance costs for this facility will likely require an estimated cost in the order of \$180,000.00 per annum, and as such will require necessary adjustments in 2024/25 and ongoing Operating Budgets for Facilities Management; and
9. Resolves Attachments A,B and C to this report be retained confidential on the grounds that it contains private commercial information, being information provided by a business, commercial or financial undertaking that if released, would unreasonably expose the business, commercial or financial undertaking to disadvantage, pursuant to the *Local Government Act 2020 s3(1)(g)*.

12.7 Award of Contract - CN10845 Kananook Multilevel Commuter Car Park**Executive Summary****Key Issues**

- The project under this contract award is for the construction of Multi-Level Commuter Car Park with 300 plus car spaces opposite Kananook Train Station and adjacent the Frankston Basketball Stadium.
- This project is fully funded with a grant of \$22 million from the Federal Government's Department of Infrastructure, Transport, Regional Development, Communications and the Arts.
- The progression of this project and associated award of contract is subject to the issuing of a Planning Permit for the development and use of the land for a Multi-Level Commuter Car Park.

Background

Council purchased a 3,232 m² parcel of land located at 39 Wells Road, Seaford immediately adjacent the Frankston Basketball Stadium at 90 Bardia Avenue and diagonally opposite to Kananook Railway Station. This site was identified as an opportunity to construct a multilevel car park providing 300 plus car parking spaces for utilisation by public transport Commuters and will also provide additional car parks for Basketball Patrons during peak usage times on weekends.

To facilitate the construction of the multilevel car park, Council's advocacy for funding to the Federal Government was successful in early 2022, with the project being allocated \$18 million by the Department of Infrastructure, Transport, Regional Development, Communications and the Arts. Since the award of this grant, volatile construction market conditions with higher than expected cost escalations identified a likely funding shortfall in the order of \$4 million. Further advocacy from Council to the Federal Government to meet this funding shortfall has been supported with the required additional \$4 million being allocated, bringing the total grant allocation to deliver the project to \$22 million.

Detailed design plans and specifications have been prepared to enable tenders to be sought from selected Building Contractors and for an application to be submitted seeking the issuing of a Planning Permit to build and use the land for the multilevel commuter car park.

Scope of Work:

Contract CN10845-Construction of Kananook Commuter Multi-Level Car Park to construct a Multi-Level (3 Level) Commuter Car Park with 300 plus car spaces on 39 Wells Road and partly on adjacent existing car park servicing the Frankston Basketball Stadium.

The project also includes the installation of traffic signals at the Intersection of Wells Road and Bardia Avenue. These works will be undertaken separately to the car park construction being undertaken through contract CN10845.

A plan indicating the works and visualisation of the façade is appended to the Council Report as Attachment C.

Tender Process

The request for tender (RFT) for contract CN10845 was released on 27 October 2022 to five selected building contractors with suitable credentials. Suitably qualified were sourced via the ministerially approved Victorian State Government's Department of Treasury & Finance (DTF)'s Construction Supplier Register (CSR).

12.7 Award of Contract - CN10845 Kananook Multilevel Commuter Car Park**Executive Summary**

The originally posted tender closing date of 3:00 PM AEST of 23 November 2022 was extended by one week to 3:00 AEST PM on 30 November 2022 to provide invited Tenderers a longer period to compile and submit their tender offer.

At the close of the extended tender period all five invited selected Building Contractors submitted their tender offer. No late tenders were received.

Tender EvaluationMandatory Criteria

All submissions were assessed against the following mandatory criteria including Federal Grant Agency imposed conditions, as provided in the Request for Tender documents:

- Compliance to Australian Government Building and Construction WHS Accreditation Scheme
- Insurances
- Child safety.
- Compliance to Building Code 2016 and Code for the Tendering and Performance of Building Work Amendment Instrument 2022 (Amended Code) - must be compliant at the time of shortlisting

Four of the five submitted tender submissions passed checks against the mandatory criteria at shortlisting tender evaluation stage and were deemed compliant to be progressed for further evaluation,

Tender Evaluation Criteria

Criteria
Cost to Council
Community Benefit (including Indigenous Participation as per Indigenous Participation Plan)
Ability to Meet Technical Requirements and Methodology
Current Commitments and Resources
Performance on Most Similar Projects, Experience and Management Systems

Evaluation was guided by the approved Tender Evaluation and Probity Plan.

The evaluation of submissions is documented in the Tender Evaluation Report together with the Tender Evaluation Scoring Matrix, which are respectively provided as confidential Attachments A and B.

Negotiations

All tender negotiations are complete.

Post award of the contract

If award is approved by Council at this Ordinary Meeting, all respondents will be notified of the outcome and offered debriefs.

Details of the awarded contract will be published on the Council website.

12.7 Award of Contract - CN10845 Kananook Multilevel Commuter Car Park**Executive Summary****Probity**

All Council procurement processes are conducted in a fair, honest, open manner with the highest levels of integrity and in the public interest. All suppliers are treated fairly in an open and transparent manner.

Council must engage an external probity advisor when the value of goods or services exceeds \$5 million (GST inclusive).

An independent Probity Auditor was engaged to oversee the tender process and have endorsed the process to have been conducted in accordance with the approved evaluation plan. The Auditor's report is included in Attachment D.

Disclosures of Conflicts of Interest in Relation to Advice Provided in this Report

No person involved in the evaluation of tenders declared a direct or indirect interest requiring disclosure OR No person involved in the preparation or approvals of this report declared a direct or indirect interest requiring disclosure.

No person involved in the evaluation of tenders declared a direct or indirect interest requiring disclosure.

Contract Value

This is a fixed price contract.

The total contract price is \$15,440,367.00 GST exclusive.

Term of the Contract

The contract term will be in the order of 14 months from the date of award with a 12 month defects liability period commencing from the date of practical completion.

Policy Considerations

This procurement does not conflict with any Council policies

Collaboration

Section 109(2) of the Local Government Act 2020 requires that any report to Council that recommends entering into a procurement agreement must include information in relation to any opportunities for collaboration with other Councils or public bodies.

Under this contract there were opportunities and requirements to collaborate with other Council stakeholders, utilities/statutory authorities and public bodies including but not limited to list below:

Federal Government Grant Authority

Council's Major Projects Advisory Committee (MPAC)

Internal Council Departments via Project Advisory Group (PAG)

Statutory/Utility Authorities including Melbourne Water (MW) + Department of Transport & Planning (DTP) + South East Water (SEW)

Bunurong Land Council Aboriginal Corporation (Registered Aboriginal Party)

Frankston City Council as Responsible Planning Authority (RA)

Frankston & District Basketball Association (FDBA)

Bayside Gymnastics Club

Community via Planning Permit Application Advertising process

12.7 Award of Contract - CN10845 Kananook Multilevel Commuter Car Park**Executive Summary****Financial Implications**

Evaluation of the tender submissions received recommends a total contract price of **\$15,440,367.00 GST exclusive**.

The recommended final price offer was submitted by Ireland Brown Constructions Pty Ltd and is within the estimated project construction costing when compared to the cost estimates prepared specifically for the specified scope of this project by an external Cost Consultant. Their tendered sum is also considered to be providing value for money to deliver of the project, and referenced to the other tender submissions, and also particularly in the current volatile construction market conditions.

Budget

The Federal Government through Department of Infrastructure, Transport, Regional Development, Communications and the Arts (Grant Agency) have provided a grant of \$18 million towards the construction of a multi-level commuter car park opposite Kananook Train Station. Due to project cost escalation owing to recent market changes an additional \$ 4 million was approved by the Grant agency.

A project cost estimate undertaken through an external cost consultant engaged by the consultant who prepared the design documentation indicated that the total budget required to deliver this project would be in the order of \$22 million.

The table below provides a financial summary and project budget breakdown showing that the total cost to deliver this project is projected to be \$22 million exclusive of GST and can thus be fully delivered on the basis of the allocated grant funding.

As part of the project there is also a requirement to provide traffic signalisation of intersection of Wells Road and Bardia Avenue for which a separate cost component has been allowed for within the budget breakdown. This element of the project is subject to further detailed design to the satisfaction and approval of the Department of Transport and Planning (DTP). This project will be procured under a separate contract to the car park construction contract. The timing for delivering the above intersection signalisation is planned to correlate with the car park construction completion in May 2024. A cost allowance has been made within the project budget for the traffic signalisation of intersection.

Ongoing annual maintenance & operational costs for this facility will likely require estimated cost in the order of \$180,000.00 per annum, and as such will require necessary adjustments in 2023/24 Operating Budget for Facilities Management.

Project Budget Summary Table:

Construction of Kananook Commuter Multi-Level Car Park Project Budget & Financial Summary (Exclusive of GST)	
Federal Government Department of Infrastructure, Transport, Regional Development, Communications and the Arts Grant	\$22,000,000.00
Projected Expenditure Budgets FY2021/22 + FY2022/23 + FY2023/24	
FY2021/22 - Expenditure Incurred	\$197,290.00
FY2022/23 - Commitments & Expenditure Incurred to Date (Feb 2023)	\$537,171.00

12.7 Award of Contract - CN10845 Kananook Multilevel Commuter Car Park**Executive Summary**

FY 2022/23 - Remaining Expenditure to Progress Delivery of Project	\$1,166,539.00
FY 2023/24 - Balance of Expenditure to Complete Delivery of Project	20,099,00.00
Recommended Tender Award of Contract Sum under CN 10845	15,440,367.00
Other Associated Costs to Deliver Project	\$6,559,633.00
Total Forecast Expenditure to Deliver Project	\$22,000,000.00
<i>Balanced to Grant Allocation</i>	\$22,000,000.00

Legal/Statutory Implications

This tender process complies with Council's Procurement Policy 2021-2025.

Other Considerations – Statutory Approvals

Planning Permit Application

The construction & use of the land on which the multilevel commuter car park is to be constructed requires a planning permit. An application numbered 760/2022/P has been submitted to the Responsible Authority (RA) namely the Frankston City Council Planning Department.

In the event that a planning permit is not issued, this contract will not be awarded.

Environmental/Sustainability Impacts

The construction of the Multi-Level Commuter Car Park has been assessed and meets Council's Environmentally Sustainable Design Standards for Council Buildings Policy (2020).

The environmental benefits from this project include:

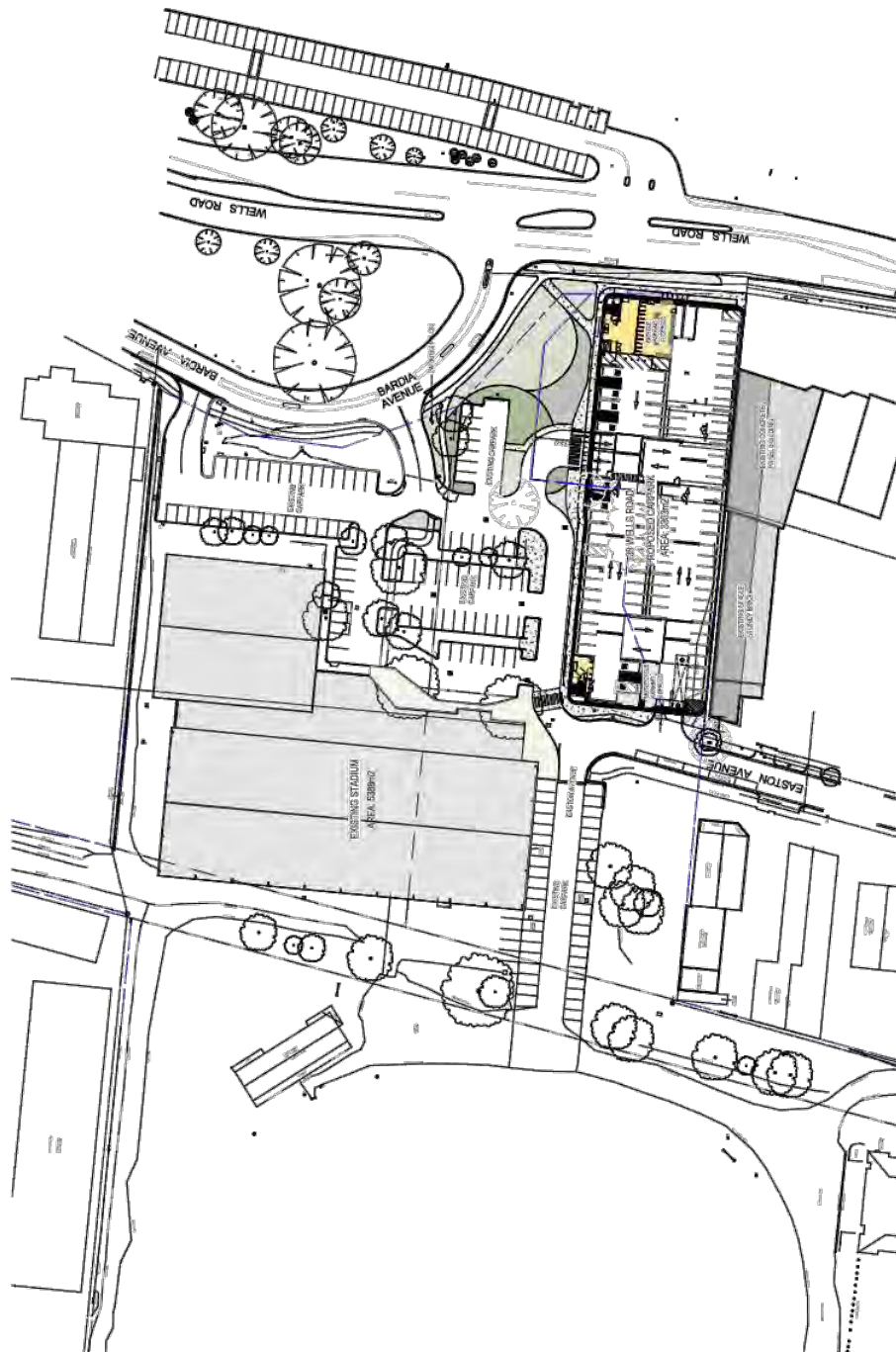
- Promoting Bicycle usage by providing dedicated bicycle parking facility
- Promoting Rail & Bus Public Transport usage with supporting commuter car park

Buy Local Impacts

Community Benefit including Indigenous Participation is part of the mandatory evaluation criteria. All tender submission were assessed against this criteria.

12.7 Award of Contract - CN10845 Kananook Multilevel Commuter Car Park**Executive Summary****ATTACHMENTS**

- Attachment A: Kananook Multilevel Commuter Car Park Project - CN10845 - Tender Evaluation Report - **CONFIDENTIAL**
- Attachment B: Kananook Multilevel Commuter Car Park Project - CN10845 - Tender Evaluation Scoring Matrix - **CONFIDENTIAL**
- Attachment C: Kananook Multilevel Commuter Car Park Project - CN10845 - Probity Audit Report - **CONFIDENTIAL**
- Attachment D: [!\[\]\(b1b781be830eb908d845c527ab08d5f8_img.jpg\)](#) Kananook Multilevel Commuter Car Park Project - CN10845 - Site Plan



1 SITE PLAN - EXISTING STADIUM /
TRAFFIC OPTION 1

[illegible]

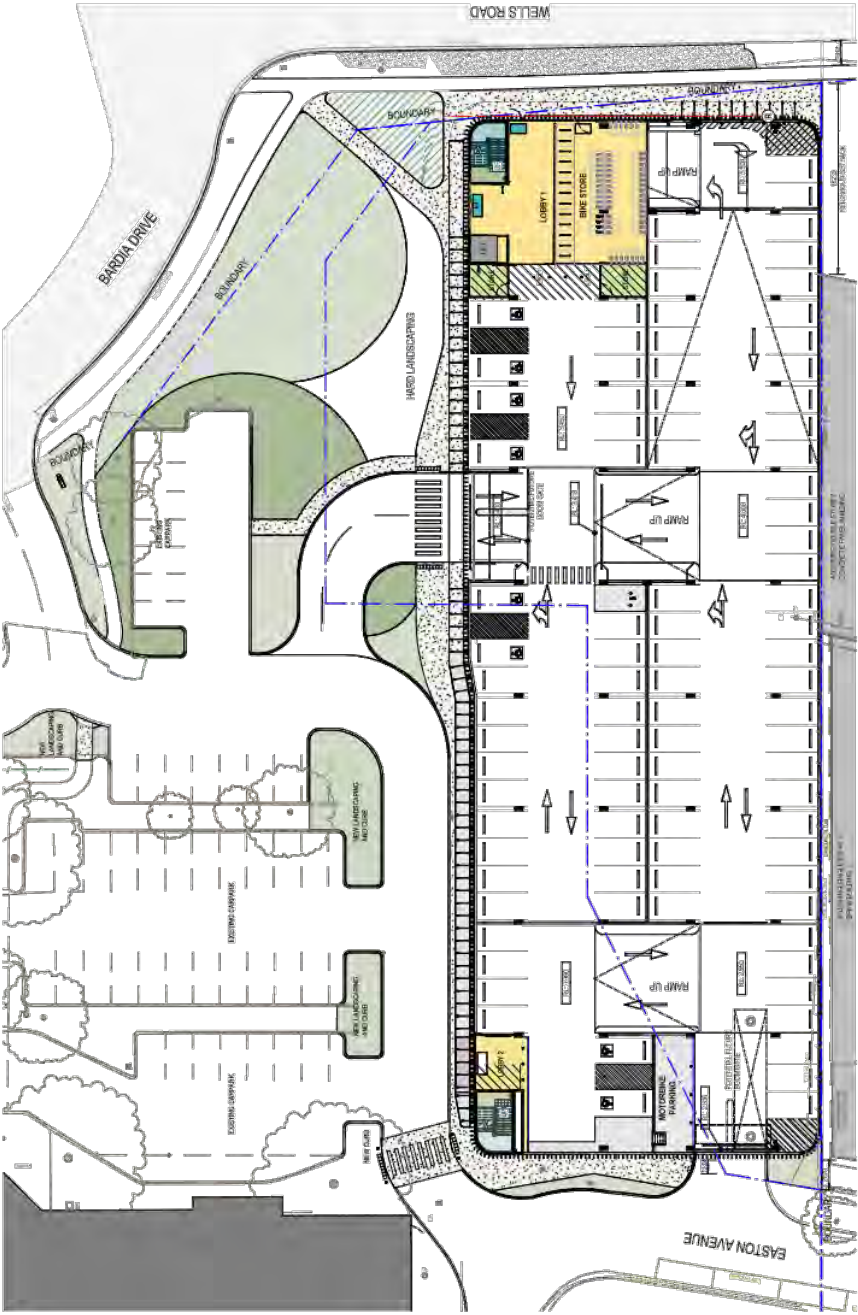
CUSTOMER: FRANKSTON CITY COUNCIL
ADDRESS: 36 WHEELS ROAD, BEDFORD



PROJECT: 1751
DRAWING: P101
FOUNDER: T2
DATE: 10/20/2024

TITLE: SITE PLAN - EXISTING STADIUM / TRAFFIC OPTION 1





GROUND LEVEL - FLOOR PLAN P1

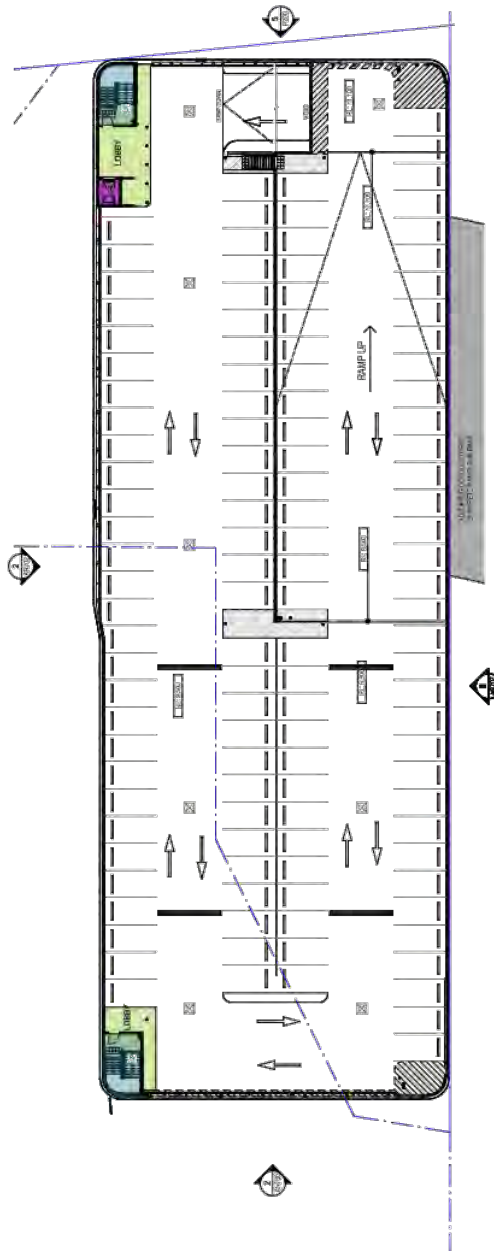
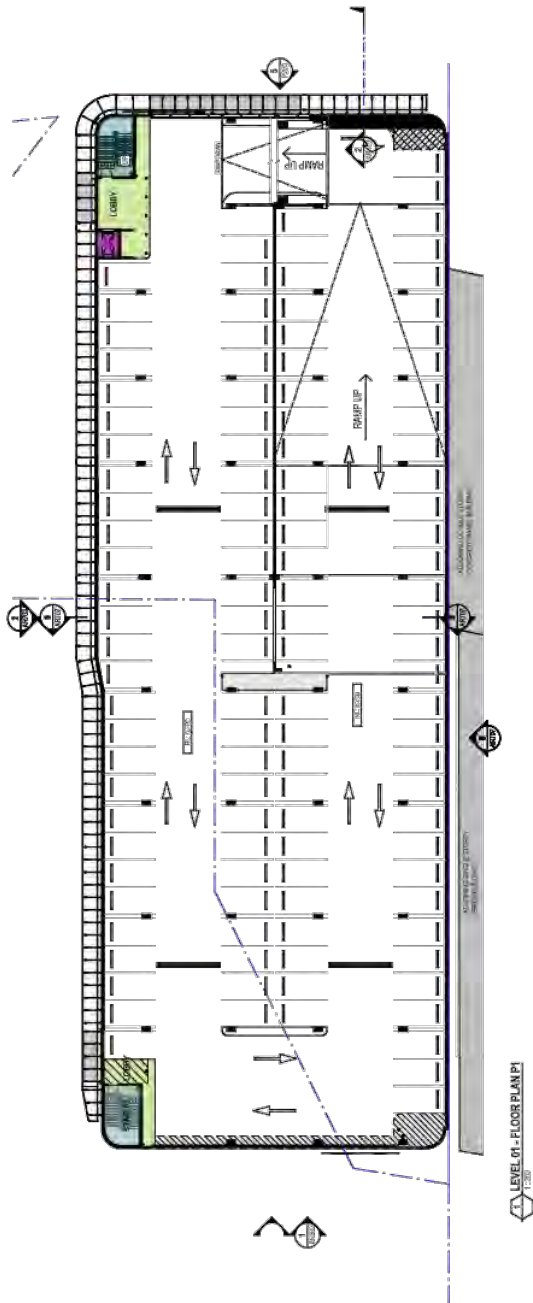
BIM
HE
DE

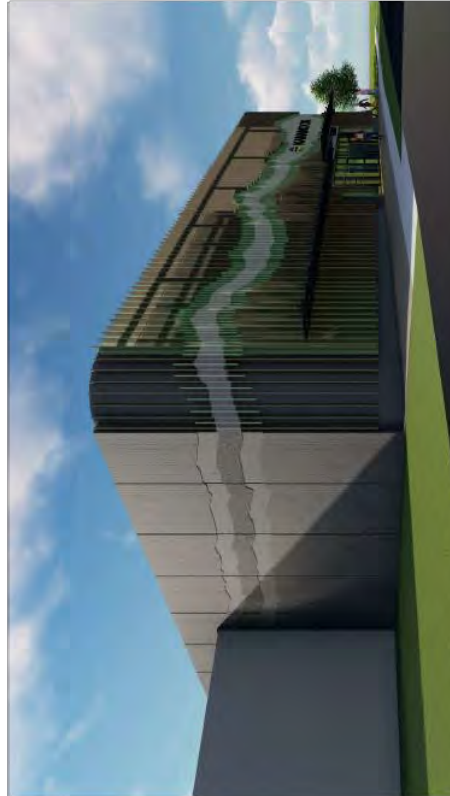
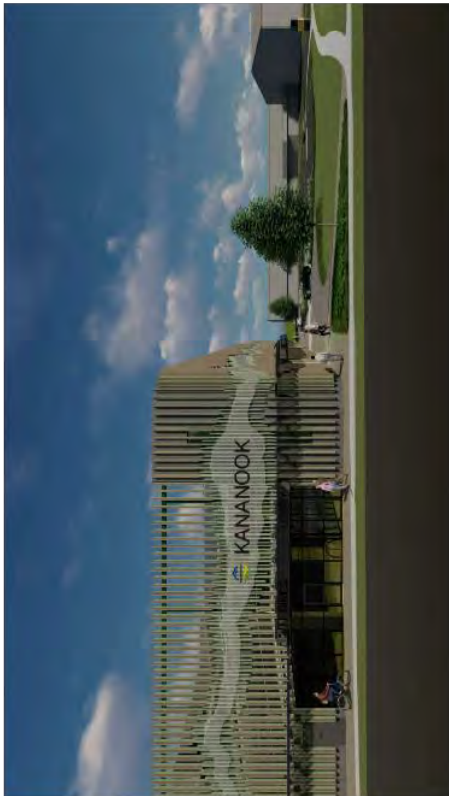
CLIENT: FRANKSTON CITY COUNCIL
PROJECT: KANANOOK MULTILEVEL COMMUTER CAR PARK



PROJECT: 1751
DRAWING: P103
TITLE: FLOOR PLAN - GROUND

DATE: 15/02/23
T1





Executive Summary**13.1 Response to 2023/NOM2 - Langwarrin Child & Family Centre**

Enquiries: (Claire Benzie: Communities)

Council Plan

Level 1: 1. Healthy and Safe Communities

Level 2: 1.1 Engage families to promote the importance of early childhood education and health

Purpose

To respond to the Notice of Motion and petition regarding the Langwarrin Child & Family Centre at the Long Street Reserve in Langwarrin.

Recommendation (Director Communities)

That Council:

1. Notes a petition containing 1751 signatures was tabled at the 30 January 2023 Council Meeting, requesting Council to stop the demolition of Long Street Reserve for the proposed Langwarrin Child and Family Centre, and that the Head Petitioner has been formally notified of the acceptance of the petition;
2. Recognises the community engagement work undertaken to date, which finishes on 26 March 2023, is to establish which building design option the community prefers for the Child and Family Centre at this site;
3. Releases the remaining information comprising the 24 October 2022 confidential report, including the attachment, with the draft minutes of this meeting;
4. Notes that:
 - (a) Officers will commence development of a Kindergarten Strategy in July 2023.
 - (b) This will be a strategic and forward looking document to identify the forecast, future kindergarten needs of the municipality and identify locations for where new and/or expanded kindergartens could be located;
 - (c) The Strategy will take up to 18 months to be completed; and,
 - (d) Community and stakeholders will be invited to participate throughout the process.
5. Receives a report on the outcomes of the community engagement by no later June 2023, including future amenity improvements to the Long Street reserve received as feedback through the current community engagement.
6. Notes that a Response to the Petition is not expected to occur before June 2023.

Key Points / Issues

- Council has been looking for a site in Langwarrin over the last several years to provide an expanded kindergarten function to the local community. This search has been accelerated by the State Government's recent announcement to increase the number of hours to be provided per week – for free – to 3 year olds and 4 year olds attending kindergarten.
- The Long Street Reserve was identified as the preferred site for a new and expanded Child and Family Centre due to its proximity to the existing Langwarrin Pre-School, land size, accessibility to the site (pedestrian access, public transport and other infrastructure such as roads and connecting pathways), land ownership and Planning Scheme controls.

13.1 Response to 2023/NOM2 - Langwarrin Child & Family Centre**Executive Summary**

- It is regarded as best practice to co-locate kindergarten and Maternal Child Health (MCH) services, as part of a 'child and family centre.' A Child and Family Centre means that a child can attend the same site from birth to the end of kindergarten, and provides an inclusive place in which they can belong, develop and thrive. There are many examples of a Child and Family Centre in the municipality, including the existing Langwarrin Pre-School.
- Once the new Child and Family Centre is constructed, it is anticipated that the existing Langwarrin Pre-School, which has been in operation for 50 years, would relocate to it at the start of the new kindergarten term in 2025.
- At the Council Meeting on 24 October 2022, Council resolved to support Long Street Reserve as the preferred location for a new Child and Family Centre and commence community engagement on design options for it. This report was considered as a confidential item, with the resolution being released with the minutes for the 12 December 2022 Council Meeting as per that resolution.
- Council commenced community engagement on 9 December 2022. Engagement is currently ongoing, and concludes on 26 March 2023. The purpose of this engagement is to advise the local community of the new building to be constructed at the Long Street Reserve and to receive feedback as to building design options preferred for the site.
- To support engagement, Council has run two community sessions on 7 and 9 February 2023. The session on 7 February 2023 was held in the Long Street Reserve and attended by about 150 people. The session on 9 February focussed on kindergarten services and had about 8 people in attendance.
- As part of this engagement, Council has heard from community members who support the proposal and have selected preference/s for its design; as well as from community members who oppose its development in the Long Street Reserve. Councillors have also heard from community members directly via email, text message and by phone.
- At its meeting on 30 January 2023, in relation to Notice of Motion 2023/NOM 2, Council resolved that it:
 1. *Authorises the immediate public release of the division of voting for the Closed Council Item C.1 (Kindergarten Reform Update and Langwarrin Child & Family Centre), at Council Meeting 2022/CM15 on 24 October 2022 with the draft minutes of this Council Meeting;*
 2. *Authorises the immediate public release of the officer's report for Closed Council item referred to in (1) with the draft minutes of this Council meeting, except for the first dot point/fourth paragraph under the Key Points/Issues sub-heading and the attachment. These two items of information to be excluded relate to kindergarten sites other than Long Street Langwarrin; and*
 3. *Receives a report at the February 2023 Council Meeting outlining:*
 - (a) *The information released to the community to date*
 - (b) *Information to be released to the community in future and timeframes around this release, including the timeframe for the release of the excluded information referred to in Item 2 (above).*
- At its meeting on 30 January 2023, Council received a petition from Head Petitioner Jason Toomer containing 1751 signatures. The petition requested:

13.1 Response to 2023/NOM2 - Langwarrin Child & Family Centre**Executive Summary**

"We the undersigned hereby petition Frankston City Council to stop the demolition of Long Street Reserve. Frankston City Council are proposing to construct a new Child and Family Centre comprising of 3 kindergarten rooms, 2 Maternal and Child Health consultation suites and a playgroup/parent education room as advised in the Council letter from 9th December 2022: reference A4811398.

Long Street Reserve isn't only an important place for the surrounding residents but the whole of the Langwarrin community. It is a meeting point for friends and family, a place for dogs to run around, home to many Australian native flora and wildlife. It is a safe playground accommodating for children of all ages, which is hard to find in Langwarrin.

Long Street itself is a single laned street. It is a quiet street with no public transport route and majority of the streets off Long Street don't even have footpaths. The Frankston City Council proposal only allocates for a maximum of 27 car parks which is simply not enough for the quantity of children/adults the building will facilitate.

This proposal will transform our safe and quiet neighbourhood to a high-risk area due to the increased traffic. We, the undersigned, are the advocate for the neighbourhood, our children, nature and wildlife and we request that the Frankston City Council stop this proposal."

- **Kindergarten Infrastructure and Future Demand in Langwarrin**

It is acknowledged that kindergarten infrastructure in Langwarrin is not going to accommodate the future needs of the community. The existing Langwarrin Kindergarten site is no longer fit for purpose. It is not possible to extend the kindergarten or MCH building, as the site is not big enough.

There are 4 kindergartens in Langwarrin and 3 of these are single room kindergartens. This means that from 2030 – when the kindergarten reforms take full effect:

- The 3 single room kindergartens will reduce from their current capacity of 78 places per week, to a maximum of 28 places per week. This will leave up to 50 children at each kindergarten without a place, and having to find an alternative service provider.
- The fourth kindergarten, which comprises 2 rooms, will reduce from their current capacity of 156 places to 56 places.

As these changes occur, the demand for places at all kindergartens will increase. Initial feasibility studies carried out on 2 of the single room kindergartens indicates that it may be possible to expand and add one additional room, noting that further feasibility is required. Even if these kindergartens can be expanded, there will be a reduction of approximately 78 places in Langwarrin.

- **Matters arising from the Petition**

To assist the ongoing community discussion, matters arising from the Petition are discussed below pending a future response to Council in June 2023.

In assessing the viability of a Child and Family Centre, a number of factors are considered. Some of the main factors include the existing use of the land, accessibility to the site (pedestrian access, public transport and other infrastructure such as roads and connecting pathways), size of the land, impact on local community and environment, planning controls and land ownership.

13.1 Response to 2023/NOM2 - Langwarrin Child & Family Centre**Executive Summary**

It is recognised that for all sites there is an impact on the local community. The level and type of impact varies for each site. Locating a range of early year services in one location is best practice in terms of support for families, and outcomes for children.

Throughout 2018 and 2019, eight sites were investigated for the Langwarrin Child & Family Centre. These sites, along with the reasons they were not pursued, are listed below (in summary):

- Lloyd park – Telecom Tower site
 - o Large telecom tower prominent to the park, negative perceptions about safety for children potentially resulting in low utilisation
 - o Would require major road network upgrade, including car parking to cater for the increased patronage to the site
 - o Possible creation of road congestion within local residential road networks (particularly when sporting events take place and with the reduction of car parking available for public use)
 - o Land owner is Department of Environment, Land, Water and Planning (DELWP)
- Lloyd Park Reserve site – North West corner
 - o Site is located within existing remnant native bushland, requires extensive clearing, Construction Environment Management Plans are required
 - o A portion of the site is in an area of Aboriginal Cultural Heritage Significant
 - o Legislative & planning will involve the Department of Environment, Land, Water and Planning (DELWP) land owners
 - o A portion contains high-quality native vegetation and wildlife habitat that would need to be offset if nominated for removal
 - o The fall of the land and change of levels present challenges to make the design universally accessible
 - o Limited access to site services (no electricity or communications)
 - o Depending on the positioning of the facility this site may be isolating which poses a risk for children and staff accessing this site
- Melbourne Water site – McClelland Drive
 - o The location is outside the suburb of Langwarrin and does not meet the kindergarten development plan, lack of access for pedestrians and cyclists may affect utilisation

13.1 Response to 2023/NOM2 - Langwarrin Child & Family Centre**Executive Summary**

- Site is located within existing remnant native bushland, requires extensive clearing, Construction Environment Management Plans are required
- Legislative & planning requirements will involve Department of Environment, Land, Water and Planning (DELWP)
- No existing road / pedestrian infrastructure, the site would require major works to prepare the site and make it accessible from the street
- Special Building Overlay (SBO) covers part of the site
- Existing water retardation basin present on site (south-west corner)
- No direct accessible power, electrical and water supply to the site
- Sewer easement running north-south through the site, bisecting the site impacts on developable area
- Studio Park – McClelland Gallery
 - Road access significantly limited and would require road works
 - Significant tree density on site
 - Construction of an access road joining Studio Park with McClelland Gallery is not within their proposed development
 - Future developments of this site are unknown. The timing does not meet kindergarten infrastructure development plan and will not meet the capacity shortage
 - The site is isolated and is not suitable for an early years service
 - Limited public transport and pedestrian access may result in an unutilised building
- Quarry Site (north of McClelland Gallery)
 - Privately owned concrete / construction site
 - Privately owned and would require land acquisition and subdivision
 - Significant vegetation and tree coverage
 - Significant planning challenges due to overlays

Councillors were presented with the investigation and feasibility findings, each site presented a number of challenges. The Melbourne Water site was the only site recommended to progress to concept planning stage, however this site was generally not supported in subsequent discussions.

An additional three sites were identified:

- Lloyd Park North (Pindara Boulevard)

13.1 Response to 2023/NOM2 - Langwarrin Child & Family Centre**Executive Summary**

- Limited access - Pindara Boulevard is the only access to and from the site
- Located fully within the Bushfire Management Overlay (BMO)
- Located within an Area of Aboriginal Cultural Heritage Sensitivity
- Department of Environment, Land, Water and Planning (DELWP) managed crown land for the purpose of recreational use
- The limited public transport access does not meet the needs of kindergarten planning
- Lloyd Park South (Men's Shed)
 - Owned by Department of Environment, Land, Water and Planning (DELWP)
 - Presence of heritage hall and skate park would require relocation of two existing community groups, Langwarrin Men's Shed and BMX track
 - Land has a significant fall and level change to the north, the topography would require a split facility creating design difficulties for truly inclusive early years services
 - DWELP managed crown land is for the purpose of recreational use
- Langwarrin Gateway
 - Land has a 12 metre incline from Jackson Drive to the south of the site
 - Development would require the acquisition of seven (7) residential properties to fit the early years facility
 - A portion of the site is affected by the Bushfire Management Overlay (BMO)
 - Land required is privately owned

In July 2019, Lloyd Park North (Pindara Boulevard) was endorsed to be the preferred site for the new facility and officers were authorised to commence community consultation.

In September 2019 a petition was tabled opposing the Pindara Boulevard site for the development. In November 2019, Council resolved to cease community engagement for this site and for officers to continue investigating alternative sites.

In 2020, background discussions commenced with McClelland Gallery to purchase a part of their land to support a new Child and Family Centre.

In April 2021, officers presented to Councillors the McClelland Gallery site, the presentation included the advantages and disadvantages of the site, and there

13.1 Response to 2023/NOM2 - Langwarrin Child & Family Centre**Executive Summary**

was discussion regarding the cost of land acquisition and significant works required for the access and construction of the facility. This site remained as the preferred location for the new Child and Family Centre.

In June 2022, the Victorian Government announced free kindergarten for all 3 and 4 year old children commencing in 2023, included in the announcement was the delivery of 30 hours of kindergarten for 4 year olds commencing from 2025.

In August 2022 officers presented information to Councillors regarding the Kindergarten Reform and the potential impact across the municipality, along with the additional number of infrastructure projects required to implement the reform. Councillors provided feedback on the overall cost of the project at McClelland Gallery and the cost escalation of all projects listed in Council's Long Term Infrastructure Plan (LTIP) in general. Officers were requested to carry out an assessment of all kindergarten infrastructure in Frankston City to ascertain the full impact of the reform.

During the same time, Cruden Farm was also considered as a site for the new development and was not pursued as it is privately owned and there was no interest in subdividing land.

Subsequently, at a briefing in September 2022, officers presented the findings of the capacity assessment, and presented two alternative sites for the Langwarrin Child & Family Centre. These were the Long Street Reserve and Lloyd Park North - Pindara Boulevard.

In October 2022, Council endorsed the Long Street Reserve as the preferred site for the new facility.

It should be noted that during the current community engagement, some community members have suggested the Langwarrin Community Garden site at Shute Drive in Langwarrin as a potential site, instead of the Long Street Reserve site. Officers have considered this site since it was suggested but do not consider it suitable. This is due to its size (it is too small to construct a Child and Family Centre), that it is subject to flooding which would further reduce the capacity of the site for a new building, that it would require the relocation of the Community Garden, and other matters including those related to the Planning Scheme.

- **Response to Notice Of Motion**

Following the Council meeting on 30 January 2023, the division of voting for the Closed Council Item C.1 (Kindergarten Reform Update and Langwarrin Child & Family Centre) was released to the public with the draft minutes from the meeting.

Also included in the draft minutes from this meeting was the officer's report for Closed Council item referred to in (1), except for the first dot point/fourth paragraph under the Key Points/Issues sub-heading and the attachment. These two items were excluded as they relate to kindergarten sites other than Long Street Langwarrin.

Information released to the community to date regarding the project is as follows:

- In the interest of releasing the proposed site to community as early as possible, preliminary community engagement for the early years facility commenced on 9 December 2022, after officers commenced conversations with the existing Langwarrin Pre-School. Approximately 30

13.1 Response to 2023/NOM2 - Langwarrin Child & Family Centre**Executive Summary**

letters were delivered to houses adjoining the Long Street Reserve, and on the same day the Engage Frankston web page was launched. The dedicated project page contained all available information pertaining to the project, including detailed Frequently Asked Questions. Two concept designs were provided for comment and selection as part of the engagement. These concept designs are concept designs only and were produced to provide an indication of where it is possible to construct the facility on the site. Community feedback and recommendations from additional assessments will inform the final design. Contact details and a dedicated email address for community wishing to object were listed on all documents.

- Between 12-14 December 2022, approximately 700 postcards were delivered to houses in the surrounding area.
- Officers updated the Engage Frankston web page as new questions and concerns were received. All community members that subscribe to the page received an automatic update that new information was available.
- In the first week of February 2023, 231 letters detailing the project were posted to all residents directly adjoining the reserve and in the surrounding streets. Included in this mail-out, letters were also posted to owners of Langwarrin properties that do not live in Langwarrin.

1500 postcards were delivered to all residents in the area surrounding the reserve, these properties were the same properties as the previous mail-out, with an extended reach to approximately an additional 800 households.

Signage was erected at each entry point of the reserve, advising community of the proposed development.

Council Officers are engaging with Maternal and Child Health and playgroup families to ensure that future users of the early years facility can provide their feedback.

- Additional engagement opportunities proposed for community include, an in person event to be held at the reserve on 7 February, officers will be available to talk to community regarding their concerns, answer any questions and document their feedback. Additionally there is an online community event on 9 February, this event is aimed at parents and carers potentially utilising the facility, and will also provide more information on the Kindergarten Reform.
- The previous sites investigated for the Langwarrin Child & Family Centre, including the reasons why they were not pursued have now been released to the public on the Engage Frankston web page. They are also included in this report. Information regarding what factors Council officers consider when selecting a new site have also been published on the web page and included in this report.
- Information to be released to community in the future includes:
 - The community engagement period will close on 26 March 2023. All engagement and consultation data will be collated and findings provided to community in April 2023 via the Engage Frankston web page.
 - Additional site investigations for the Long Street location are currently being progressed. These include a Traffic Report, Environmental Impact

13.1 Response to 2023/NOM2 - Langwarrin Child & Family Centre**Executive Summary**

Assessment, Cultural Heritage Management Plan and Tree Impact Assessment. It is anticipated that these reports and their findings will be provided to community by June 2023.

- Findings from the listed assessments above would be used to develop detailed schematic drawings.

Going Forward / Next Steps for the project

At the end of the community engagement period on 26 March 2023, officers will collate information as to the number of people who have completed a survey and indicated their preference for the design of the new building, as well as information on the number of people who object to the site. Officers will keep Councillors informed of the outcomes of engagement.

Once the preferred design option is known, officers will then continue to undertake further (and continued) feasibility work into the building design for the site. This specific feasibility work would include a Traffic Report (considering how the site and surrounding area could be adapted to cater for the new building), an Environmental Report, etc. This information will feed into the design and construction phase.

Financial Impact

There are no financial implications associated with this report. Council has budgeted for the construction of a new Child and Family Centre in its Long Term Infrastructure Plan (LTIP).

Council may be awarded State Government funding – upon application - for the construction of the new building through its Victorian School Building Authority Building Blocks funding program.

Consultation**1. External Stakeholders**

There were no external stakeholders consulted regarding this report.

2. Other Stakeholders

Internal stakeholders consulted regarding this report include:

- Children's Services Team
- Communications Team
- Community Engagement Team
- Governance Team
- Building and Facilities Team
- Engineering Services Team

Analysis (Environmental / Economic / Social Implications)

The confidential section and attachment withheld from the main report in October 2022 were retained as confidential as these parts were not related to the proposed Long Street Reserve development. The withheld information pertained to the capacity expansion assessment that was conducted on all single room kindergartens in the municipality.

As such, it was important that Council officers discuss these findings with the relevant service providers prior to the information being released to the public. Relevant service

13.1 Response to 2023/NOM2 - Langwarrin Child & Family Centre**Executive Summary**

providers have now been notified of the outcome of the infrastructure expansion assessment and the remaining information, including the attachment can now be released to the public.

The release of this information to service providers and the public may increase the pressure placed on Council to ensure all infrastructure expansions are allocated in Council's LTIP. Service providers will be seeking assurance that their kindergarten will be able to implement the kindergarten reform changes within the relevant timeframes, and infrastructure is a key factor in determining how many places can be offered.

Kindergarten sites that cannot be expanded may now consider how they operate in the future and the impact this may have on children's ability to easily access important kindergarten programs.

Legal / Policy / Council Plan ImpactCharter of Human Rights and Responsibilities

All matters relevant to the Charter of Human Rights and Responsibilities have been considered in the preparation of this report and are consistent with the standards set by the Charter.

Legal

Local Government is a key stakeholder in the Victorian Government Kindergarten Reform. The Kindergarten Infrastructure and Services Plan (KISP), although not legally binding, is an agreement co-signed by the Department of Education and Training (DET) and Frankston City Council to support the Kindergarten Reform. It is a commitment to work together to improve joint planning to deliver more kindergarten places to better support children and families wherever they live.

Policy Impacts

Relevant Council policies include, Open Space Strategy, Kindergarten Infrastructure and Services Plan (KISP), Draft Community Infrastructure Plan (CIP), Municipal Early Years Plan (MEYP), Council Plan and Council's Community Engagement Framework.

Officer's Declaration of Interests

Council officers involved in the preparation of this report have no Conflict of Interest in this matter.

Risk Mitigation

Community feedback and concerns regarding the development at Long Street Reserve include, but not limited to, the impact on local flora and fauna, increased traffic and loss of open space. Additional assessments will be undertaken by Council, and recommendations from these reports will be incorporated into the final design of the facility to minimise the impact on the reserve and preserve its integrity.

Access to kindergarten programs is crucial to provide young children the learning opportunity to develop their social, emotional and behavioural skills. These foundation years for children will support learning and long term success. It is important that Council supports the reform changes and additional infrastructure projects to give the children in Frankston City the best start in life.

A Kindergarten Strategy will commence development in July 2023. This strategy will ensure the program of infrastructure projects are prioritised and delivered in key priority areas, and aligned with other relevant strategic documents. The strategy will be a key

13.1 Response to 2023/NOM2 - Langwarrin Child & Family Centre**Executive Summary**

communication piece to consult and involve community across the roll out of all infrastructure projects. Community and stakeholders will be invited to participate and contribute throughout the development of the strategy which is expected to take 12 -15 months.

Conclusion

Council acknowledges the current kindergarten infrastructure in Langwarrin is insufficient to support the Kindergarten Reform changes commencing in 2030. A new kindergarten is required, along with the expansion of existing sites. Multiple sites in the area required for a new kindergarten have been investigated over a number of years. The Long Street Reserve has been determined as the most suitable site for the new early years facility that meets best practice and community need.

In the interest of releasing the location of the preferred site to community as soon as possible, engagement commenced in December 2022 and was extended until 26 March 2023 to allow community and stakeholders sufficient time to review the project and engage with Council. Council have engaged with community via several mail-outs, an in person engagement event and an online event for parents and carers. Significant feedback has been provided opposing the development, including a petition containing 1751 signatures.

All information regarding the project has now been released to community, with the exception of the remaining confidential report which will be released with the draft minutes from this meeting. Further information to be released pertaining to the project is detailed in this report.

ATTACHMENTS

Nil

17. CONFIDENTIAL ITEMS

Section 3(1) of the *Local Government Act 2020* enables the Council to close the meeting to the public if the meeting is discussing any of the following:

- (a) Council business information that would prejudice the Council's position in commercial negotiations if prematurely released;
- (b) Security information that is likely to endanger the security of Council property or the safety of any person;
- (c) Land use planning information;
- (d) Law enforcement information;
- (e) Legal privileged information;
- (f) Personal information;
- (g) Private commercial information;
- (h) Internal arbitration information;
- (i) Councillor conduct panel information
- (j) Information prescribed by the regulations to be confidential information for the purposes of this definition;
- (k) Information that was confidential information for the purposes of section 77 of the *Local Government Act 2020*
- (l) A resolution to close the meeting to members of the public pursuant to section 66(2)(a).

Nil Reports

.....
Signed by the CEO