

COUNCIL MEETING AGENDA

2023/CM03

Wednesday 15 March 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 15 March 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 - Wayne and Geraldine Stanistreet

2. CONFIRMATION OF MINUTES OF PREVIOUS MEETING

Council Meeting No. CM2 held on 20 February 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****9. PRESENTATION OF PETITIONS AND JOINT LETTERS****10. DELEGATES' REPORTS**

Nil

11. CONSIDERATION OF CITY PLANNING REPORTS

Nil

12. CONSIDERATION OF REPORTS OF OFFICERS

- 12.1 Hearing of Submitters - Draft Frankston Metropolitan Activity Centre Structure Plan3
- 12.2 Governance Matters Report for 15 March 2023293

13. RESPONSE TO NOTICES OF MOTION

Nil

14. NOTICES OF MOTION

Nil

15. REPORTS NOT YET SUBMITTED

Nil

16. URGENT BUSINESS**17. CONFIDENTIAL ITEMS**

Nil

Phil Cantillon

CHIEF EXECUTIVE OFFICER

9/03/2023



Executive Summary**12.1 Hearing of Submitters - Draft Frankston Metropolitan Activity Centre Structure Plan**

Enquiries: (Tammy Beauchamp: 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

To provide Council with public submissions following community consultation on the *Draft Frankston Metropolitan Activity Centre Structure Plan (October 2022)* for consideration.

Recommendation (Director Communities)

That Council:

1. Notes that the *Draft Frankston Metropolitan Activity Centre (FMAC) Structure Plan (October 2022)* was on public exhibition from 31 October – 12 December 2022 and that seventeen (17) written submissions were received;
2. Notes that all submitters have been invited to provide a verbal submission in support of their written submission;
3. Hears and considers the public submissions relating to the *Draft Frankston Metropolitan Activity Centre (FMAC) Structure Plan (October 2022)*; and
4. Notes that the feedback will be considered in the final *Frankston Metropolitan Activity Centre (FMAC) Structure Plan* which will be presented to Council at a meeting in June 2023.

Key Points / Issues

- Community consultation on the *Draft Frankston Metropolitan Activity Centre Structure Plan* (Draft FMAC Structure Plan) (October 2022) was undertaken from 31 October – 12 December 2022.
- A total of seventeen (17) written submissions were received.
- The feedback received will be considered as part of the drafting of the final Structure Plan which will be presented to Council later this year for adoption. At this same meeting, there will be a recommendation to request Authorisation from the Minister for Planning to commence a Planning Scheme Amendment to implement the Structure Plan into the Frankston Planning Scheme.

Financial Impact

There are financial costs, however, these costs can be accommodated within existing budgets.

Consultation**1. External Stakeholders**

Capire Consulting Group were engaged to facilitate stakeholder workshops and interviews in conjunction with Council's communication and Strategic Planning teams.

12.1 Hearing of Submitters - Draft Frankston Metropolitan Activity Centre Structure Plan**Executive Summary**

Three thousand and forty-three (3,043) flyers promoting the community consultation program were delivered to property owners within and adjacent to the Frankston Metropolitan Activity Centre (FMAC). Engagement activities were also promoted and hosted via Frankston City Council's Engage Frankston, online engagement portal and corporate social media channels. The activities were as follows:

- An online survey;
- Three (3) community based pop ups located at the Festival of Lights, PARC and Wells Street;
- One (1) walking tour;
- Five (5) interviews with major landowners in the FMAC;
- Three (3) workshops with key stakeholder groups;
- One (1) workshop with the Disability, Access and Inclusion Committee;
- One (1) presentation to the Frankston Business Collective Board;
- Eighty Five (85) flyers placed in show bags at a Frankston Business Collective networking event;
- Two (2) informative videos;
- Twenty Five (25) footpath decals promoting the project placed throughout the FMAC; and
- Two (2) articles in Frankston City News.

A pop up and walking tour was scheduled for the Sunset Twilight Market on Sunday 16 November, however the Market was cancelled due to inclement weather. The pop up and walking tour was rescheduled to the 30 November, outside the Hoyts Cinema on Wells Street, Frankston.

Approximately 500 stakeholders actively participated in the various community engagement events.

As of 23 January 2023, Council has received seventeen (17) written submissions (Attachment A) and Attachment B of this report includes a summary of the submissions and an officer response. Of the seventeen (17) submissions received:

- One (1) was in support;
- Four (4) were in support with changes; and
- Twelve (12) do not support (predominately based on currently proposed building heights and overshadowing).

2. Other Stakeholders

An internal workshop with the following Council departments was held on 2 November 2022 and included the following departments.

- Strategic Planning;
- Statutory Planning;
- Urban Design Policy and Planning;
- Social Policy and Planning;
- Engineering Services;
- Economic Development; and
- Environmental Policy and Planning.

12.1 Hearing of Submitters - Draft Frankston Metropolitan Activity Centre Structure Plan**Executive Summary****Analysis (Environmental / Economic / Social Implications)**

The preparation of the draft Structure Plan provides a detailed precinct level framework for the Metropolitan Activity Centre (MAC). This framework will facilitate a number of positive environmental, economic and social outcomes for the City Centre.

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 draft Structure Plan has been developed in accordance with the relevant Planning Practice Notes published by the Victorian Government.

Policy Impacts

Consultation on the draft provided an opportunity for the community and key stakeholders to provide feedback which will inform the development of the final Structure Plan. Once this is adopted by Council, a Planning Scheme Amendment will be prepared in order to implement the Structure Plan into the Frankston Planning Scheme (statutory weight). This process is governed by the Minister for Planning and Council must make a formal request for Authorisation to commence this process.

Community consultation has been undertaken in accordance with the *Planning and Environment Act 1987* (the Act) to ensure that the work completed does not prejudice the future Planning Scheme Amendment.

Officer's Declaration of Interests

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

Risk Mitigation

It is acknowledged that certain elements of the Draft Structure Plan are controversial, particularly in terms of proposed built form outcomes and preferred building heights which propose a significant departure from the current character of the City Centre.

Implementing the Structure Plan into the Frankston Planning Scheme will provide planning certainty in relation to land use, housing, built form, employment, streetscapes and open space, and movement and transport within the MAC.

The first step to achieving this is Council being granted Authorisation to prepare the Planning Scheme Amendment by the Minister for Planning.

The Draft Structure Plan has been prepared in accordance with the relevant guidelines and Planning Practice Notes. Council officers have also met with the Planning Officers from the Department of Transport and Planning (DTP) (previously the Department of Environmental, Land, Water and Planning (DELWP) to minimise and mitigate any potential risks to achieving Authorisation.

Conclusion

The draft Structure Plan has been developed following the *Frankston Metropolitan Activity Centre Structure Plan Emerging Ideas Paper (April 2022)* which was on community consultation from 1 April to 30 May 2022.

12.1 Hearing of Submitters - Draft Frankston Metropolitan Activity Centre Structure Plan**Executive Summary**

The *Draft FMAC Structure Plan (October 2022)* provides a more detailed precinct level approach to guide decision making in relation to land use, housing, built form, employment, streetscapes and open space, and movement and transport over the next 20 years. The detailed objectives, strategies, actions and development frameworks were tested with the community and key stakeholders during the community engagement process which ran from 31 October – 12 December 2022.

The submissions and other feedback received will inform the development of the final Structure Plan which will be presented to Council for adoption in mid-2023 and at the same time, seek a resolution to request Authorisation from the Minister for Planning to commence a Planning Scheme Amendment.

ATTACHMENTS

- Attachment A: [↓](#) Submissions to the Draft FMAC Structure Plan
- Attachment B: [↓](#) Summary of submissions to the Draft FMAC Structure Plan and officer response
- Attachment C: [↓](#) Draft FMAC Structure Plan Engagement Report - February 2023 (Capire)
- Attachment D: [↓](#) Draft Frankston Metropolitan Activity Centre Structure Plan - Adopted October 2022 (Tract)

12.1 Hearing of Submitters - Draft Frankston Metropolitan Activity Centre Structure Plan**Officers' Assessment****Background**

In 2015, Council prepared the *Frankston Metropolitan Activity Centre Structure Plan (May 2015)* which was partially implemented into the Frankston Planning Scheme through Planning Scheme Amendment C124, introducing planning controls on the periphery of the FMAC (Precincts 4, 5, 6, 7, 8 and 9).

In 2016, Planning Scheme Amendment C123 (Amendment C123) was exhibited, proposing to implement the vision and objectives of the 2015 Structure Plan as it related to City Centre (Precincts 1, 2, 3 and 11), predominantly through the implementation of the Activity Centre Zone (ACZ).

At the 3 April 2018 Ordinary Meeting, Council made a number of resolutions in relation to Amendment C123, the Panel and the *FMAC Illustrative Guidelines – Neighbourhood Character & Urban Design Outcomes for Precincts 1A and 1B (2017)*.

One of these resolutions was to make mandatory a maximum building height of 20 metres to apply to that part of Precinct 1(b) between the Nepean Highway and Kananook Creek.

Subsequently, Amendment C123 was lodged with the Minister for Planning for approval, however, the validity of the Amendment was challenged at the Victorian Civil and Administrative Tribunal (VCAT).

The outcome of the hearing was that VCAT determined that Planning Scheme Amendment C123 had lapsed for the reasons outlined in the Tribunal order issued on 31 October 2019 (*Steller 250 Pty Ltd v Frankston City Council [P2368] VCAT 2018*), for failing to comply with various Sections of the *Act*.

The lapsing of Amendment C123 has left the City Centre without tailored planning controls which results in a level of uncertainty for the community, investors, developers and Council.

In order to resolve this, four (4) options were put forward to Council at its meeting on 10 March 2020 in order to implement planning controls into the Planning Scheme for the City Centre. Council resolved to undertake a review and refresh of the *Frankston Metropolitan Activity Centre Structure Plan (May 2015)* – Precincts 1, 2, 3 and 11.

Echelon Planning were subsequently engaged to undertake Stage 1 – setting the scene and Tract Consultants were engaged to undertake Stages 2 and 3 in the overall process of developing a draft Structure Plan, with the key outputs being background reports and an Emerging Ideas paper.

The Emerging Ideas Paper was developed and went out for community consultation from 1 April to 30 May 2022. Council received seventeen (17) submissions and heard from the submitters at a Hearing of Submitters Council Meeting on 27 July 2022. Having done this, Officers with the assistance with the external consultant have developed the *Draft Frankston Metropolitan Activity Centre Structure Plan (October 2022)*.

Issues and Discussion**Draft FMAC Structure Plan**

The draft Structure Plan outlines a vision for the City Centre with a decreased and more refined overall boundary taking into consideration State Government Planning Practice Notes, road and rail infrastructure, the implementation of the Activity Centre Zone (ACZ) and other strategic planning work being undertaken.

12.1 Hearing of Submitters - Draft Frankston Metropolitan Activity Centre Structure Plan**Officers' Assessment**

The vision is underpinned by the four (4) overarching themes of Activities and Land Use, Built Form and Design, Public Realm, and Movement and Transport.

The themes inform six (6) Precincts which provide objectives, requirements and guidelines for specific areas within the City Centre, providing more guidance and clarity in terms of land use, built form and preferred heights. The Precincts are as follows:

1. City Centre
2. Transport Interchange, Community and Education
3. Arts, Entertainment and Government Services
4. Waterfront
5. Nepean Boulevard Gateway
6. Cranbourne Road Gateway

A key difference between the 2015 Structure Plan and the draft Structure Plan is the creation of Precinct 4 – Waterfront. This precinct encompasses all of the properties fronting Kananook Creek and seeks to connect the City Centre with the Foreshore and Kananook Creek.

Additional changes include the deletion of a number of peripheral precincts including the removal of the Power Centre site, Monash University and the Frankston Hospital whose role and function are better addressed through other planning policy. Notwithstanding this, the Structure Plan acknowledges the important role that these areas play and critical importance of connections to and from the City Centre.

The vision is generally consistent with the 2015 Structure Plan, but has been amended to include the recently adopted Community Vision and feedback received during the Emerging Ideas consultation.

Community Consultation

Capire Consulting Group were engaged to facilitate stakeholder workshops and interviews in conjunction with Council's communication and Strategic Planning teams.

3,043 flyers promoting the community consultation program were delivered to property owners within and adjacent to the City Centre. Engagement activities were also promoted and hosted via Frankston City Council's Engage Frankston, online engagement portal and corporate social media channels. The activities were as follows:

- An online survey.
- Three (3) community based pop ups located at the Festival of Lights, PARC and Wells Street.
- One (1) walking tour.
- Five (5) interviews with major landowners in the FMAC.
- Three (3) workshops with key stakeholder groups.
- One (1) workshop with the Disability, Access and Inclusion Committee.
- One (1) presentation to the Frankston Business Collective Board.
- Eighty Five (85) flyers placed in show bags at a Frankston Business Collective networking event.
- Two (2) informative videos.

12.1 Hearing of Submitters - Draft Frankston Metropolitan Activity Centre Structure Plan**Officers' Assessment**

- Twenty Five (25) footpath decals promoting the project placed throughout the FMAC.
- Two (2) articles in Frankston City News.

It is noted that a pop up and walking tour was scheduled at the Sunset Twilight Market on Sunday 16 November, however this was cancelled due to inclement weather and was rescheduled to 30 November, out the front of the Hoyts Cinema.

A total of approximately 500 stakeholders actively participated in the various community engagement events.

As of 23 January 2023 Council has received seventeen (17) written submissions and Attachment B of this report includes a summary of the submissions and an officer response.

Of the seventeen (17) submissions received:

- One (1) was in support;
- Four (4) were in support with changes; and
- Twelve (12) do not support (predominately based on currently proposed building heights and overshadowing).

A brief summary of each of these submissions is provided below and Attachment B of this report (which includes the officer response):

Submission Number	Group/Organisation	Submission Summary
1.	Resident	DO NOT SUPPORT <ol style="list-style-type: none"> 1. Concerns about the proposed building height in Precinct 4 (Waterfront) along Kananook Creek and the creation of a barrier between the coast and the City Centre (not facilitating equitable sharing of views). 2. Seeking a similar approach that was proposed in the Tafe to Bay Structure Plan.
2.	Resident	SUPPORT <ol style="list-style-type: none"> 1. Supportive of the Structure Plan and believe that Frankston is well positioned for redevelopment (Specifically Precinct 6 – Cranbourne Road Gateway). 2. Raised a number of issues that are outside the remit of the draft Structure Plan.
3.	Resident	DO NOT SUPPORT <ol style="list-style-type: none"> 1. Does not support proposed height along the Kananook Creek and in the City Centre, seeking to retain views to the foreshore and no overshadowing of walking tracks. 2. Concern that community consultation was not adequate and the survey does not reflect community feedback.

12.1 Hearing of Submitters - Draft Frankston Metropolitan Activity Centre Structure Plan

Officers' Assessment

4.	Consultant	SUPPORT WITH CHANGES <ol style="list-style-type: none"> 1. Seeking an increase in the preferred maximum height for the buildings on the southern side of Station Street from 10 to 14-16 storeys which will not offend any of the proposed planning principles.
5.	Landowner	DO NOT SUPPORT <ol style="list-style-type: none"> 1. Seeking the Frankston Power Centre to remain in the Structure Plan boundary as per the <i>Frankston Metropolitan Activity Centre Structure Plan 2015</i>.
6.	Organisation	SUPPORT WITH CHANGES <ol style="list-style-type: none"> 1. Seeking a consistent approach to car parking pricing, permits and time limits throughout the City Centre. 2. The bus interchange be relocated to Fletcher road. 3. Extend and electrify the Frankston Train Line. 4. Concerns in relation to the capacity of the ring road at Miall's Gun Shop bridge intersection. 5. More clarity around social and affordable housing policy. 6. Apply a PAO on Vicinity land to create connections.
7.	Community Group	DO NOT SUPPORT <ol style="list-style-type: none"> 1. Note that there have been a number of Structure Plans over 17 years that have not resulted in planning controls for the entire FMAC. 2. Concerns in relation to height and ground level setbacks for planting in Precinct 4 (Waterfront) and the removal of views to the waterfront. 3. Concern that the proposed heights are not justified and the limited development in the City Centre over the past 10 years does not warrant an increase in preferred heights. 4. Seeking mandatory height controls for development in Precinct 4. 5. Concern that the Draft Structure Plan was provided to Developers before public process and any assessment against the draft is premature and an abuse of proper process. 6. The Structure Plan should have been informed by a Housing Strategy which would identify where and how many dwellings are needed. 7. The approach undertaken in the Tafe to Bay Structure Plan should be continued, with a staggered approach to building heights (equitable sharing of views) and

12.1 Hearing of Submitters - Draft Frankston Metropolitan Activity Centre Structure Plan

Officers' Assessment

		<p>mandatory 12m height control.</p> <p>8. Concern that the rebalancing of cars and people will not be successful as there is no plan for central and affordable car parking to support the City Centre and no plan for open space which is critical.</p> <p>9. No reference to climate change and a number of studies to be undertaken of Kananook Creek.</p> <p>10. Concern regarding visual impact and overshadowing along the Kananook Creek (Precinct 4).</p> <p>11. Concern regarding ground level setbacks and planting in precinct 4.</p>
8.	Community Group	<p>DO NOT SUPPORT</p> <p>1. Concerns in relation to preferred heights in Precinct 4 (Waterfront) and seeking a 4 storey mandatory height limit along Kananook Creek.</p> <p>2. 2. Proposed development height will create uncomfortable wind conditions and overshadowing.</p> <p>3. 3. Preferred heights do not provide certainty for the community or a clear framework for developers and do not facilitate the showcasing of the 'jewel in our crown'.</p> <p>4. 4. The Structure Plan will create social and amenity impacts on residents and an inability to accommodate vehicular traffic created by high rise development.</p>
9.	Resident	<p>DO NOT SUPPORT</p> <p>1. Concerns about the proposed building height in Precinct 4 (Waterfront) along Kananook Creek and the creation of a barrier between the coast and the City Centre (not facilitating equitable sharing of views).</p> <p>2. Seeking a response similar to what was proposed in the Tafe to Bay Structure Plan.</p>
10.	Resident	<p>DO NOT SUPPORT</p> <p>1. Concerns about the proposed building height in Precinct 4 (Waterfront) along Kananook Creek and the creation of a barrier between the coast and the City Centre (not facilitating equitable sharing of views).</p> <p>2. Seeking a response similar to what was proposed in the Tafe to Bay Structure Plan.</p>
11.	Resident	<p>DO NOT SUPPORT</p> <p>1. Concern in relation to the proposed building heights in Precinct 4 (Waterfront) along Kananook Creek which will create a wall effect similar to the South East Water</p>

12.1 Hearing of Submitters - Draft Frankston Metropolitan Activity Centre Structure Plan**Officers' Assessment**

		Building. 2. Concerns in relation to the overshadowing of the Beach and City and not consistent with the Tafe to Bay Plan.
12.	Community Group	DO NOT SUPPORT 1. Concerned about the proposed height in Precinct 4 (Waterfront) and the overshadowing of the Kananook Creek and the creation of a 'great wall' of residential high rise development that is at the expense of lifestyle and the environment with unacceptable impacts for wind and solar.
13.	Resident	DO NOT SUPPORT 1. Concerned about the proposed height in Precinct 4 (Waterfront) which will remove the connection from the Bay to the City Centre and drive away investment from Frankston. 2. High rise development will create social and amenity impacts and long term effects on the natural environment.

The submissions and feedback received during the consultation process will inform the development of the final Structure Plan.

During 2023, the final Structure Plan will be presented to Council for adoption and a resolution to request Authorisation from the Minister for Planning to commence a Planning Scheme Amendment to implement the Structure Plan into the Frankston Planning Scheme.

Options Available including Financial Implications

The resource requirements associated with this report are accommodated within existing budgets.

Submission 1

From: [REDACTED]
Sent: Monday, 7 November 2022 4:14 PM
To: Councillors <councillors@frankston.vic.gov.au>
Subject: Draft FMAC Structure Plan

Dear Mayor and Councillors

Draft FMAC Structure Plan 2022

Can you seriously offer your support for the 'preferred' building heights in the draft FMAC Structure Plan?

A 'preferred' height control, whether in a background document such as this or in the Planning Scheme, is almost a contradiction in terms. It opens the possibility of heights even greater than the control and thus invites attempts to exceed that control, often leading to a string of appeals. How often do we see this?

In my view, the draft FMAC height proposals are a salutary lesson in how to kill investment in and desirability for city centre high rise living by condemning residents in apartment blocks in the centre of town to look into the walls of other apartment blocks and not have a reasonable sharing in the water views, the big attraction.

Built form 'preferences' in the draft FMAC Plan 2022 will have predictable outcomes:

Examples: 8 storey buildings in Plowman Place will have their views blocked by 10 storeys in Davey St south; Davey St south views will be blocked by 12 storeys on opposite side on Davey St and by 12 storeys to the west; 10 storeys in Young Street will have views blocked by 16 storey towers between them and the bay to the west; views from the city centre will be blocked by 12 storeys along Nepean Hwy west /adjoining Kananook Creek. (See map below showing 'preferred' maximum storeys in the Draft Plan).

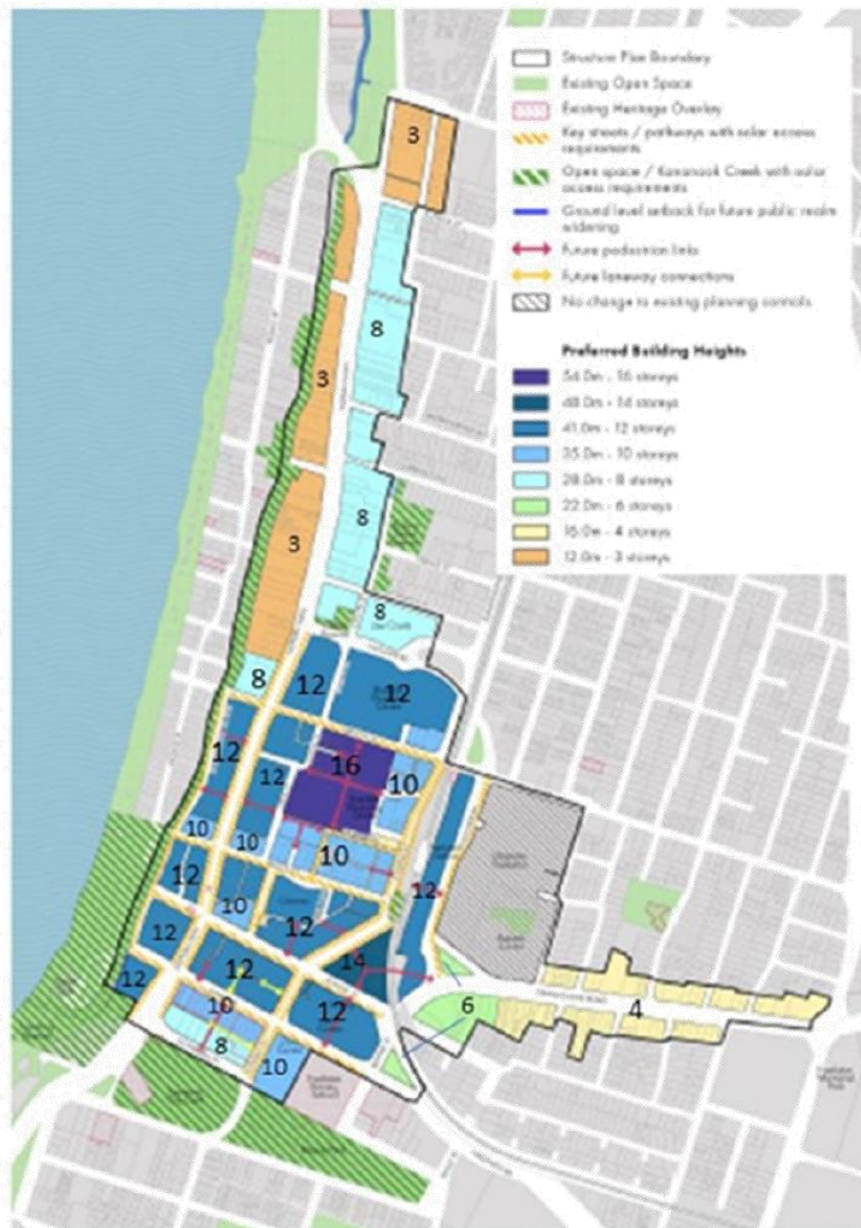
The 'Tafe to Bay Structure Plan' in days gone by (and the DDO5 that formerly applied) offered an equitable sharing of views in the city centre with staggered building heights, starting with the lowest levels at the waterway and gradually increasing heights thereafter towards the railway station.

I invite you to look at this short video on the Tafe to Bay Structure Plan:

<https://youtu.be/Nl6fMZpp1iA>

One would think that condemning our unique waterside activity centre to cavernous rows of shade-casting high rise edifices, with water views secured just for the few front liners, would hardly be a desirable legacy.

Perhaps a councillor trip to Box Hill is in order to see planning outcomes at another MAC?



Draft FMAC Structure Plan preferred maximum storeys

nd regards



Submission 2

From: [REDACTED]
To: [Frankston City Council](#)
Cc: [REDACTED]
Subject: Draft FMAC Structure Plan Consultation - Precinct 6
Date: Wednesday, 9 November 2022 12:03:05 PM
Attachments: [REDACTED]
Importance: High

Attn: [REDACTED],

Purchasing a property in Frankston was a huge decision for my wife and I after residing in [REDACTED] for three decades. Having lived here now for 5 years largely to be closer to our off spring has been mostly good. This community consultation will hopefully provide constructive input into guidelines around how eclectic individuals/groups meld into the web of society!

We reside in a part of Frankston ripe for development (precinct 6 in the link below) and hope you will find our observations and concerns noteworthy:

1. We paid a premium to purchase in an area now captured in the coveted "Frankston High School Zone".
2. Frankston City (F.C.) recently approved extended trading hours in a nearby children's dance studio (Ambitions Performance Dancers).
3. We are very close to Joy Street Kindergarten and adjacent children's swings and park.
4. Peninsula Aquatic Recreation Centre (P.A.R.C.) bounds this precinct adjacent Frankston Skate Park.
5. A new Childcare Centre has been approved by F.C. and construction started on the corner of Beach & Willis St's.
6. Chisolm Institute of TAFE is nearby and expanding.

These infrastructure facilities (above) are mostly family orientated, providing support, healthy lifestyle opportunities, education and training.

As property in the parallel between Cranbourne Road & Beach Street (Zone 6) becomes available, the number of multi room dwellings (example above) being approved by F.C. and built is concerning to us. These dwellings provide accommodation for single adult individuals arguably not suited to family based living arrangements or the noted infrastructure mentioned above. We hope that as change takes its inevitable next step in Frankston City, families that can contribute, grow and enhance a suburb are kept safe and ranked equally in planning decisions with developers making a "quick buck" and moving on – leaving communities splintered. The warning signs are apparent to us the current course taken by F.C. could easily become a "recipe for disaster" if not given due consideration.

Any Problems please let us know.

[REDACTED]
[REDACTED]
[REDACTED]

[It's our time...Frankston City Centre is changing! | Engage Frankston!](#)

Submission 3

-----Original Message-----

From: [REDACTED]
Sent: Monday, 5 December 2022 11:30 AM
To: Frankston City Council <info@frankston.vic.gov.au>
Cc: [REDACTED]
Subject: FMAC Strategy Plan

[You don't often get email from [REDACTED] Learn why this is important at [REDACTED]

TO: Mayor Nathan Conroy, Deputy Mayor Cr Liam Hughes, Cr Kris Nolan, Cr Steven Hughes, Cr Sue Baker, Cr Suzette Taylor, Cr David Asker, Cr Brad Hill, Cr Claire Harvey

To everyone at the Frankston Council,

This letter is to express my alarm at the so called survey that is supposed to be gathering input from the residents of Frankston relating to future development.

As you know, there is a document online which goes for well over 100 pages. In this huge document is a section which covers the beach side of the Nepean Highway. The proposal is for 10-16 storey buildings to be approved and built along the beachside of the Nepean Highway.

This doesn't stop there, as you all know. It's proposed that buildings of that size be built all over Frankston CBD and I've heard that a 16 storey building has already been approved at the empty block where the Pancake Parlour used to be.

There have been a few random pop up information tents relating to the future development of Frankston. One was outside PARC, which I saw and most people walked past. I believe this is where the council are getting their survey figures from. This means the council is basing their feedback off very low and non-representative numbers. Most Frankston residents and most certainly everyone I know haven't heard of it and are extremely upset.

Having this pseudo survey is dishonest and wrong. Do a real survey and staple it to people's rates if you must but I think you know that most people who live here love the beach. I don't know why you don't enhance that.

We have a beautiful beach here that is clean, where people love to go walking and, obviously, swimming and paddle boarding and there's so much that could be done to enhance Frankston beach if you want to attract visitors. You need to plan long term to keep Frankston as a beachside suburb that people love to visit. People don't want views of the bay blocked out. They don't want buildings overshadowing the beach. They don't want buildings overshadowing the walking tracks along Kananook Creek and I'm pretty that the people living along the creek don't want high-rise overlooking their houses.

Why give the developers free rein? They'll just steal our bay views to enhance the price of their apartments and this will be done with the assistance of the council with no benefit to the residents of Frankston. The whole community engagement process seems to be looking for one particular outcome, not one that is representative of the ratepayers' views.

Why do you think people left the city in droves during the pandemic and headed to Frankston and the Mornington Peninsula and the Bellarine Peninsula?

Do you really want to be the council to destroy Frankston's beachfront?

Yours sincerely,

A grey rectangular box used to redact a signature.



Strategic Planning
Frankston City Council
Frankston

Submission 4

Sent by email to: info@frankston.vic.gov.au

9 December 2022

Re: Draft FMAC Structure Plan (September 2022)
Submission on Behalf of 7-7E Station St & 19 Stiebel Place Frankston

Dear Sir/Madam

We act on behalf of 7 Stiebel Enterprises Pty Ltd, [REDACTED], Frankston (subject site). On behalf of our client, we would like to thank Council for the opportunity to review and comment on its strategic work for the Frankston Major Activity Centre (FMAC).

The subject site comprises seven titles. The title owned by our client covers the roof of the existing building and spans the entire site. Within this letter our client sets out its submissions in relation to proposals for the subject site described in the Draft Frankston Major Activity Centre Structure Plan (FMAC SP) dated September 2022.

SUBJECT SITE

The subject site is a large landholding (approximately 2,000sqm in area) located in a prime position in Frankston's central city. It is located on the south side of Station Street in a block also bound by Stiebel Place to the south, Shannon Street Mall to the west and Gallery Lane to the east. Wells Street is located further to the south and the Frankston Railway Station is located less than 100m to the east on Young Street.

Submission to Draft FMAC SP



Figure 1: The subject site (Source: VicPlan)

The Bayside Shopping Centre is located immediately to the site's north. Its generous size, central activity centre location and outstanding access to the station and the centre's anchor retail asset identify the subject site as a key redevelopment opportunity with the capacity to advance the aspirations of the FMAC SP.

FRANKSTON METROPOLITAN ACTIVITY CENTRE STRUCTURE PLAN 2015

The current *Frankston Metropolitan Activity Centre Structure Plan 2015* places the site in Precinct 1 - City Centre, defined as 'the heart of Frankston' where there is major opportunity for mixed use development. A preferred maximum building height of 32 metres with a 12-metre street/public space frontage height is specified for the subject site. Development above the podium should be set back at least 5 metres from the front street boundary (Station Street). The same preferred built form controls also apply to immediately surrounding sites. Preferred maximum building heights are greater along Nepean Highway to the west at 38 metres, and the railway station to the east which has preferred heights of 44 metres.

DRAFT FRANKSTON METROPOLITAN ACTIVITY CENTRE STRUCTURE PLAN (SEPTEMBER 2022)

The draft FMAC SP retains the Precinct 1 – City Centre designation as it applies to the subject site. It divides Precinct 1 into three sub-precincts, with the subject site located in Precinct 1C. A preferred maximum building height of 35 metres (10 storeys) is nominated for this sub-precinct (see Figure 2 below). Precinct 1A, located immediately opposite the subject site on the north side of Station Street has a preferred maximum building height of 54 metres (16 storeys).



Figure 1: Subject site within Precinct 1C of the draft FMAC SP (September 2022)

BACKGROUND DOCUMENTS

A number of background documents inform the drafting of the draft FMAC SP. Those most relevant to our client's submissions are:

- FMAC Structure Plan: Urban Design and Planning Assessment, Tract, 2022.
- Frankston MAC Structure Plan: Economic Assessment and Land Use Capacity, SGS 2022.

FMAC STRUCTURE PLAN: URBAN DESIGN AND PLANNING ASSESSMENT, TRACT, 2022.

This report provides a comprehensive assessment of planning (including the current Structure Plan), built form, public realm and walking and cycling across the Frankston MAC. Key findings of this report have informed the draft FMAC SP, including the prescriptive built form designations. Several built form principles taken from the 2015 Structure Plan were adapted and guided the development of built form recommendations, which in turn have informed the building height recommendations set out in the draft FMAC SP. To assist our client's consideration of the preferred height of 10 levels nominated for the subject site, we undertook to assess the site against the principles established in the Tract report. This assessment proceeds as follows:

Principles	Response for subject site
Principle 1	
Design Excellence	It is acknowledged that any proposed redevelopment of the subject site must ensure a standard of architecture and environmentally sustainable design that would contribute to excellent built form outcomes for the FMAC. This principle in itself is not considered determinative of recommendations around building height.
Principle 2	
Strengthen the connection to the Water	<p>With reference to Figure 1 we note that taller building heights are nominated along the western edge of the centre, between the subject site and the water. In this regard the recommended building heights serve to dilute the capacity for a development on the subject site (or its neighbouring sites within sub-precinct 1C) to achieve the principle of strengthen connection to the water.</p> <p>Nomination of a taller building height would better support achievement of this design principle.</p>
Principle 3	
Reinforce the human scale of key city centre streets	The site has a frontage to Station Street, which is identified as a key city centre street. The nominated podium height of two (2) levels to Station Street, together with setbacks for levels above the podium, are the key mechanisms proposed to ensure that new development achieves the principle. To this end it is submitted that a 10-storey building or a building exceeding 10 storeys would be equally capable of reinforcing the human scale of Station Street in line with the principle.

Principle 4

Retain solar access to key streets and public spaces

Building height and setback controls should seek to maintain sunlight to footpaths, public space and parks at key times of the year.

The subject site is located on the south side of Station Street, which is a designated key street with solar access requirements articulated in the draft FMAC SP. On account of the orientation of the site, any development regardless of height would not overshadow Station Street.

We also note that both Wells Street to the south and Young Street to the east are also identified as key streets for the purpose of solar access. The subject site is located some distance from both streets, and accordingly is capable of accommodating more than 10 levels without casting shadow on these key streets.

The cross-section diagrams contained within the Tract report (reproduced at Figures 2 and 3 below) support these submissions and demonstrate that application of the solar access principle to the subject site does not conclude that a 10-storey height limit is necessary.

Figure 2: Subject site located on south side of Station Street, with no overshadowing implications.

Note: prescribed upper level setbacks for land immediately to the north (Bayside Shopping Centre) are determined by sun angles and the desire to retain solar access to Station Street.

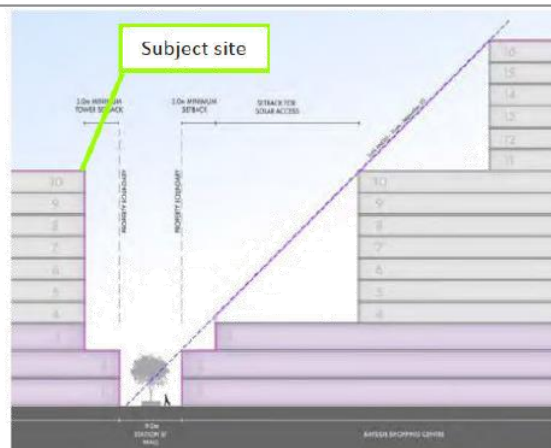
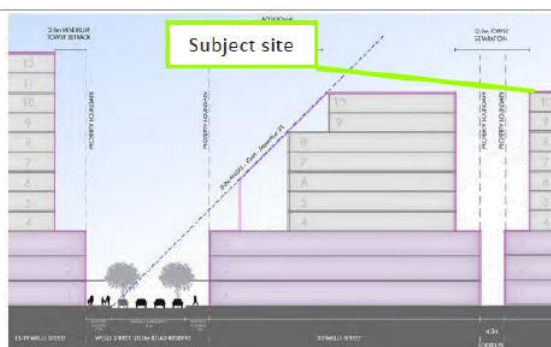


Figure 3: Subject site located one block north of Wells Street, with no potential overshadowing implications.

A cross section through Young Street to the east would similarly indicate the capacity for more height on the subject site without creating overshadowing of that key street



Principle 6

Define a clear edge to the city centre

The subject site is located in the primary commercial city centre area of the FMAC - an area that is recommended to be reinforced with taller buildings.

Principle 7

Reinforce a network of active frontages

The expectation to reinforce active frontages, particularly along key streets such as Station Street, is supported by our client. This principle relates to design detail and is not in itself directly relevant to identifying appropriate building height limits within the centre.

Principle 8

Enhance sensitive interfaces

This principle relates primarily to sensitive residential, open space and creek interfaces with a site. The subject site is located within the heart of the centre and future development outcomes will not impact upon sensitive interfaces.

Principle 9

Enhance views to the Frankston City Centre

The city skyline and how it is viewed from surrounding key viewpoints is a consideration for new development. It is submitted the subject site could accommodate more than 10 storeys without having a perceivable impact on how the centre is appreciated from its broader context, particularly given that a building height of 16 storeys is nominated on the land immediate to the north.

Principle 10

Limit the impact on the amenity of surrounding land uses

This principle relates to design detail and is not in itself directly relevant to identifying appropriate building height limits within the centre. It is relevant that the subject site has generous proportions which support design flexibility to ensure that amenity matters such as overshadowing, overlooking and equitable access to views are appropriately managed.

Principle 11

Ensure buildings provide wind and weather protection

Wind and weather protection at ground level can be considered in the design of a proposed development. This principle relates to design detail and is not in itself directly relevant to identifying appropriate building height limits within the centre.



Principle 12

Ensure development can be adequately serviced from existing roads

The subject site benefits from three road frontages and so a future development could readily be served from a secondary road, without interrupting Station Street as a key active frontage. This principle is not in itself directly relevant to identifying appropriate building height limits within the centre.

Whilst it is our client's view that the rationale underpinning the consideration of building heights set out in the Tract report is generally sound, it is submitted that the application of the nominated principles to the subject site, as described in detail above, quite unequivocally demonstrate that it is capable of accommodating more than 10 storeys without offending any of the principles.

Given the above, together with the overarching importance expressed in the draft FMAC SP to optimise development opportunities, particularly in the core areas of the centre, it is submitted that a preferred maximum height designation of 14 – 16 storeys would better align with the vision and objectives of the FMAC SP and would be more appropriate for the subject site.

For the reasons outlined, it is considered that the properties along the south side of Station Street, as shown in Figure 4 below, lend themselves to being included in a different height sub-precinct. They could either be absorbed into sub-precinct 1A (16 storeys), or a new sub-precinct 1D could be created with a preferred height of 14 storeys.



Figure 4: Suggested parameters for a new height sub-precinct

It is understood and accepted that all nominated building heights are sought as preferred, rather than mandatory limits. However, if the 'starting point' is set at 10 levels, when by each accepted measure the subject site could accommodate more height, this is likely to prejudice an assessment of a proposal for a taller building and deliver an outcome that does not optimise the potential of the site and its capacity to make a positive contribution to the renewal of the FMAC.

FRANKSTON MAC STRUCTURE PLAN: ECONOMIC ASSESSMENT AND LAND USE CAPACITY, SGS 2022

The Economic Assessment and Land Use Capacity (August 2022) report prepared by SGS Economics and Planning has also provided informed the outcomes of the draft FMAC SP. This report found that there is policy support for a comprehensive redevelopment of the FMAC; that a wider variety of housing, particularly higher density housing will be needed to accommodate a growing and evolving population; that with a changing economic structure use and development for retail, health and service sector as well as office and housing use will become significant and likely transform the city centre. In relation to housing, the report recommends support for good quality high density development within the central core (*recommendation 2.1 Table 31 (page 73)*).

Whilst the Tract report has recommended a different built form outcome for the subject site, the SGS report, underpinned by several considerations, highlights the subject site is capable of a building height up to 16 storeys (*Figure 34 - page 61*) and is capable of the highest net yield for housing (reproduced in Figure 4 below)

The conclusions in the SGS report support the submissions above in relation to the proposed building height and serve to further reinforce the importance that the FMAC SP does not unnecessarily limit the capacity for future development.



Figure 5: Excerpts from the Economic Assessment and Land Use Capacity (August 2022)

CONCLUSION

As owner of a key future development site within the FMAC, our client is grateful for the work that has been and continues to be undertaken by the Council to establish a clear and considered vision for the centre that will guide future development outcomes. In principle, our client supports the approach and direction of the strategic exercise and is hopeful that the FMAC SP will ultimately underpin new Planning Scheme provisions that will deliver investment, renewal and high-quality planning outcomes.

In relation to the subject site, it is considered that the 10-storey height limit currently nominated would fail to adequately capitalise on the potential contribution that the site could make to realising the vision of the centre. The assessment offered in this submission demonstrates that taller built form is equally capable of satisfying each of the principles that have guided the allocation of built form parameters, including building height.

Accordingly, our client considers that it would be a more equitable, logical and beneficial outcome for the centre to designate a building height of between 14-16 storeys for the properties on the south side of Station Street and bounded by Shannon Street Mall, Stiebel Place and Gallery Lane.

Lastly, it is acknowledged that the proposed built form outcomes described in the FMAC SP are clearly expressed as preferred outcomes, rather than mandated parameters. In our client's view, maintaining the exercise of discretion in any built form controls that might ultimately be informed by the FMAC SP will be critical to the delivery of high-quality development outcomes for the centre.

Our client would be grateful if Council would please give considered thought to these submissions in determining the direction for the next phase of work on the FMAC SP. We respectfully request to be kept informed on the process going forward.

If there is any part of these submissions that Council would like clarified, or would like to discuss further for any reason, please do not hesitate to [REDACTED] of this office.

Urban Planning Collective

info@upco.com.au
encl.



Blueprint

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Submission 5

9 December 2022

Coordinator Strategic Planning
Strategic Planning City Futures
City of Frankston

Sent via email:
info@frankston.vic.gov.au

Dear

**FRANKSTON METROPOLITAN ACTIVITY CENTRE
DRAFT STRUCTURE PLAN - OCTOBER 2022**

Blueprint Australia (Blueprint) act on behalf of Spotlight Group Holdings (SGH), the registered owner of the land located at 111 Cranbourne Road, Frankston which contains the Frankston Power Centre (large format retail), and vacant land located at 1 Gertrude Street and 48-52 Deane Street, Frankston.

EXISTING PLANNING CONTROLS – FRANKSTON PLANNING SCHEME

The Frankston Power Centre (large format retail) is contained in the Business 4 Zone (B4Z) and the vacant land is contained in the Mixed Use Zone (MUZ). The land is affected by Parking Overlay (PO1) and partly affected by the Special Building Overlay (SBO).

FRANKSTON METROPOLITAN ACTIVITY CENTRE

The land forms part of the Frankston Metropolitan Activity Centre (FMAC) and is located within the FMAC Structure Plan Boundary identified in Figure 1 of the Frankston Metropolitan Activity Centre Structure Plan, May 2015. The Structure Plan Boundary is included in Figure 1 over page.



Figure 1 – Structure Plan Boundary (Frankston Metropolitan Activity Centre Structure Plan, May 2015)

Figure 1 - Structure Plan Boundary



The existing FMAC boundary correctly includes the commercial, education (Monash University) and health (Frankston Hospital) activities within Frankston. These land uses are conveniently linked by main roads and public transport routes to the centre of Frankston.

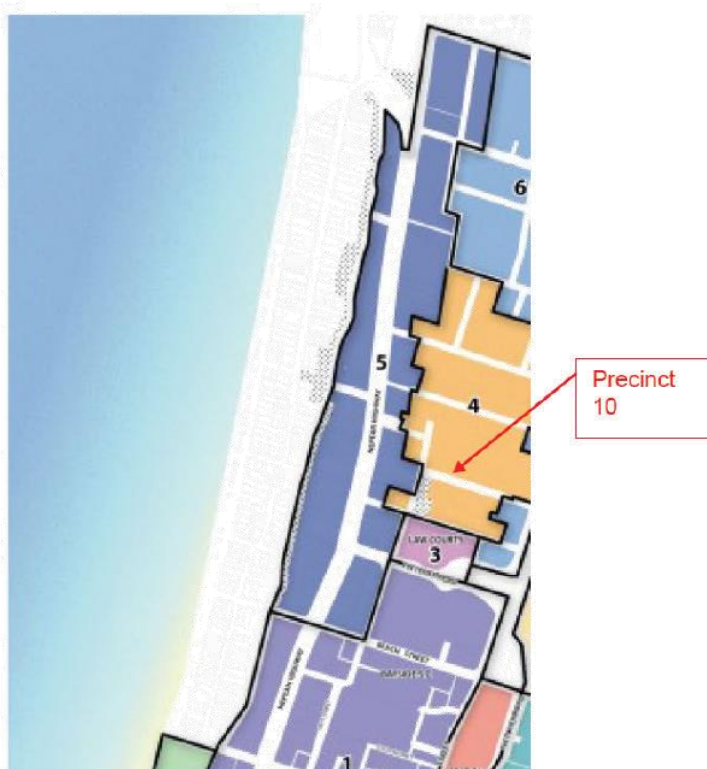
Figure 9 of the Frankston Metropolitan Activity Centre Structure Plan nominates the subject land as Precinct 10. Precinct 10 comprises the land bound by Cranbourne Road to the north, Deane Street to the east, McMahon's Road to the west and the railway line to the south. In addition to the land owned by SGH, this precinct comprises Bunnings Warehouse (10 McMahon's Road), a large format retail premises (20 McMahon's Road) and a service station (40-46 McMahon's Road).

The current Precinct Plan is included in Figure 9 over page.



Figure 9 – Precinct Plan (Frankston Metropolitan Activity Centre Structure Plan, May 2015)

Figure 9 – Precinct Plan



Precinct 10 is described in the Structure Plan as follows:

Precinct 10 – Large Format Retail

The Large Format Retail Precinct provides a location for bulky goods stores that are complementary to the retail and commercial core of the City Centre. The Power Centre will continue to play an important role in the economy of Frankston by providing large format retailing that is conveniently accessed.

Objective

To provide a location for bulky goods retailing and associated commercial and business activities.

The land owned by SGH and the adjoining Bunnings property is clearly a significant commercial precinct of large format retail. The contribution of this precinct to the mix of uses within the FMAC is recognised in the existing FMAC Structure Plan.



FRANKSTON METROPOLITAN ACTIVITY CENTRE DRAFT STRUCTURE PLAN

The Frankston Metropolitan Activity Centre Draft Structure Plan, October 2022 (the **Draft Structure Plan**) is intended to supersede the existing 2015 Structure Plan. The Draft Structure Plan proposes a new FMAC Structure Plan Boundary incorporating six precincts. The proposed boundary significantly reduces the overall size of the FMAC and deletes a number of precincts including Precinct 10 – Large Format Retail.

The proposed FMAC Structure Plan Boundary and Precincts are outlined in Figure 1 below:

Figure 1 – Structure Plan Boundary and Precincts



The Draft Structure Plan indicates that the proposed Structure Plan will focus primarily on the commercial and mixed-use land within the central area of the FMAC and the key gateway entrances and notes that the boundary has been reduced for the following reasons:



The Frankston Hospital and Monash University are identified in Plan Melbourne as a Health and Education Precinct. Council is proposing to undertake a separate study that will set the future planning and design framework of this precinct.

The study will also cover surrounding areas such as the Leawarra Station and the Power Centre and consider the impacts of the potential electrification of the Baxter Rail Line. As a result the Frankston Hospital and surrounding land, the Monash University and the Power Centre have been removed from the Structure Plan Boundary.

In 2022, Frankston City Council will commence a Housing Strategy for the entire municipality. This will identify the future vision for housing in Frankston and identify areas of housing change. This Strategy will include the residential areas surrounding the FMAC and set out detailed recommendations for future planning zones and controls to deliver desired housing. As a consequence, the surrounding residential areas have been removed from the Structure Plan Boundary.

PLAN MELBOURNE 2017-2050

Plan Melbourne 2017-2050 outlines places of State significance that will be the focus for investment and growth including Metropolitan Activity Centres. Frankston is identified as one of nine existing Metropolitan Activity Centres. The purpose of Metropolitan Activity Centres is stated as:

To provide a diverse range of jobs, activities and housing for regional catchments that are well served by public transport.

These centres will play a major service delivery role, including government, health, justice and education services, as well as retail and commercial opportunities.

The Frankston Hospital and Monash University Precinct (which forms part of Precinct 8 of the current FMAC) is also identified as a Health and Education Precinct in Plan Melbourne 2017-2050.

Additionally, as described in Plan Melbourne, a Metropolitan Activity Centre is designed to encompass a range of land uses. As illustrated in a number of the locations identified for Health and Education in Direction 1.1 of Plan Melbourne, the health and education facilities need to be considered in the broader context of activity centre, State and regionally significant commercial land.

It is considered that the reduction in the FMAC boundary will remove land uses which are identified as being an important component of a Metropolitan Activity Centre and does not recognise the significant role of these precincts, including Precinct 10 which contributes to the local economy by providing conveniently located large format retail uses proximate to the 'city centre'.

Planning Practice Note 58 – Structure Planning for Activity Centres includes criteria for establishing activity centre boundaries. The relevant Practice Note criteria includes:

- a) *Consider the following issues in determining the potential location of an activity centre boundary:*
 - the location of existing commercial areas and land uses*
 - the location of existing government and institutional areas and land uses*
 - the location of existing areas of public open space*
 - commercial and residential needs*



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environmental and flooding constraints

heritage constraints

availability of strategic redevelopment sites, both existing and potential

the location of residential areas, including whether they provide significant redevelopment opportunities or constraints for the centre

consideration of physical barriers and opportunities for their improvement

proximity to public transport, especially fixed rail (train or tram)

the location of existing and potential transport infrastructure including fixed rail, buses, bicycle paths, car parking areas and modal interchanges

walkability – opportunities to provide for and improve walkability within 400 to 800 metres from the core of the centre (depending on topography and connectivity)

consistency with State policy

consistency with local policy and Municipal Strategic Statement (MSS)

impacts of the boundary on other activity centre boundaries.

b) *In setting a boundary for an activity centre, include:*

sufficient land to provide for the commercial (retailing, office, fringe retailing and support activities such as entertainment) activities needed over a 15 to 20 year time frame and then into the 30-year horizon

residential areas that are integrated into the activity centre or surrounded by other uses that have a strong functional inter-relationship with the activity centre even where limited development opportunities exist

key public land uses that have or are intended to have a strong functional inter-relationship with the activity centre even where there are no or limited redevelopment opportunities

public open space areas that have or are intended to have a strong functional inter-relationship with the activity centre.

c) *In setting a boundary for an activity centre, generally exclude:*

residential land encumbered by significant constraints (such as a Heritage Overlay) located at the edge of the activity centre.

The only land use identified for exclusion in these criteria is residential land with significant constraints. Based on the criteria it is considered highly appropriate to continue to include the commercial land covered by SGH in the FMAC.

The Draft Structure Plan proposal to remove Precinct 8 from the FMAC indicates that Council will undertake a separate study for the Health and Education Precinct. This is included under Action 3 – Health and Education Precinct Strategic Plan (p. 40) which states:

Work with local institutions and the State Government to develop a strategic plan for the Health and Education Precinct. This study area will encompass the Frankston Hospital and mixed-use land north of Hastings Road, the Monash University, the Power Centre, and the Leawarra Train Station and surrounds. The plan should consider:

The role and function of the precinct and complimentary land uses.



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Strategic relationships with the FMAC.

Built form controls to support the projected growth and uses for the precinct.

Pedestrian and cycling connections between uses and into the FMAC.

The impact of potential electrification of the Baxter Rail line.

Innovative public transport solutions that would provide for seamless connection into the FMAC.

The matters identified for consideration are clearly also issues for the FMAC and would benefit from consistent treatment in one document. It is also noted that the Draft Structure Plan does not provide a timeframe for undertaking a separate study for the Health and Education Precinct and surrounding area. There is significant concern that the priority of the separate study will not match the potential that these precincts afford and will fail to promote development in a complementary manner to the FMAC.

The Draft Structure Plan identifies the proposed Frankston to Baxter Rail Electrification in Figure 5 – Regional Context Plan (p. 17) and recognises this as an 'Influencing Project' (p. 29).

The electrification of the Frankston to Baxter Rail line has the potential to connect and enhance the area around the relocated Leawarra Railway Station and deliver the concept of Transit Oriented Development around two nodes in the FMAC (Frankston and Leawarra railway stations). This project would contribute significantly to this part of the FMAC including providing significant opportunity for connectivity of public transport within the FMAC.

The electrification of the Frankston to Baxter Rail line has the potential to enhance the FMAC, draw commuter parking outside of the central area of Frankston, provide sustainable public transport options and greater connections within the FMAC. The benefit of retaining Precincts 8 and 10 (and 12) within the FMAC is that one strategic document can address issues that straddle the broader FMAC area. By demonstrating the benefits to not only the health and education sub-precinct but also the FMAC provides the potential for broader support for the electrification project.

SUMMARY

The subject land should continue to be included in the FMAC on the basis that:

It has been and continues to be a logical inclusion.

The SGH land is commercial in nature and provides significant opportunity for meeting commercial land requirements into the future.

It meets the relevant criteria of Planning Practice Note 58 relating to activity centre boundaries.

It provides for greater efficiency in structure plan preparation.

In the event these comments are disregarded, SGH seeks:

Immediate action and commitment to the timely delivery of a Health and Education Precinct Structure Plan inclusive of the SGH owned land.

The prioritisation of the electrification of the Frankston to Baxter Rail line and associated relocation of Leawarra Railway Station to proximate to Monash University and the SGH land holding.



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We would appreciate the opportunity to discuss this with you ahead of any adoption of a FMAC Structure Plan document.

Please contact the undersigned if you would like to discuss or require any further details.

Yours sincerely,

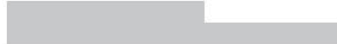
[Redacted signature]



[Redacted name]

Development Manager

1A, 100 Market Street
South Melbourne, Victoria 3205, Australia
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Submission 6

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9 December 2022

Submission to Frankston Metropolitan Activity Centre Draft Structure Plan (October 2022)

Dear Frankston Council

Please accept the following submission to the Frankston Metropolitan Activity Centre Draft Structure Plan currently on public exhibition.

About C4GF

The Committee for Greater Frankston is a politically independent, member-based advocacy organisation that works with all levels of government to unleash the potential of our amazing region.

We are a strong advocate for local jobs and a thriving community. Within each objective, C4GF advocates for a shortlist of well-researched projects ([see attached advocacy card](#)) that will create profound change over the next decade, support our community's pandemic recovery, ensure a rate of permanent local job growth that exceeds local population growth, improve local health and education outcomes, and help Frankston realise its potential for the coming generations.

FMAC Structure Plan submission issues

This revised submission to the FMAC Structure Plan should be read in conjunction with the Committee for Greater Frankston's May 2022 letter ([reattached for reference](#)) to the **FMAC Structure Plan ideas paper – April 2022**, which focused on:

1. Better planning certainty (and the urgent need to adopt a FMAC Structure Plan)
2. Car parking
3. Frankston rail extension
4. Bus interchange location
5. Diverting Nepean Highway traffic
6. Linking the FMAC and the medical precinct
7. Balancing "kicking off development" with "longer-term economic and social outcomes", including social housing and developer contribution overlays.

We sincerely thank Frankston Council for listening so closely to our May 2022 ideas paper feedback and for the strong evidence that many of the longer-term challenges we raised have been incorporated into the draft strategy.

Unlike previous attempts, this **FMAC Draft Structure Plan version hasn't shied away from the difficult transport and parking limitations** faced by Frankston CBD businesses, property owners, and residents – or turned a blind eye to their lasting negative economic impacts.

Thank you.

We welcome the action by Council to update this important planning document and appreciate the opportunity to provide further feedback below.

Better Frankston planning certainty

We applaud the new **implementation and action-led approach** proposed in the revised draft FMAC plan.

Full adoption of a Municipal Activity Centre structure plan into the Victorian Planning Scheme is a lengthy and laborious process (that likely could carry across more than one Council's tenure).

What is clear is that this revised **Strategy 1.2** understands the importance of **improved planning certainty** for all and the need to "get this job done" (and not wait another 17 years).

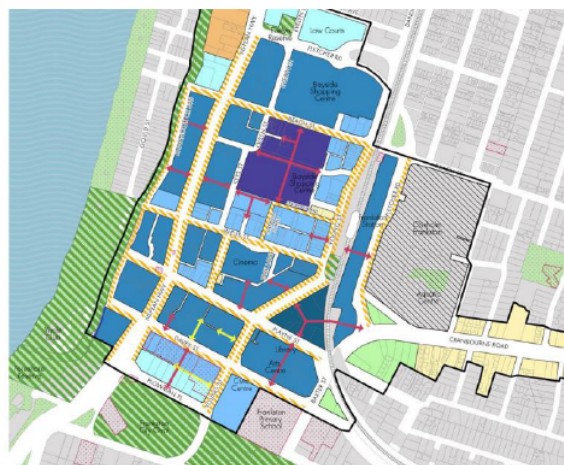
Thank you for prioritising **Action 2 – Adoption of a Planning Scheme Amendment** to achieve this outcome.

Noting that, C4GF:

- ✓✓ Strongly supports **Action 2** formally codifying the proposed structure plan's precinct controls into the Victorian Planning Scheme (and quickly, as this is already two decades overdue).
- ✓✓ Especially supports the inclusion of an **equitable amenity and access provision** (**Strategy 9.3**) to ensure that our city's **sensitive natural assets** and the **benefits of urbanisation** are shared by all future developments irrespective of which comes first.
- ✓✓ Strongly supports the structure plan's **improved sightlines of Port Phillip** (**Strategy 6.1 and 6.2**) and **24-hour pedestrian access** all the way from Frankston Station to Kananook Creek. (**Strategy 12.1 and 12.2**)

In this situation, C4GF acknowledges the potential need for:

- **Restrictive planning controls** at some strategic sites along Nepean Highway to open up mid-block sightlines (**Strategy 6.2**) and facilitate the creation of mid-block pedestrian access (**Strategy 6.1**); and
- The potential requirement for **public acquisition overlays** requirement to be applied on some strategic land required for pedestrian linkages and/or future public open spaces.



However, this FMAC draft structure plan recommends an ***inconsistent and incongruent policy*** approach about how it will regulate and implement its planning objectives.

Restrictive planning controls and public acquisition overlays are ***being inequitably applied to different FMAC landholdings***.

- A land ***acquisition overlay*** (Action 2) is recommended for Wells Street (P1-5), Bay Street (P3-5), and Cheeky Squire (P4-3)
- ***Restrictive planning controls*** are suggested along Nepean Highway to create mid-block pedestrian access (Strategy 6.1) and mid-block sightlines (Strategy 6.2).
- **Yet neither regulatory approach is recommended for Vicinity's Bayside Centre.** Strategy 11.6 clearly states that Council's aim for better 24-hour pedestrian access and improved street amenity through Bayside's Shopping Centre can be achieved through "***a close working relationship between Council and Vicinity Centres***" (Page 59).

This regulatory **policy inconsistency greatly undermines Frankston Council's future negotiating position** when trying to implement the planning controls necessary to achieve the proposed end-to-end pedestrian corridors. Or for that matter any other FMAC planning and regulatory policy objective, for example:

- Who pays into funding mechanisms (Action 1)
- Car parking policy (Action 14)
- Where Frankston's civic centre is housed (Strategy 1.4)

Worse still, it opens up the potential for, over the next decade, the FMAC structure plan's proposed strategy of walkable green pedestrian corridors from Kananook to the TAFE being **beholden to future concessions from a benevolent Bayside Shopping Centre** (and implicitly assumes Vicinity remains this site's controlling entity).

C4GF advocates that Frankston Council's proposed structure plan should *apply a consistent regulatory framework to the acquisition and planning controls on all new laneways and public spaces*, not pick and choose policy approaches by landlord.

Car parking

The Committee for Greater Frankston's **feedback on lack of affordable car parking in Frankston's CBD, and the damage this causes the city's economy, has clearly been heard loud and clear** as seen in **Objective 15: Easy to locate and access car parking**.

A big thank you.

For decades Frankston City centre has been plagued by inconsistent car parking policy issues and while there are no silver bullet solutions to solve them, this revised version of the FMAC structure plan recommends some sensible steps with which to move forward.

C4GF is especially supportive of:

✓ ✓ **Strategy 15.1** – recognition of the need to identify, fund, acquire and actually build **Council-owned, publicly accessible car parking facilities at a variety of suitable city-periphery locations** before removing existing car parks from the CBD.

This strategy also identifies the council-owned site on the **corner of Young Street and Davey Street as the first potential opportunity for such a centralised parking facility**.

✓ ✓ **Strategy 15.3** – recognition of the need for a **simplified, consistent and market competitive car parking pricing, permit and time-limit policy** across the CBD, to incentivise more efficient use of the existing stock of Council, state and private car parks, and ensure that **affordable parking is readily available for CBD workers, shoppers and visitors**.

We note that car parking in Frankston's CBD **operates as an oligopoly** (a limited competitive market) and, under the **Trade Practices Act**, any discussion and/or consultation that representatives of Frankston Council may have with representatives of Vicinity Centre regarding parking prices, supply or conditions *may be considered price fixing* and hence market collusion and would need to be **referred to the ACCC for regulatory oversight**.

✓ ✓ Complementing Strategy 15.3 with a **judicious roll-out of real-time parking signage and technology (Action 13)** in specific locations where it makes finding a car park easier.

✓ ✓ The ambition to pursue much **better public transport connectivity to, and through, Frankston's CBD**, which will decrease our city's dependency on cars in the future (as discussed in more detail in the two sections below.)

Frankston rail extension

Strategy 16.2 supports electrification of the Frankston to Baxter rail line.

Extension of the Frankston metro train line to *at least Langwarrin*, with a commuter park and ride at Langwarrin, is both a key Committee for Greater Frankston advocacy priority and an Infrastructure Australia listed **priority project of national significance** (2020).

The project is the **critical infrastructure backbone** required to rebuild Frankston's CBD as more than the *default commuter car park at the end of a train line* servicing the one in 20 Melburnians who already live beyond it.

The benefits of the Frankston rail extension are well documented and widely supported. It will radically transform public transport in our region, drive creation of new jobs as well as improve overall prosperity, reduce congestion on roads, free-up crowded car parks, and make better use of public and private assets such as Frankston Hospital and Monash's Peninsula campus. (*See rail extension benefits map.*)

A big thank you to Frankston Council for your renewed and strident advocacy to the Victorian Government to contribute funding towards this critical project.

Relocating the Frankston bus interchange

On [Page 26](#) the draft structure plan **rejected the C4GF ideas paper submission to eventually relocate Frankston's bus interchange** away from Young Street to the other side of Frankston train station, accessible from Fletcher Road, which will form part of the FMAC ring road.

In order to make the current Young Street location work as our region's public transport network expands over time, the FMAC draft structure plan instead recommends [Strategy 16.1 – giving buses road priority](#) within FMAC on Young Street, Playne Street and potentially the Nepean Highway Boulevard.

Given that the **location of Frankston's bus interchange is a crucial design and planning decision** that will have *long-term strategic ramifications* for Frankston's CBD (including *impaired street level amenity* on Playne Street and *less viable redevelopment* opportunities along Young Street), we ask Council to **deeply consider the rationale behind what appears to be a counter-intuitive recommendation**.

It would be *irresponsible if this FMAC structure plan perpetuates poor policy* simply to assuage the bruised egos of those responsible for the 2018 Young Street redesign project. When this FMAC Structure Plan is finally codified, **this bus interchange decision must stand the test of time**.

With this in mind, let's further explore the findings and analysis of the [FMAC Transport and Movement Assessment June 2022 Section 9](#).

Three potential bus interchange sites (the existing Young Street location and two alternatives via Fletcher Road) were considered with an evaluation based on "bus user experiences" and "driver operational considerations".

In other words, the quantitative evaluation criteria was *based on what is most convenient for the existing PTV bus providers*, not considering what is best for the FMAC's future. It recommended **no change to the current Young Street bus interchange location but to give bus operators priority across FMAC roads, that is, Young Street, Playne Street and Nepean Highway**.

The report *did not undertake quantitative analysis on the best location for the bus interchange* from the perspective of Frankston's overall desired FMAC economic and social outcomes. However, it included **qualitative references to bus operator efficiency gains and to street level amenity improvements** in and around Young Street that could be gotten if the bus terminus was designed along the lines of what has been done in **Ljubljana**, the capital of Slovenia.

Our review of the Ljubljana case study disputes this claim.

Ljubljana main city is a three- to five-storey Art Nouveau town with the main historic and business activity areas *between a river and the main train station*, which services four lines: North-West, South-West, East and South-East.

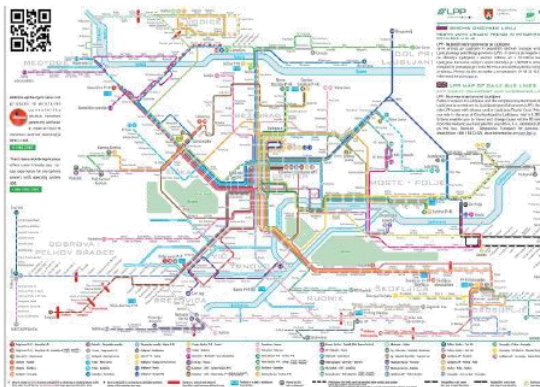
Noted tourist sites include: Ljubljanski Grad- an elevated medieval castle fortress; Plecnik's triple bridge, Dragon Bridge and river promenade; and Metelkova- an abandoned army barracks turned arts and culture squatters collective.



While, like Frankston, the main Ljubljana bus interchange is between the activity area and the train station, the *street it's on is much wider* and allows for some through traffic and bus layovers as well as pedestrian space.

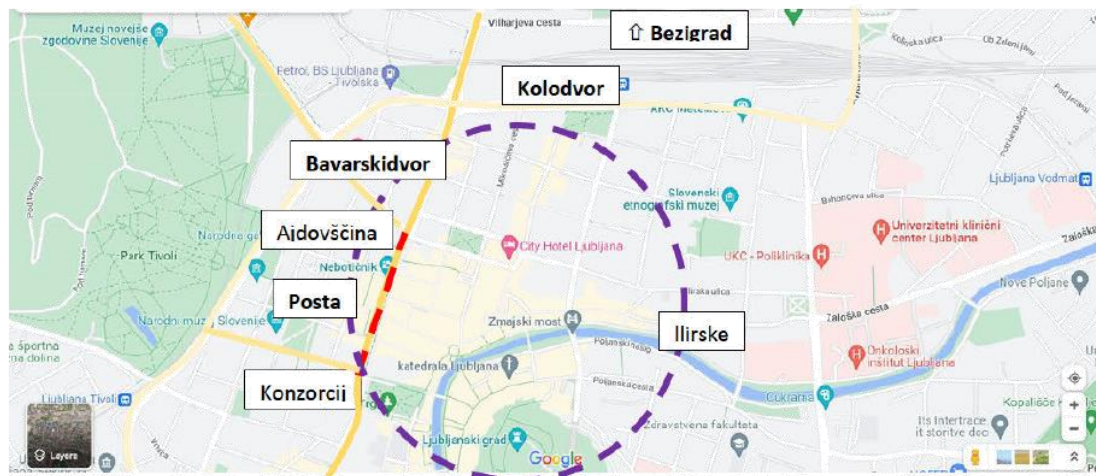


Importantly, while 51 regular bus routes service Ljubljana's MAC, **only six bus routes use the central bus interchange (Kolodvor)**. In Frankston, 22 sporadic bus routes connect with the railway station on Young Street.



Other larger Ljubljana bus stops include Bavarskidvor (21 routes) and Posta (19 routes) on the main Ljubljana Cesta (marked in yellow on the map below), and Bežigrad (9 routes) to the north of the train station.

Interestingly, *Ljubljana routes avoid directing large buses through the main activity area's narrow inner city streets* (marked on the map below by the dashed circle) to access the main Ljubljana bus interchange at Kolodvor and instead **prefer to follow the main north-south road, Ljubljana Cesta** (marked in yellow), which is used by both buses and cars along most sections with the exception of the short passage through the old historic town (marked in red dashes), which is reserved like Melbourne's Bourke Street Mall for pedestrian and bus use only.



It would appear that the transport planners in Ljubljana are *actively moving their bus routes to the periphery of their city's main activity area* – to get them off the narrowest streets and improve the efficiency of bus networks as it grows and expands.

This is in **stark contrast to what has been recommended for Frankston's MAC structure plan**, which suggests closing roads and intersections to traffic in Young Street and Playne Street to allow more buses into the narrow streets within the CBD's main activity centre.

Ljubljana's more evolved planning policy decision is reinforced by the 2021 tender document (at right: [Ljubljana Bus Station](https://www.architectsjournal.co.uk) ([architectsjournal.co.uk](https://www.architectsjournal.co.uk))) seeking expression of interest for the *relocation and redesign of Ljubljana's central bus interchange to north of the main train station!*

Ljubljana Bus Station

14 JUNE 2021 • BY MERLIN FULCHER



Contest site

An open international contest is being held to create a new central bus station for Ljubljana, Slovenia [Deadline: 16 September 2021]

With the Ljubljana bus interchange case study front of mind, the Committee for Greater Frankston continues to advocate that *bus congestion has a major negative effect on the amenity of Frankston's CBD streets*.

Frankston Council can steadfastly continue to *ignore that Frankston's bus interchange is in the wrong location* to allow for our growing public transport network and instead close roads non-bus traffic as a Band-Aid workaround.

However, just like Frankston's car parking problems, that were neglected for three decades, the underlying problems of having buses on Young Street remain. **Removing them sooner rather than later, while not easy, is ultimately better for both FMAC development and the growth of our regional bus network.**

C4GF advocates that where possible, *buses should not be given traffic priority on inner CBD roads* such as Playne Street and Young Street ([Strategy 16.1](#)).

Instead, Council should work with PTV to **remove most bus routes from the FMAC** by:

- Extending the Frankston train line to at least Langwarrin and **diverting most Mornington Peninsula-centric bus routes** (excluding 781, 784, 785 and 788) to a new interchange terminal at Langwarrin or Baxter.
- **Relocating Frankston's bus interchange** to the Fletcher Road side of Frankston Station and accommodating local area bus traffic only.
- And, as in Ljubljana, retain the **remaining FMAC bus stops as continuous, direct, high-frequency pass-through stops** rather than driver layover rest stops.

Divert Nepean Highway traffic

✓✓ C4GF strongly supports **Objective 3's** goal of strengthening FMAC's retail and arts sectors ([Strategies 3.1 to 3.4](#)) and the clear focus they have on **Playne Street and Nepean Highway Boulevard/Kananook precincts**.

Frankston Council's individualise "shop by shop", "property by property" transformation program articulated in [Action 6](#) is **well defined and is showing promising results in attracting new businesses, restaurants and cafes to Playne Street**. The Council is kicking goals with this program and we strongly support the initiative being continued along Nepean Highway.

✓✓ It is fantastic that the FMAC draft structure plan has **prioritised streetscaping and public realm improvements to renew the Playne Street arts precinct** ([Strategy 11.2](#)) and **redevelop Nepean Highway into an iconic boulevard** that connects our city to the beach ([Strategy 11.3](#)).

The Committee for Greater Frankston **supports the recommendations to upgrade Nepean Highway and Playne Street**, and advocates vigorously for street streetscaping to continue here.

C4GF encourages Council to consider converting Nepean Highway to a **St Kilda Road or Mordialloc-like design that separates "faster" through traffic from "slower" local traffic** (one lane each way) and includes substantial, treed median strips; casual two-hour angled parking; bike lanes; wide footpaths; and outdoor dining.

C4GF was very reassured to see that our concerns about the capacity of **Miall's Gun Shop bridge intersection** to accommodate converging FMAC ring road traffic ([Strategy 14.1](#)) have been acknowledged and that [Action 11](#) refers this major choke point to the Department of Transport for road realignment.

We reaffirm it is critical the proposed train line extension, Playne Street pedestrian arts trail, Baxter cycling path, and diverted Nepean Highway road traffic corridors are **separated to allow each to flow seamlessly at the Miall's Gun Shop bridge site**.

C4GF queries whether the **proposed wording of Action 11** could be interpreted as saying that *road and pedestrian improvements* at Miall's Gun Shop bridge intersection *may happen separately from and before the required rail intersection upgrades occur under the bridge*.

Such a piecemeal approach to infrastructure improvement at this location would be more expensive and twice as disruptive. We would like to assume that a *two-step piecemeal approach is not the intent of Action 11*.

For clarity, C4GF asks that [Action 11](#) be reworded to make it clear that both the road intersection and the rail improvements at the Miall's Gun Shop bridge intersection occur at the same time.

FMAC Tenancy Mix: Commercial, Retail and Education-Medical Precinct Links

✓✓ C4GF strongly supports [Objective 2](#) and [Strategy 1.3](#) to encourage small scale/co-working office spaces within the FMAC.

C4GF notes that, unlike the April 2022 ideas paper, the draft structure plan identifies that the benefits of [Strategy 2.2 – Attract a new government department](#) and [Strategy 2.4 – Relocate Frankston Council's civic centre](#) are not primarily to **bring additional professional jobs into Frankston's CBD** but rather to *"enliven streets and public spaces ... and boost local business [that is, cafe] patronage" during weekdays*.

This is a more **realistic view of the actual net impact** such "large-scale governmental relocations" often have on a city's economy, *after allowing for the potential cannibalisation impacts* on existing smaller private businesses. Large-scale government office and head office relocations may relocate "genuinely new jobs" to the FMAC but this is far from a certain outcome.

✓✓ C4GF advocates that **future potential opportunities for new government jobs, new head offices and/or civic office relocations should continue to be explored (Action 4) but without the naive optimism** that has historically seen such developments receive site-specific concessions, discounted land sales and/or preferential tenancy deals.

However, we **raise concerns about Strategy 1.1's proposal to work with local institutions to establish satellite facilities** for Monash University and Frankston Hospital within the city centre ([Page 39](#)).

To the best of our knowledge, both institutions are very **eager to improve linkages between the FMAC and their respective campuses** for their students and health workers. However, *neither is actively seeking to establish additional satellite health or education facilities* within Frankston's CBD.

It is well known that **clustering medical practices and services adjacent to the many Frankston health facilities best recognises the strong nexus between the medical profession and the wider health precincts**. This is very *well documented economic research*. (*Clustering and the new economics of competition*, by Michael Porter). Co-location of industry and university research centres within designated precincts leads to: improved productivity; boosts world-leading expertise; and enables longer-term and sustainable high job growth.

As previously stated in C4GF's submission to the ideas paper (Page 9): *Frankston's CBD should not be set up to compete with existing medical and education precincts surrounding our hospitals* because this will **dilute the long-term economic advantages and expansion opportunities of precinct clustering**.

This does not preclude private medical practice or government-backed training or employment service providers tenating within the FMAC.

While we support:

✓✓ The concept of **positioning Frankston as a student lifestyle town**.

✓✓ **Action 3** to explore **improved pedestrian and public transport linkages** to better connect students and health workers to FMAC lifestyle and residential opportunities.

We advocate that having the **Retail/Commercial precinct and Higher Education/Medical Research precincts physically separated is needed for the long-term economic success of both**. This does not preclude FMAC tenancy usage by private medical practice or government-backed training service providers.

Social housing and developer contribution overlays

The Committee for Greater Frankston submission to the April ideas paper provided feedback that a **social housing contribution scheme** and development of social housing on **Council land** were *not good planning mechanisms to increase the supply of social and affordable housing* within the FMAC.

These contribution schemes:

- Deter private developer investment.
- Add a tax to the cost of overall housing stock.
- Foster NIMBY (not in my backyard) culture.
- Exacerbate boom and bust cycles in the future supply of social and affordable homes.
- Over time, concentrate intergenerational disadvantage in pockets with cheaper land, underperforming schools and fewer jobs.
- Have received challenging developer pushback.
- Create potentially "hostile" statutory planning negotiations where sites are land banked until individual exemptions and concessions can be obtained.

The FMAC draft structure plan has taken this feedback into consideration and replaced the social housing contribution scheme approach with **Strategy 4.3**, which instead favours **facilitative planning provisions**.

This is significant as these facilitative planning schemes (like Vancouver's one-in-21 model) provide a **more sustainable approach to improving ongoing supply of affordable public and social housing as well as developing fully inclusive communities**.

However, the *pendulum may have now swung too far the other way* because [Action 7](#), which suggests connecting affordable housing providers with developers active in the FMAC or just defaulting to using council land does not:

- **Articulate the policy** on what is the FMAC's preferred social and public housing mix.
- Consider any specific **planning scheme provisions** to ensure that the desired social housing actually gets include in new developments; or
- Implement a **system of regulatory reform** to manage the ongoing tension of socially integrated community development.

There are already well-established, **global best practice approaches to facilitated planning of integrated social housing**. Many have been operating successfully since the 1950s, and Frankston can learn from these regulatory and operational models.

Action 7 needs to be clearer about how the FMAC socially integrated housing policy will operate as a holistic, ongoing system. The success of this approach will be in the detail.

The Committee for Greater Frankston has previously offered to meet with interested councillors and officers to explore the lessons from the Vancouver one-in-21 model.

We extend this offer again if this case study would be of assistance in designing a sustainable social housing model for the FMAC.

Summary

The Committee for Greater Frankston advocates that the following sections of the FMAC Draft Structure Plan should be amended to improve planning certainty and deliver a better strategy.

Key FMAC Draft Structure Plan action priorities:

1. Better Frankston planning certainty

- a. Strongly support [Action 2](#) to formally codify the proposed plan's precinct controls into the Victorian Planning Scheme.
- b. Apply a consistent regulatory framework to the acquisition of ([Action 2 Part B](#)), and planning controls for ([Action 2 Part A](#)) all new laneways and public spaces, not pick and choose policy approaches by landowner.

2. Car parking

- a. Build Council-owned, publicly accessible car parking facilities at a variety of suitable city-periphery locations before removing existing car parks from the CBD.

First site for such a centralised parking facility should be the corner of Young Street and Davey Street.

- b. Implement a simplified, consistent and market competitive car parking pricing, permit and time-limit policy across the CBD, to ensure affordable parking is readily available for CBD workers, shoppers and visitors. Any Frankston Council, or agent, discussions and correspondence with Vicinity Centres about FMAC's car park strategy needs to be referred to the ACCC for independent oversight.

3. Frankston rail extension

Extend the Frankston train line at least 5km to Langwarrin, with a new station at Monash's Peninsula campus, and a dedicated commuter park and ride at Langwarrin. This will radically transform public transport in our region, drive creation of new jobs as well as improve overall prosperity, reduce congestion on roads, free-up crowded car parks, and make better use of public and private assets such as Frankston Hospital and Monash's Peninsula campus.

4. Relocate Frankston bus interchange

- a. Buses should not be given traffic priority on inner CBD roads such as Playne Street and Young Street ([Strategy 16.1](#)).
- b. Relocate Frankston's bus interchange to the Fletcher Road side of Frankston Station.
- c. Reroute regional bus routes that go through Frankston to enable continuous, direct, high-frequency pass-through stops rather than driver layover rest stops.

5. Divert Nepean Highway traffic

- a. Upgrade Nepean Highway and Playne Street, and continue streetscaping works.
- b. Address concerns about the capacity of the ring road at Miall's Gun Shop bridge intersection to accommodate road, rail and pedestrian traffic. Refer this major choke point to the Department of Transport for future planning clarity. Reword [Action 11](#) to make it clear that both the road intersection and subterranean rail improvements at the Miall's Gun Shop bridge intersection should be undertaken at the same time.

6. FMAC tenancy mix – commercial, retail and education–medical precinct links

- a. C4GF strongly supports [Objective 2](#) and [Strategy 1.3](#) to encourage small scale/co-working office spaces within the FMAC.
- b. Future opportunities for new government head offices and/or civic centre relocations should continue to be explored ([Action 4](#)) but without site-specific concessions, discounted land sales and/or preferential tenancy deals.
- c. Position Frankston as a student lifestyle town with improved pedestrian and public transport linkages to better connect students and health workers to the FMAC ([Action 3](#)).
- d. We advocate that having the Retail/Commercial precinct and Higher Education/Medical Research precincts physically separated is needed for the long-term economic success of both. This does not preclude FMAC tenancy usage by private medical practice or government-backed training service providers.

7. Social housing and developer contribution overlays

- a. [Action 7](#) needs to be clearer about how the FMAC socially integrated housing policy will operate as a holistic and ongoing system.
- b. The Committee for Greater Frankston would be happy to meet with interested councillors and officers to explore lessons from the Vancouver one-in-21 model.

Councillor briefing on C4GF submission

We are cognisant that councillors and officers may have questions about this submission paper, or concepts they would like to explore further. We would be pleased to provide additional information in person or in writing.

Yours sincerely



On behalf of the Board of the Committee for Greater Frankston

Submission 7



Frankston Beach Association Inc.

Preserving the beach for all to use

SUBMISSION TO THE DRAFT FMAC STRUCTURE PLAN

INTRODUCTION

Frankston Beach Association (FBA) is now in its fortieth year of working alongside the Frankston Council to ensure the sustainable management and protection of Frankston's prized beaches and waterways.

Frankston City is uniquely located alongside a waterway and a beach and we welcome the opportunity to present a submission to the Draft FMAC Structure Plan (Draft Plan) which introduces a new Waterfront Precinct.

As a *draft* by definition is still in its infancy, we appreciate the opportunity at this formative stage to answer Council's frequently asked question, "*Have we got it right?*"

We are appreciative of Council's efforts to prepare a formal structure plan for a revised Frankston MAC with an intent in the future to translate built form proposals into statutory planning requirements that will set a clear direction for city centre development for the next 20 years.

It is noted that over the past seventeen years, however, that seven structure plans have been presented, many of considerable merit and well supported by the community, which have progressed to a formal adoption by the Council, but not one has translated into statutory planning controls for the entire FMAC.

It is to be hoped that this attempt addresses underlying city centre problems, some identified below, and will culminate in planning regulations that set a clear direction for the *right* sort of development in the *appropriate location* within the town centre.

SUBMISSION

Frankston Beach Association acknowledges that there are many positive initiatives in the draft FMAC Structure Plan. One foreshadowed is a proposed vibrant activation of the long-neglected Kananook Creek Promenade in the Waterfront Precinct which the community awaits with eagerness.

However, this submission does not provide commentary on the many initiatives that are supported, nor on Precincts 5 and 6 for which planning controls are already in place.

Rather, in responding to the Draft Plan, we will direct our comments to concerns we have in the following areas as they relate broadly to Precincts 1-4 but more particularly to the **Waterfront Precinct 4:**

<http://www.frankstonbeach.org.au> email: [REDACTED]
Registration Number - A0031686R ABN - 68 874 762 644
Secretary: [REDACTED] PO Box 5092, South Frankston, 3199
Tel: [REDACTED]

1. Vision and character
2. Built form and planning
3. 20-minute neighbourhoods, transport, parking
4. Open spaces, parkland, reserves
5. Climate Change
6. Economy

1. Vision and Character

- The community's expressed vision for Frankston includes that Frankston will be *'a vibrant and diverse centre boasting a strong beachside character'*. Lifestyle qualities will be *'enriched by a strong connection to its natural assets - the waterfront and Kananook Creek.'*¹
- Frankston has long been renowned for these major natural attractions. The council-commissioned *Emerging Ideas Paper* concurs, finding that *"the most distinctive natural feature is the foreshore, which is recognised for its natural beauty. It is the jewel in the crown for the FMAC. The Kananook Creek is another major natural asset."*
- The Frankston beach and Kananook Creek environments are environmentally and culturally significant to the very fabric of Frankston and the current low-key state of the area is a significant reason for how highly the area is valued.
- Frankston's award-winning beach and foreshore is the **most visited tourism and natural attraction**, and its appeal continues to grow.² The beach and natural waterways and reserves are not only our major visitor drawcards but significant contributors to the local economy.
- We ask, what **best practice** urban design or economic outcomes will be achieved by favouring high, view-blocking developments at the waterfront in Precinct 4, over lower heights further back, that will conceal the bay and waterway from public view?

¹ Draft FMAC Structure Plan, p33

² Coastal Management Plan, p6

- It is difficult to see how the visualisations from various vantage points of proposed high-rise buildings in the Waterfront Precinct in the *Kananook Creek Built Form Review* could fulfil Design Principle No 1: **Design Excellence**³ or **point to a better future for Frankston**.
- The **cumulative effect** of a row of multiple high rises in Precinct 4 will be a **severing of the connection** between the town centre and the waterfront. It will conceal the water assets from view and undermine the beachside character in which the Frankston community takes great pride.
- The **coast and natural scenery** will no longer be the focus of attention. Instead, it will be the huge buildings jutting up above everything else that will catch the eye from all vantage points. We have a foretaste of this with Frankston's current tallest and most widely detested buildings that dominate skyline vistas to the detriment of the naturalistic coastal character. Why keep repeating the mistakes of the past?
- Moreover, other bayside cities have wisely moved to ensure **mandated low-level development at coastlines** to protect and enhance their irreplaceable natural coastal assets and values.⁴ At the very time at which we face increasing challenges to our coastlines, it is inconceivable that Frankston would be planning to introduce even higher structures at our waterfront.

"Have we got it right?" No.

The guiding question should be, "**What's right for Frankston?**" The community does not want Frankston to become just another town that just happens to be near a coast.

Community input must be taken seriously – otherwise why bother consulting the community? The community has a vision that does not offer support for high rise developments, so why is it being ignored?⁵

The unique natural attributes that draw people to Frankston need to be prioritised.

A stated aim of the Frankston MAC is to enhance its image by building on its unique bayside location (c.11.03-1L-0). Why not capitalise on our unique bayside location by removing some of the less aesthetically pleasing buildings along Nepean Highway to create an inviting green space and walkway to the creek and foreshore?

The suggested development controls for Precinct 4 need a serious re-think.

³ Kananook Creek Built Form Review, p26

⁴ Cities of Kingston, Bayside and Port Phillip have mandated controls in DDOs, for example.

⁵ Eg, Frankston Central Activities Area Draft Structure Plan pp8, 10, 11, 12,13; Frankston Central Activities Area Building Heights and Setbacks Study Final Report

2. Built Form

Preferred Height Limits

- The Draft Plan proposes to maximise new development across all precincts in the FMAC, with a focus on building upwards in the central Precincts 1-4.
- A requirement for high-rise apartments in these precincts is puzzling as the council-commissioned *Emerging Ideas Paper* anticipates, based on housing demand modelling, there is a need for just **269 high density apartments** and approximately 6000 attached dwellings across the entire Frankston LGA⁶.
- The *Emerging Ideas Paper* confirms that a low demand for high density would mean **very little development for high density living within the FMAC**⁷
- Yet the Paper, that informs the Draft Plan, goes on to nominate **a range of preferred development heights** for each FMAC precinct which, it states, are to be **tested**. The nominated height ranges given are as follows: Precinct 4: 28-41m; Precinct 3: 28-35m; Precinct 2: 35-54m; Precinct 1: 35-54m.⁸
- **There is no indication of the basis for the selection of the numeric values in these ranges or the nature of the subsequent testing to occur.**⁹
- As there has been acknowledged limited development in the city centre since the 2015 Structure Plan, that has not yet been in operation for 10 years, the height limits proposed at that time for an anticipated increase in population that did not eventuate, should not need to be increased.
- Notwithstanding, a numeric outcome has been arrived at for each precinct's preferred height and presented in the Draft Plan that is before us. The 32m height (8 storeys) for the Waterfront Precinct 4 in the current/2015 Structure Plan has risen to 41 metres as shown by the map in Figure 12 (12 storeys) but recorded as 10 storeys in Strategy 9.2 in the Draft Plan, Precinct 4.
- **Why choose this increased height?**

⁶ Emerging Ideas Paper, p16

⁷ Ibid.

⁸ Ibid. p40

⁹ Ibid.

- We might expect this would be to meet the strategic directions in Frankston Planning, “to protect significant natural coastal systems, view lines and vistas, and to tread carefully with major developments in vulnerable creek environments.”
 - We might expect this would be to satisfy clearly enunciated outcomes to be achieved.
 - We might expect this would be to reflect recognised good policy settings that include respect for existing land uses- which are predominantly low rise in Precinct 4 – protection of heritage values, the need for human scale, respect for the privacy of others, avoidance of overshadowing and loss of sunlight in public places.
- **On all counts, we find that buildings at this height in Precinct 4 will not meet expectations.**

Preferred Setbacks

- The proposed meagre ground level setback of just **3 metres** from the site boundary at the creek interface in the Waterfront Precinct is insufficient to allow for any meaningful vegetation in the creek environs. Two recent applications in Precinct 4 indicate there is an insufficient soil zone in this setback to accommodate a single tree and only planter boxes can be provided.
- A planter box will not mitigate the inevitable **urban heat island effects** from multi-storey high-rise structures with minimal greenery or **soften the effects of the built form** in a naturalistic environment or make a meaningful contribution to the VPP-recommended 30-metre-wide **buffer zone** alongside a waterway (c. 14.02-1S).¹⁰
- A needed vegetated ‘interlude’ will help **maintain** the natural drainage function, stream habitat and wildlife corridor and landscape values, **minimise** erosion of the verges, and **reduce** polluted surface runoff from adjacent land uses.

Discretionary v Mandatory Controls

- We know from recent application approvals, where ‘preferred’ heights have been exceeded, that discretionary heights and setbacks do not offer certainty for anyone - owners, investors, designers or community.

¹⁰ Victoria Planning Provisions

- ‘Preferred’ height controls indicate that other heights can be considered, or not ruled out, including those far above the nominated ‘preferred’ height.
- Recent applications for Precinct 4 developments have taken advantage of the discretionary nature of the controls and sought 14, 15 and 16 storey developments.
- We consider these developments to be out of scale. They will overshadow key public spaces, the waterway and walking paths; they will have unpleasant wind impacts; and they will undermine the view lines from central Frankston and other vantage points to the creek and bay.
- Given the significance and sensitivity of the waterway in Precinct 4, any extension to the current already-high 32 metres heights (in the 2015 FMAC Structure Plan) will further unreasonably and irrevocably detract from the significance of the coastal environment.
- Only **prescribed** controls in Precinct 4 will provide the necessary certainty.

Planning

- The proposed building height of 41 metres for Precinct 4 in the Draft Plan far exceeds the preferred height of 32 metres in the current FMAC Structure Plan. The 20-year FMAC Structure Plan was adopted in 2015 and has been in operation only for 7 years. As the endorsed reference document in the Planning Scheme, this 2015 FMAC Structure Plan should be the document relied upon to inform the *Draft Plan*.
- Recent applications in the Waterfront Precinct have relied instead on the Draft Plan which has **not yet been put to public scrutiny**. Any permit assessments against a draft document by the planning authority would not only be considered premature but would likely constitute an **abuse of proper process**.
- When planning requirements are proposed to be changed, as with this Draft Plan, it’s a case of ‘*first in best dressed*’ if planning applications are assessed against new controls that are still in draft form and while the current plan is still in operation.

- In this event, those in a position to be able to quickly capitalise on new opportunities, even securing prized water views with limited overlooking or overshadowing from current low-rise neighbours, will reap the rewards.
- This puts adjacent and nearby sites at a substantial disadvantage when a later development is sought. We see from a very recently approved 14-storey development in Precinct 4, for example, that the adjoining site to its immediate south, which is the sole site in this precinct to have a lower height proposed in the Draft Plan, will be inequitably disadvantaged by severe daily overshadowing for long periods and permanent overlooking from the neighbouring high-rise building.

Underlying Studies

- The building height recommendations for all precincts, that should have been **strategically justified by an underlying housing strategy at the outset**, must now await the findings of such a study before they can be considered for adoption.
- Until the necessary studies are done, it is not known where additional dwellings are needed, and whether more or fewer dwellings are needed in the FMAC, and what built forms would be best.
- What happens if the target is met and there are numerous demolished sites that remain undeveloped?

Alternatives

- Is there a better way? Yes!
- Past structure plans such as the *'TAFE to Bay Structure Plan'*, and a previous *Design and Development Overlay (DDO5)*, provided for appropriate planning outcomes. Low to medium scale development was **mandated** for the waterfront (maximum 12 metres), with developments following the topology of the land, and heights increasing incrementally thereafter with increasing distance from the creek.
- This **staggering of building heights** ensured the desired physical and visual connectivity between the city centre and the waterfront. It served to protect the amenity of the public and private realm by allowing greater sunlight penetration into streets and public places and less overshadowing.

- Additionally, the staggering of heights allowed a **reasonable sharing in prized bay views**, from upper storey levels at least, making apartment living across central Frankston a more attractive proposition
- The Draft Plan before us reverses this with high rise buildings at the ‘front line’ - in real terms separating the waterfront from the city centre. As the area is redeveloped, a future **wall of high-rise buildings** will conceal rather than showcase Frankston’s natural waterway assets. It will permanently mar highly desired views from all points, including from the tourist drawcard, Olivers Hill.
- Other bayside suburbs have wisely moved to safeguard their irreplaceable natural coastal assets by mandating low rise building at the coastline in their planning schemes.¹¹ At a time when we face increasing challenges to our coastlines, why would we choose to introduce ever higher structures at the ‘frontline’?
- From any perspective, the planning approach in the Draft Plan will lead to poor outcomes.

“Have we got it right?” No.

Planning needs to be fair and achieve best social, environmental, and economic outcomes. The built form provisions for Precinct 4 do not provide for this.

The sea view, waterway and streets in Precinct 4 must be protected for the enjoyment of all Victorians and future generations, and not just the few as the draft proposals will allow.

The suggested height limits have not been subject to the findings of an independent housing study which is needed to justify the need for and appropriateness of any building numbers and built form requirements.

For the sensitive Waterfront Precinct, **mandatory height controls** for developments alongside a sensitive waterway are justifiable and accord with Planning Practice Note 60. However, prescriptive controls have not been considered in the Draft Plan.

It is not clear if an interim Design and Development Overlay could be implemented to apply discretionary and mandatory controls, pending the introduction of a new Activity Centre Zone.

All selected height recommendations need to independently and professionally reviewed.

¹¹ City of Bayside; City of Kingston; City of Port Phillip

3. 20-minute neighbourhoods

- The Melbourne Metropolitan Planning Strategy, *Plan Melbourne 2017-50*, seeks to create 20-minute neighbourhoods where people can pursue activity-based or work-based goals within a 20- minute walk, cycle, or public transport trip.
- The Strategy's intent to find better ways to reduce traffic congestion and pollution, while enhancing the liveability of our neighbourhoods is a worthy one.
- A stated key ingredient to achieving this outcome in Draft Plan is the prioritisation of the convenience and safety of walkers and cyclists.¹² The dominance of motor vehicles and car parking in the city centre is to be reversed with a rebalance of current uses such as by relocating car parking to peripheral areas (where?) and use of an existing ring road to skirt the city centre.
- The plan to significantly restrict vehicular traffic in city streets and limit on-street car parking for walkers and cyclists, while workable for inner city residents, is considered a poor fit with **Frankston's designation as a Metropolitan Activity Centre**.
- When transport access to an intended destination is inadequate or becomes unaffordable, we know that clients, customers, businesses and jobs go elsewhere. Frankston's office vacancy rate now runs at around 34%, one in three sites. The shortfall in car parking has triggered some of the vacancies, such as along Nepean Hwy.
- As a higher-order regional centre, Frankston is intended to provide a range of government, education, and health services as well as employment opportunities for high numbers of people drawn from a very large catchment. The catchment extends north to include suburbs such as Seaford, east to include Cranbourne, and south to include the Mornington Peninsula¹³, making cycling or walking to Frankston out of the question.
- Access to the Frankston city centre from the catchment areas is served by an existing good network of highways and freeways, superior to the rail infrastructure, but bus services are not adequate and so private transport is heavily relied on.

¹²

¹³ Emerging Ideas Paper, p11

- Council's publications state that the popular Frankston beach is the most accessible beach for 800,000 people in the region. This is expected to rise to 1,000,000+ by 2031.¹⁴ Tens of thousands of people flock to the Frankston beach and foreshore areas each year, 45 percent of the coastal visits being from outside the municipality.¹⁵ Beach users do not typically arrive on foot or by bicycle but usually by car.
- One suggested idea for a short-stay parking restriction to alleviate the pressures for carparks, as utilised in some other MACs, would not be conducive, however, to spending a day at the beach or attending waterfront events in Frankston.
- A car parking solution is imperative.

"Have we got it right?" Partly, but mainly for inner city residents

A reduction in use of private vehicles and implementation of the 20- minute neighbourhood model, while with acknowledged benefits, is more aspirational than desirable for a MAC which intends to provide services for a population of at least 200,000 people from a geographically wide catchment area.

Certainty for the capacity of the Council to be able to provide car parking to meet the level of user-need and visitation numbers, for example at the foreshore, is not provided by vague statements such as a proposed relocation of car parking to 'peripheral areas. On what council-owned land? Where? What capacity?

What is missing is a definite plan for central, convenient, and affordable carparking which will support city centre service providers, shoppers, students, traders, visitors, tourists.

4. Open space

- Noted urban designer Jan Gehl reminds us, *"First life, then spaces, then buildings. The other way around never works."*
- Cities are for **people** first and foremost. The **Draft Plan's priority is development.**
- **Frankston central is devoid of parks and open green spaces**, places for people to linger in with year-round solar access that also afford passive surveillance.

¹⁴ Council's Fast Facts referenced to the Coastal Management Strategy 2017 – Frankston City Council, p5

¹⁵ Ibid.

- Many streets are not people-friendly places to visit and use, with high buildings (e.g., South East Water building next to Kananook Creek in Precinct 4) casting long shadows, blocking sunlight and generating unwelcome wind downdrafts that drive people away. Widening of footpaths will not counteract overshadowing and loss of sunlight from high structures.
- Poor quality and bleak streetscapes and public pathways lacking in vegetation abound, such as along Kananook Creek to McCombs Reserve- Precinct 4.
- Frankston City's *Open Space Strategy 2016-2036* describes the numerous benefits of open space for human health and wellbeing. It notes that access to a diverse range of pleasant surroundings and leisure opportunities is becoming increasingly important when choosing a place to **live, work, visit and invest**.
- The Strategy also extols open space as having an important role in keeping our air and water clean through filtration, protecting biodiversity by providing habitats for wildlife, and protecting areas of environmental and cultural significance.
- Frankston has a target in its *Urban Forest Action Plan* to increase tree canopy. How will this be achieved in the city centre where development applications are offering mere planter boxes while overshadowing existing trees in public places?
- The high-rise developments foreshadowed in the Draft Plan will impede rather than contribute to the success of these plans.
- It will be 'all take and no give' for the well positioned few. Excessively high constructions at the waterfront front line will be mainly boundary to boundary with only token greenery with no onsite open space provision and no contribution to community open space or payment in lieu - surely a shortcoming in State Government policy and planning.
- Aspirations in the Draft Plan for unspecified new plazas and parks in the heart of the city centre (e.g. 4.3 Public Realm) are applauded but not enough. Conflicting recommended uses for parkland and developments on the same site (e.g., Sherlock and Hay site) and on non-council -owned land (e.g., VicTrack land) do not inspire confidence in any real determination to secure new parkland.

“Have we got it right?” No.

The Draft Plan requires a shift in the setting of priorities. People need to come first. Open space provision is urgent. The Draft Plan must align with, and deliver on, relevant council policies and plans.

5. Climate change

- Numerous studies, including the *Port Phillip Coastal Adaptation Pathways Program Report*¹⁶, provide irrefutable evidence that thousands of Melbourne’s coastal properties are at risk from increasing flooding, storm surges and sea level rise. More recent IPCC and local assessments emphasise the increasing risks as we move closer to climate change tipping points.
- Frankston is significantly exposed to climate extremes and natural hazards such as storm surges and coastal inundation. As a result of climate change, these hazards are projected to increase in frequency and severity (c.02.03-3). This was recognised in 2019 when Frankston Council declared a climate emergency and subsequently prepared a *Draft Climate Change Strategy and Action Plan*.
- Our coastline and tidal creek are particularly vulnerable to any increase in sea level. There is the risk of flooding, even from unanticipated events such as the Eastern Treatment Plant’s recent release of excess treated water into Kananook Creek, only to meet a blocked outfall to the bay.
- **Careful planning is needed for all major developments proposed near the foreshore, close to Kananook Creek, in riparian ecosystems, and in low lying areas of the Frankston municipality in the Frankston MAC.**
- **Why, then, is there no reference to climate change in the Draft Plan?**
- It is a ‘no brainer’ that the **precautionary principle** must be adopted in planning for developments close to the coast and Kananook Creek in Precinct 4.

¹⁶ <http://www.abm.org.au/adaptationproject>

- Costly and high maintenance structures in a vulnerable location may (will?) expose taxpayers and ratepayers to a future liability for which they have not been consulted or remain unaware.
- It is incumbent on the Council to provide factual information on the projected long-term benefits, if any, and associated costs and liabilities, of proceeding with development plans as proposed in the Draft Plan for the Waterfront Precinct and adjoining locales likely to be impacted by climate change.
- We might expect that precaution would be exercised by undertaking preliminary studies to inform decisions on built form controls for the creek environment, such as those in the following non-exhaustive list:
 - A hydrogeological and hydrological study of Kananook Creek end environs with recommendations for building
 - An aquatic science investigation, such as a limnological study, to examine water chemistry, aquatic organisms, aquatic ecosystems, movement of materials in and out of aquatic ecosystems, and effects from human uses
 - A master plan for the management of wastewater generated by high-rise developments in the Waterfront Precinct 4
 - A services supply masterplan for high rise developments in the Waterfront Precinct 4
- **Have any of these been undertaken?**

Have we got it right? No!

Climate change and impacts have not been considered in the Draft Plan!

6. Economy

- Development in our city appears to be predicated on the premise that more development means more people which means more economic growth. Increasingly, protection of the natural environment, public amenity and built heritage is sacrificed in order to follow the established ideology that planning must serve the economy, not society.
- The economic focus, as in the Draft Plan, has translated into an obsession with growth, meaning that changes from natural to built environment and modifications

to, or destruction of, an older built environment will just happen. It is assumed to be unavoidable and must be accepted as human population and associated activities increase.

- Developers look to their own investment gain, not protection of heritage or character. In Frankston, as acknowledged in the *Emerging Ideas Paper*, that gain will be maximised by access to sought after bay views and proximity to Kananook Creek and the foreshore reserve.¹⁷ Frankston's most vulnerable but most valuable sites adjoining the beach, foreshore and waterway are therefore in their sights.
- The Draft Plan endorses and supports this. It will be the Council and the ratepayers left with a city that may well have lost *overall* economic and social opportunities.
- Has the economic impact of the cumulative effect of multiple waterfront developments on the potential for long-term residential development further back, with limited or no sea views, been assessed? There is a real risk of further stagnation, not stimulus.

Have we got it right?

If you are a developer with a land holding in a prime position, you would likely answer "Yes." Those seeking a sustainable and more equitable use of resources, protection of natural assets and protection of, or repurposing of built assets, would answer "NO". For whom is the Draft Plan intended?

CONCLUSION

Have we got it right? In part.

Revitalisation of Frankston's city centre with some new development is desirable and necessary, but not any kind of development in any place or at the expense of our lifestyle and liveability and the natural environment.

High-rise, view-stealing developments at Frankston coastal front line is **not** the answer. The Frankston community and visitors want to embrace our unique beachside character. How rare for a city to be located alongside a waterway and a bay.

¹⁷ Emerging Ideas Paper, p17

The sea views, the streets within the Kananook Creek precinct, the public realm and sensitive waterway must be protected for the enjoyment of all Victorians, and future generations, not just for the benefit of the few.

We need to start by making our city an exceptional place to live, one where people want to be. This will be a very strong economic driver with appeal to high-end service providers.

Yes, for too long we have turned our backs on these 'jewels in our crown' with a focus on the highway. Now is the time to change that.

We have the vision. Now we need the right plan to deliver it.

12 December 2022

Submission 8



Long Island Residents' Group
PO Box 11138
Frankston VIC 3199

12th December 2022

Frankston City Council
PO Box 490
Frankston VIC 3199

Re: FMAC Draft Structure Plan Feedback

Long Island Residents Group represent over 100 members and its "aim is to conserve and enhance places of natural significance within the Long Island area whilst supporting development that is sensitive to the coastal environment".

Long Island Residents' Group wish provide feedback and strongly object to the FMAC Draft Structure Plan in its current form.

We will primarily be focusing on the Precinct 4 – The Waterfront with the Draft Plan's preferred maximum height of 41m.

We do not claim to be experts in urban design, so in assessing this Structure Plan we sought the advice of an eminent Professor of town planning with over 50 years of experience in this field. The Professor stressed the importance of having a strategic local planning framework in place to deal with a future that the Council and Community *want together*, including a vision and the means to implement it. The Professor also stressed the importance of amenity for our health and wellbeing and for long term economic growth, as "*people love to live and work in nice places*". It is his view, and one we share, that high rises are incompatible with coastal amenity, creating unpleasant surrounding areas.

The opening paragraph in the Precinct 4 Overview 5.5.1 states "*the Waterfront will transform into a bustling hub of activity and recreation, reinforcing the foreshore and Kananook Creek as the jewel in the crown*"and "*embrace the foreshore and Nepean Highway with cafés, restaurants, entertainment and tourism*".

This is a fantastic vision but it's one that this Structure Plan will fail to deliver.

Contrary to this vision of a bustling foreshore and streets, a wall of 41m plus high rises will overshadow and create uncomfortable wind conditions. The Kananook Creek Design Principles provided show significant overshadowing of the Foreshore and Kananook Creek in the morning and the Nepean Highway all afternoon, and although to a lesser extent for 12 storeys than 15 storeys, we are already seeing that these preferred heights and not being endorsed by Council with the recent approval of a 14 storey 48m development. This "preferred height" does not provide certainty for the

community or clear limits for developers. This reinforces our view that mandatory height limits in this Precinct, the Waterfront, are necessary and can be justified and applied under Practice Note 60 of the Planning Scheme (see extracts for reference but should be read in entirety).

"In some instances mandatory heights or setback controls may be appropriate in only particular sections of an activity centre"

"Mandatory height and setback controls will only be considered where they are supported by robust and comprehensive strategic work OR where exceptional circumstances warrant their introduction"

"Exceptional circumstances may be identified for individual locations or specific and confined precincts, and might include

- *Sensitive coastal environments where exceeding an identified height limit will unreasonably detract from the significance of the coastal environment*
- *Significant landscape precincts such as natural waterways....*
- *Significant physical features such as views to or from the activity centre or topography, where it can be demonstrated that discretionary controls would be inadequate to deliver build form objectives or outcomes for the activity centre"*

Precinct 4 - The Waterfront does warrant these controls. A wall of buildings in this Precinct will overshadow Kananook Creek, our natural waterway with a sensitive creek interface, affecting the topography, including aquatic and vegetation environs. It will shut off views to the Creek, Bay and the sky effectively concealing Frankston's significant physical features of Kananook Creek and Port Phillip Bay from the activity centre and public view. It will also dominate the views from our iconic Olivers Hill and the bay and the visual impact will be far and wide. Wind downdraft is also inevitable and will have adverse effects on the amenity of the coastal environment.

A more appropriate height control of no greater than four storeys would be acceptable and ensure we protect our most valuable assets of the Foreshore and Kananook Creek.

The Draft Structure Plan centres on development and the need to cater for an increase in population. We do not dispute the possible need for some high-density development, but just not in this precinct. A study in the *Emerging Ideas Paper Page 16* states '6,334 additional dwellings would be needed between 2021-2041 across the Frankston LGA, of which high density apartments would make up only 269 and attached dwellings like townhouses 6,346. The low demand for high density would mean very limited development within the FMAC'. Where are the studies to justify the need for high rises along our Waterfront and why are we putting at risk our most valued assets?

For long term economic growth we need to be "showcasing our jewel in the crown". This will create a "well connected and safe community with a unique identity, recognised for its vibrant City Centre that capitalises on its natural assets and heritage. Frankston City is the place that people want to visit, study, work and live in.." *Frankston Community Vision 2040*.

There are many other concerning issues within the Draft Structure Plan such as social and amenity impacts on nearby residents, ability to accommodate the vehicular traffic created by high rises along the Waterfront and the lack of consideration for local biodiversity including indigenous flora and fauna and the effects of climate change and urban heat effects. These issues have been covered many times in previous community feedback consultation, and apparently given little consideration in the development and accompanying adoption of the existing Draft Structure Plan prior to end of the consultation period.

Kananook Creek Built Form Review

15 Storeys - Winter Solstice (June 22)

The 15 storey scenario results in significant overshadowing impacts to the Kananook Creek north of Wells Street and south of Davey Street at 10am. Southern footpaths are in shadow for the majority of the testing period and the eastern footpath of Nepean Highway is in shadow from 1pm.

Long Island Residences

- Sunrise to 9am there is significant shadow cast over dwellings and rear gardens. There is partial shadow to properties north of Wells Street at 10am.

Kananook Creek & Foreshore Reserve

- The creek is in shadow at 10am north of Wells Street and south of Davey Street. The shadow disappears before 11am.
- A significant amount of the foreshore reserve is in shadow at 9am however the shadow disappears by 10am.

Kananook Creek Trail - Beach St to Wells St

- Kananook Creek Trail is in shadow at 10am however the shadow disappears by 11am.

Kananook Creek Promenade / Kananook Creek Bvd South - Wells St to Davey St

- The entire space is in shadow at 10am however the shadow disappears by 11am.

Future Promenade extension south of Davey Street

- The entire space is in shadow at 10am however the shadow disappears by 11am.



Figure 16. 15 Storeys Shadow analysis between 9am and 3pm at the winter solstice (June 22)



Summation - Long Island Residents Group is in favour of development that creates an enviable city with high coastal amenity and a strong tourism potential. High rise buildings that separate our prime waterfront assets from the city centre cannot achieve this vision. How can we showcase the “jewel in the crown” when it is hidden behind a wall of massive buildings that monopolise the views to the bay? We realise we are a growing municipality, but this excessive height should not be allowed at any cost, or in the Waterfront Precinct. This Structure Plan does not encourage sustainable vegetated greening, particularly important in a beach and creek locale. The plan fails to satisfy biodiversity sensitive urban design principles essential for conservation and enhancement of our local environmental values, for the liveability of the city and for the health and well-being of the residents. This is not a strategic long-term vision for a thriving and revitalised city.

Yours sincerely



Secretary

on behalf of the President & Committee
Long Island Residents' Group

Submission 9

From: [REDACTED]
To: [Frankston City Council: Councillors](#)
Subject: Submission re Draft FMAC Structure Plan
Date: Monday, 12 December 2022 2:20:52 PM

Please disregard last email sent in error from FBA address. Our personal submission is as follows:

Dear CEO, Mayor and Councillors,

We write in relation to the Draft FMAC Structure Plan and make the following comments.

- We note the Draft Plan is intended " to emphasise the natural assets of the waterfront and Kananook Creek" but does the opposite by allowing high rise buildings along the Waterfront/Kananook Precinct.
- Other Councils around Port Phillip Bay impose strict height limits (eg only 2 Storeys) between Nepean Highway and the foreshore to "enhance and protect the foreshore". The fact that Frankston is intended to be a Major Activity Centre should not mean the natural jewels of Frankston- the beach and creek- are compromised
- Overshadowing from tall buildings will have an adverse effect on the natural environment as will additional noise and light spillage
- An inevitable row of high rise buildings, once a precedent has been set, will create a barrier between the coast and the remainder of the CBD, disallow an equitable sharing of views and discourage prospective residents and developers from Frankston centre.
- We urge you to amend the plan to one which is strategic -like the former TAFE to Bay Plan which placed taller buildings away from the coast, allowing the waterfront to be showcased and enhanced.

We look forward a final Plan which truly celebrates Frankston's natural assets.

Yours sincerely

[REDACTED]

From: [REDACTED]
To: [Frankston City Council](#)
Cc: [Councillors](#)
Subject: Objection to FMAC Draft Structure Plan
Date: Monday, 12 December 2022 4:39:42 PM

Submission 10

You don't often get email from [REDACTED] [Learn why this is important](#)

Some people who received this message don't often get email [REDACTED] [Learn why this is important](#)

To Frankston City Council,

I'd like to oppose the adoption of the proposed new FMAC Structure Plan. The major flaw with the new plan is the recommended preferred maximum height of 41m in Precinct 4 the Waterfront. The original Bay to TAFE plan encouraged a cascade down from Young street to the foreshore allowing a view for all. The existing FMAC Structure Plan 2015 was adopted with a preferred maximum height of 32m. In 2015 the South East Water Building was built to a height of approximately 36m including the services portion and it is now a blight on our skyline that overwhelms the environment. South East Water was meant to bring economic prosperity to the city and revitalisation of the Kananook Creek Promenade, neither of these promises has materialised. Instead, we have one building with monopolised views of the surrounding area.

The proposed new FMAC Structure Plan recommends a preferred height of 41m, this will be exploited by the developers and will exclude roof top services and amenities from the measurement. The term preferred is not clear and a mandatory maximum overall height should be imposed at the water front to ensure other developments in our CBD are able to enjoy the view of our most prized asset, the bay.

Could you please adjust the height references in the FMAC Structure plan to reflect the communities wishes and ensure the CBD is encouraged to develop and for all to enjoy.

Regards

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Submission 11

From: [REDACTED]
To: [Frankston City Council](#)
Subject: Fwd: Submission re waterfront precinct 4
Date: Monday, 12 December 2022 4:39:14 PM
Attachments: [FBA Submission Draft FMAC Structure Plan .pdf](#)

You don't often get email from [REDACTED]. [Learn why this is important](#)

----- Forwarded message -----

From: [REDACTED]
Date: Mon, 12 Dec 2022 at 4:15 pm
Subject: Submission re waterfront precinct 4
To: <[REDACTED]>

Dear council staff

The following submission by the Frankston Beach Association aligns with my thoughts on this precinct. Due to influenza I'm not able to submit at length in my own words. (Please note however, I have already submitted in written word, and from the podium in council on this matter - the points raised then are still as relevant, if not more in this stage of what seasoned campaigners understand is window dressing by council in terms of a community consultation process - the council approval already of major development in this precinct highlights this once again!!!)

Tall buildings along this section of Frankston will create a wall effect consistent with the planning disaster which is South East Water. It is beyond comprehension that council is green lighting such projects, which will degrade the beach creek and foreshore, and by creating a barrier between the city and such gems, Frankston in general. Shadowing of the beach and city will be massive here. The scale totally out of sync with the setting. This is an anathema to council 's stated objective to be a tourism Mecca. Frankston Council is once again showing it is not fit to protect and enhance this beautiful area.

The Frankston Beach Associations submission attached provides further illustrations and points which align to my own. Their diplomatic style is testimony to their tolerance of a council with an appalling record regarding protection and enhancement of the city's abundant natural assets. How many such plans and processes have the undertaken financed by ratepayers over the years??? How is this latest version in anyway consistent with its TAFE to Bay undertaking?

Did we get it right you ask??? What a disingenuous question. My answer is categorically NO

--
[REDACTED]

Submission 12

**KANANOOK CREEK ASSOCIATION INC. (KCA) SUBMISSION ON DRAFT
FRANKSTON METROPOLITAN ACTIVITY CENTRE STRUCTURE PLAN -24th
October 2022**

PRECINCT 4 WATERFRONT

INTRODUCTION

Kananook Creek Association Inc (KCA) has been actively involved in the restoration of Kananook Creek Waterway, Natural Reserves and the public realm beside the Creek since 1970 (nearly 53 years).

Over that time, significant restoration has been made to the Waterway, the Natural Reserves (and connected walking trails along its length) by community, Council and the responsible authorities working together.

KCA is committed to ensuring the enormous recreational and environmental potential of this unique waterway as a community asset is realised for current and future generations.

The restoration of the Corridor within the Town Centre is one of the KCA's highest priorities: ***"As the restoration of the Yarra River in Melbourne transformed perceptions of Melbourne, so too will the restoration of the Kananook Creek in Frankston's town centre fundamentally change perceptions of Frankston". (KCA).***

A high-quality outcome for the Kananook Creek precinct will be a showcase for a city renowned for its exceptional natural assets -the Lifestyle Capital of Victoria.

KCA has been a party to the Frankston Structure Planning process since 2003 when the first workshops were held for the Tafe to Bay Structure plan and we were very comfortable with the outcomes detailed in the Executive Summary September 2005 (Cox Architects and Planners).

KCA fully supports a well-planned Principal Activity Centre for the region with the Waterfront Precinct as the "jewel in the crown" that's good for business, the environment and for social wellbeing.

KEY POINTS -SUMMARY

1. Review of the Structure Plan implementation of the Kananook Creek Precinct
2. Creating an unwanted Great Wall of residential high rise on the Waterfront.
3. Mandatory Building heights are needed in the Waterfront Precinct
4. Development should not be at the expense of Lifestyle and environment.
5. Unacceptable impacts of wind and solar shading
6. Unacceptable impacts of more traffic and parking on Kananook Creek Boulevard
7. Urgent attention needed on desilting and activating the Kananook Creek Waterway

8.KCA does not support developing a separate Masterplan for the Kananook Creek Corridor between the Mile Bridge and the foreshore.

9. Kananook Creek Corridor continuation to 510 Nepean Highway .

DETAIL

1. A review would be very helpful of the lessons learned on the implementation of the Structure Planning for the Kananook Creek Precinct.

Over nearly two decades Council has not achieved the vision to transform our Kananook Creek precinct into a more vibrant destination for the community and Greater Melbourne. Why?

There have been some ill-advised ad-hoc departures from plan (secret sale of Community owned land to South East Water) which have created mistrust in the community about the integrity of Council and created challenges for the future. Abolishing height controls has created uncertainty for developers and residents alike.

The ever-increasing building heights are moving the Structure Plan away from the core vision and principles originally established.

If we don't learn from our history and experience, we may repeat it again at great cost to the ratepayer and lost opportunity.

2.The cumulative effect of a row of high-rise buildings will create an unwanted outcome on the waterfront

KCA" key concern is that the proposed building height limits on the waterfront are at least 400% higher than the original vision and will dominate the precinct.

The Waterfront is the showcase for Frankston as a Regional Centre and must be protected at all costs from a dominant built environment. Tafe to Bay was very clear on this -sensitive low to medium residential premises of four stories on the Waterfront.

The cumulative effect of a row of high-rise buildings along the Waterfront Precinct is very likely to create a barrier wall of high-rise buildings between the town centre and the coastline.

Surely creating a Great Wall of Frankston is contrary to any vision of "sensitive ", charm and the intimate experience of natural landscape spaces.

If the vision is to connect the town centre with the waterfront, then a Great Wall is not in the best interest of the community using any of the triple bottom line measures - environmental, economic or social.

3.There needs to be mandatory height controls to protect our unique and sensitive waterfront.

The restoration of Frankston's beach and of the Kananook Creek Corridor is the result of several generations of community advocacy proudly supported by Council.

The waterfront is the recognised heart and soul of Frankston-to be protected at all costs

This amazing restoration of our natural environment should be protected for future generations by mandatory height controls on the built environment on the waterfront.

This proposed development is far too high and far too overwhelming for this waterfront location.

4. Development should not be at the cost of our exceptional lifestyle.

Creating a city which is an exceptional place to live is also a very strong economic driver with strong appeal to the high-end service providers in knowledge, health and education sectors. Look at Silicon Valley and others where the exceptional lifestyle and facilities are the attraction for the growth sector leaders and employees.

Achieving more residential apartments in Frankston's CAD as well as protecting lifestyle and amenity should be the challenge in the Community Plan -not the dictate of remote departmental bureaucrats.

Higher rise development should be away from Frankston's celebrated coastline and closer to the transport interchange so all might share the views,

Has the economic impact been assessed of the cumulative effect of this proposed development together with others on the long-term residential development of the properties inside the wall with limited sea views? There is a real risk of further stagnation-not stimulus.

5.Unacceptable Impacts on the public realm of wind and solar shading

The higher the development, then the more severe is the impact of overshadowing and wind force on the surrounding streetscapes below. This is an undeniable fact - just look at our own experience with the South East Water building. The precinct is dead!

Wind impacts and solar shadowing have been assessed as reasonable and acceptable based on the measures set by consultants of the developer who deny any liability.

No scientific measures of "reasonable" have been set for wind impacts and there have been no independent wind tunnel tests done to provide solid evidence of seasonal impacts on street scape amenity.

Similarly, shadowing impact measures have been arbitrarily set as "acceptable" by the developer based on measuring in reduced daytime hours – but these are key community precincts which are used at least 8 to 5pm -where are the complete shadowing diagrams for all normal business hours?

The combined impact of the interaction of wind and solar shadowing on the streetscape below has not yet been assessed using statistically expected seasonal data and ambient temperatures.

Frankston is located in a cool temperate climate zone and access to radiant solar heat in the cooler seasons at this latitude has a much greater impact on amenity than in a sub-tropical climate.

Wind and solar shadowing impacts are not yet sufficiently evidence based nor has liability yet been accepted for the consequences of getting this wrong.

6.Kananook Creek Boulevard should not be overwhelmed by vehicular access and parking for residents, guests, customers and service vehicles.

The plan for this boulevard by a high value waterway is predominantly for more pedestrian, not vehicular, traffic. The Boulevard by the Creek is an important destination in its own right.

Kananook Creek Boulevard is already a one-way road and in peak beach season the Wells St intersection at Mc Donald's is already a major choke point for visitors from across the Frankston region.

Why would Council consider aggravating this problem even further?

The cumulative impact on Kananook Creek Boulevard from traffic generated by a Great Wall of high-rise residential development has not been assessed.

7. The Kananook Creek Waterway needs urgent attention.

The waterway in the Town Centre remains a lifeless, silted, sheet piled arterial drain

The Draft precinct Plan has no proposals to activate the recreational

There is no systematic desilting of the main drain outlets flowing into the Creek.

In the absence routine maintenance of this then silt transported by these large drains will progressively choke the navigable life out of the Creek.

KCA is concerned that there are still no plans to desilt and restore all recreational boat moorings (as Mordialloc has) and realise the Creek's full recreational and environmental potential as a community asset.

The pontoon jetty once installed in the creek in front of South East Water has been removed -without this pontoon jetty how do the waterway users alight from a boat or a canoe from the Creek in the Town Centre.? The plan should cover the facilities needed to activate and support Creek recreational boating.

8.KCA concern at proposal to develop a separate Masterplan only for the Kananook Creek Corridor between the Mile Bridge and the Foreshore with the Traditional owners.

The Kananook Creek Corridor Management Plan is currently being updated by the Kananook Creek Governance Group -the plan contains plans for sections along the Waterway. The Traditional owners are members of the Governance Group.

The Management Plan for the Kananook Creek Corridor covers all sections from the mouth of the Creek upstream to the Frankston freeway crossing on the Eel Race.

KCA is concerned at this proposal - to also have a separate Masterplan with only one party would not be in the best interests for the Creek as a whole. The Kananook Creek Corridor is managed as one integrated and continuous link not as separate spheres. There are many reasons for this -there are many inter dependencies and interested parties in the reserve and waterways. including private property landowners. Conversations should ideally include all relevant parties.

9. Proposed Kananook Creek Promenade continuation through 510 Nepean Highway to Mc Comb Park.

KCA supports the continuation of the Promenade by a Public Acquisition Overlay. Care should be taken to ensure appropriate user access to Frankston Boat hire and respectful sensitivity treatment to protect the open space amenity of Mc Comb Park. Mc Comb Park should not be viewed as just another blank canvas for development opportunity.

How is it envisaged to connect the Boulevard with the Pier Forecourt -it would not be ideal to direct foot traffic across the boat launching ramps in high season

Yours sincerely

[Redacted Signature]

On behalf of the Committee

Mob [Redacted]

Submission 13

From: [REDACTED]
To: [Frankston City Council](#)
Cc: [Councillors](#)
Subject: FMAC Draft Structure Plan Feedback
Date: Monday, 12 December 2022 5:03:41 PM

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To the Planning Department

I wish to provide feedback and my objection to the FMAC Draft Structure Plan in its current form.

My main concern with this plan is Precinct 4 – The Waterfront and the preferred maximum height of 41m 12 storeys.

The draft plan states *“the Waterfront will transform into a bustling hub of activity and recreation, reinforcing the foreshore and Kananook Creek as the jewel in the crown”,and “embrace the foreshore and Nepean Highway with cafés, restaurants, entertainment and tourism”*. Wouldn't this be fantastic? But I fail to see how a wall of 41m high rises, which will overshadow and create uncomfortable wind conditions, can achieve this. The Kananook Creek Design Principles provided below show overshadowing of the Foreshore and Kananook Creek in the morning and the Nepean Highway all afternoon. How can this encourage outdoor activities and dining? We need more open spaces and vegetation, not looming buildings, if we want to create vibrancy and tourism.

Our city of Frankston has so much potential because of its unique bayside location so close to the beach and Kananook Creek. The Draft Structure Plan recognises this Waterfront area as one of our biggest drawcards but instead of showcasing this it is allowing high rises in this prime location. This will cut any connection to the bay from the city and, instead of revitalising the city centre, it will drive future investment away from Frankston.

There are also many other issues that high rise development in this area will create, such as social and amenity impacts on nearby residents and the long-term effects on the natural environment, including indigenous flora and fauna.

I am in favour of planning and development that creates a city with that people want to live, work and visit. High rise buildings that separate our prime waterfront assets from the city centre will not help us achieve this. How can a wall of high rises that monopolise the views to the bay possibly achieve this? I realise we are a growing municipality, but this excessive height should not be at the Waterfront. This is not a well-planned long-term vision for a thriving and revitalised city.

Yours sincerely

[REDACTED]

Kananook Creek Built Form Review

15 Storeys - Winter Solstice (June 22)

The 15 storey scenario results in significant overshadowing impacts to the Kananook Creek north of Wells Street and south of Davey Street at 10am. Southern footpaths are in shadow for the majority of the testing period and the eastern footpath of Nepean Highway is in shadow from 1pm.

Long Island Residences

- Sunrise to 9am there is significant shadow cast over dwellings and rear gardens. There is partial shadow to properties north of Wells Street at 10am.

Kananook Creek & Foreshore Reserve

- The creek is in shadow at 10am north of Wells Street and south of Davey Street. The shadow disappears before 11am.
- A significant amount of the foreshore reserve is in shadow at 9am however the shadow disappears by 10am.

Kananook Creek Trail - Beach St to Wells St

- Kananook Creek Trail is in shadow at 10am however the shadow disappears by 11am.

Kananook Creek Promenade / Kananook Creek Bvd South - Wells St to Davey St

- The entire space is in shadow at 10am however the shadow disappears by 11am.

Future Promenade extension south of Davey Street

- The entire space is in shadow at 10am however the shadow disappears by 11am.



Figure 16. 15 Storeys: Shadow analysis between 9am and 3pm at the winter solstice (June 22)



From: [REDACTED]
To: [Frankston City Council](#)
Subject: Re: Regarding - future redevelopment
Date: Monday, 12 December 2022 5:37:02 PM

Submission 14

You don't often get email from [REDACTED]. [Learn why this is important](#)

https://engage.frankston.vic.gov.au/Frankston_City_Centre

On Mon, 12 Dec 2022, 5:36 pm [REDACTED] wrote:

You won't listen in any case, nor will you in the future! There's an agenda already, and its just about money.

People have already expressed that it's distasteful, and wrong listen to that, and actually stop this disgrace.

[REDACTED]

Submission 15

12 December 2022

Strategic Planning
Frankston City Council
PO Box 490
Frankston VIC 3199

Dear Sir/Madam,



ABN 74 552 362 313
Suite 3, Level 2, 99 Coventry Street
Kings Business Park
Southbank VIC 3006

www.pro-urban.com.au

Submission to the Draft Frankston Major Activity Centre Structure Plan 11 Beach Street, Frankston

Introduction

We act on behalf of CAAMCo 11 BEACH STREET PTY LTD ('CAAMCo™'), the landowner of the property at 11 Beach Street, Frankston ('the site') and provide a submission in relation to the Draft Frankston Major Activity Centre (FMAC) Structure Plan ('the Structure Plan').

CAAMCo™ is in the early stage of preparing an application for a mixed-use proposal, predominantly comprising affordable housing, and crisis accommodation on the site.

The site is located within the FMAC within the proposed Precinct 5 of the Structure Plan shown in Figure 1.



Figure 1 – Precinct 5 - Nepean Boulevard Gateway

The intent of this submission is twofold:

- Firstly, to demonstrate our support for certain elements of the Structure Plan and particularly the strong support for affordable housing; and
- Secondly, to query the way that flexibility is built into the proposed building height and solar access parameters, so as to ensure that the affordable housing objectives envisaged by the Draft Structure Plan can be realised.

The FMAC Draft Structure Plan

It is our understanding that the new draft structure plan, seeks to:

- Build on the strategic direction provided by the 2015 FMAC Structure Plan and incorporate the findings from the range of technical supporting reports that have been prepared;
- Provide an updated version that better responds to the communities' vision, current issues and future challenges pertaining to the FMAC;
- Provide strategic guidance on land use, built form and development, public realm improvements and transport within six identified precincts.

We also note that there are many objectives in the FMAC Draft Structure Plan which are relevant to our clients' proposal and which we strongly support, including:

- Providing diverse housing types which are appropriately located near transport and amenities to support the Vision;
- Confirming an identified need for the FMAC to cater for substantial increases in employment, retail and housing.
- Identifying "The Vision", which pertains to Frankston as a 'great place to live', with a range of housing choices that are well-located to ensure residents have access to their daily needs;
- 'providing the right housing' - a key concept identified in the *FMAC Economic assessment and land use capacity Report* which encourages higher density and mixed-use housing developments to support street activation and vibrancy, in addition to a key recommendation to "establish an affordable housing contribution scheme" to meet increasing demands.
- Objective 4 – Encouraging housing at higher densities and encouraging affordable housing. Noting that this objective is supported by Strategy 4.3 which specifically seeks to provide more affordable housing. In particular, we support the reference to the fact that:
"affordable housing will be encouraged through facilitative planning provisions."
- Further, we strongly support the flexibility that the proposed built form controls provide, noting that the Section 5.8.2 Centre-wide Design Guidelines includes commentary regarding the circumstances where preferred height limits can be exceeded, and states:

"Development that exceeds the identified Preferred Heights should demonstrate each of the following:

- *The development meets or does not significantly exceed the overshadowing requirements outlined in the Precinct Development Requirements.*
- *Levels above the preferred maximum height are setback further behind the street wall.*

• The development provides significant public realm benefits. This could include:

- Provision of a new public pedestrian link through the site including those identified in the Structure Plan.
- Expansion of the adjoining footpath space for public use.
- The provision of new or expanded public open space within the development.
- A demonstrable benefit to the broader community.
- Provides for affordable housing within the development."

We note that Precinct 5 Nepean Boulevard Gateway, where the site is located (Figure 1) is affected by the following provisions:

- Preferred building and street wall heights of 41m and 12m, respectively, and a suite of preferred setbacks;
- Provide opportunities for engagement with the street at ground and upper levels;
- Retaining solar access to the southern side of Beach Street as a key pedestrian route; and
- Providing a range of commercial, accommodation, and residential uses at increased densities which enhance the northern gateway.

Our submission

The ambition for our clients' proposal is to utilise the site's strategic location to provide a mixed-use development predominantly comprising affordable housing including the provision of crisis accommodation.

This objective is in direct response to increasing housing unaffordability and unstable rental markets which has been amplified in Frankston and surrounding areas. This has been evidenced in the FMAC Draft Structure Plan and its supporting reports and is a key theme throughout.

As noted above, we strongly support the Structure plans ambition to facilitate more affordable housing. We also support the Structure Plan's apparent flexibility to allow development to exceed the preferred height controls where a range of criteria are met.

Our key query relates to the appropriateness of requiring all these criteria to be achieved in order for flexibility in relation to building height to be applied. For example, it may not be possible on certain sites for both affordable housing and significant public realm improvements to be delivered. We submit that the Structure Plan should support a balancing of these issues whereby weight is given to the relative quantum of the affordable housing contribution, or quality and scale of the public realm improvement – i.e. if a significant affordable housing contribution is delivered, then also requiring the provision of significant public realm improvements may not be necessary.

Notwithstanding, on balance we reiterate our support for the progressive approach proposed by the Structure Plan. We consider that mechanisms like this are necessary to facilitate affordable housing developments and that strategic documents and planning frameworks should incentivise affordable housing development in order for them to compete effectively against more conventional housing developments.

Conclusion

In conclusion, we submit the following for Councils further consideration:

- We strongly support the Structure Plan's ambition to facilitate affordable housing within the Frankston Activity Centre as there is a significant need and undersupply of affordable housing within the area.
- Noting that the delivery of affordable housing is dependent on a range of policy drivers, commercial parameters, and political challenges, the Structure Plan has a critical role to play in resolving the undersupply of this type of housing.
- To maximise the positive impact of affordable housing projects when they do arise it is entirely appropriate for the Structure Plan to provide flexibility in relation to building height and overshadowing parameters to ensure these projects are realised.

Overall, we reiterate our support for the strategic direction provided by the Structure Plan, the encouragement of affordable housing, and the level of flexibility offered for proposals which deliver community benefit.

We would welcome the opportunity to discuss this matter further with Council in due course. Should you have any queries regarding this submission please do not hesitate to contact the undersigned on [redacted] or alternatively via email at [redacted]

Yours sincerely,



Director

Submission 16

Dear Council,

I write to you as a resident of Gould Street and as building professional with a degree in Building and Construction management and a Masters in Property.

Over the years a considerable amount of research, modelling and real examples has gone into State and Local planning and various formulas have been derived which is why the Planning has concluded that a height of 32 metres would be acceptable. As a resident we place our trust in Council to guide developer to adhere to the plan. What gives the Council the right to ignore the FMAC in favour of the developer? Moving forward does the Council believe it can ignore the FMAC?

The planning height of the building at 32 metres takes into account a number of issues including the energy efficiency of building the building, the ongoing costs of maintaining the building, the environmental impact of such a building and the ability to deal with the building in an emergency.

The increase in height allows for a greater density of occupancy and this will increase the number of both occupiers and visitors. This increase will be in an expedient proportion at times like public holidays, Christmas and Weekends.

In the Hyde Park area of Sydney, Merriton Apartments built similar developments and because of the density of the development it created and still does create morning chaos as the residents try to leave the building and the increase in traffic that is not able to dissipate into the surrounding streets. Gould Street is already busy and at times it is difficult to exit Gould Street because of the increase in traffic caused by Macdonalds. We will be impacted by the increase in traffic and the reduction in available parking.

(A) What is the plan to ensure residents and visitors will still be able to park in their street and surrounding areas and what action will be in place to avoid traffic chaos?

The increase in height will cause light pollution a reduction in privacy and will impact on our roof top solar production. This shadowing will have a dramatic effect on not just our home but many other homes.

(B) Will the Council ensure the Developer pays on going compensation to the house effected by a reduction in Solar Output?

There is a delicate balance happening in Kananook Creek and a reduction of natural light shadowing will have an undetermined effect on the creek and surrounding nature reserve. This impact on the reserve and creek will have an unmeasurable impact on my and others ability to enjoy the harmony of this pristine environment.

(C) How is the Council and developer quantifying the damage the increase in height to 16 storeys will create to the environment and how is it intended the effects will be mitigated?

At a time when we are all looking at Energy efficiency how is it that the Developer is pushing for a 16-storey building? This building will require larger lift motors, larger pressurising

water pumps, and increase in all of the fire services and fire hydrants and an increase in the electrical mains and submains to feed the extra height. The construction time is increased, and the impact of the entire construction is now extended disrupting the general ambience that we all enjoy. The ongoing running cost of such a building is far greater than that of a less height. In the event of an emergency or an evacuation the Emergency services will have to close a larger blanketed area and the ripple effect will be extrapolated a disproportion amount because of the additional height. Due to the increase in density of the building more emergency service will be required in the event of an emergency. The ongoing maintenance of such a high building will require the use of scaffold, scissor lifts, cranes and other pieces of equipment that are immediately required to be larger and longer due to the increase in height.

(D) How is the Council intending to minimise the effect of such an emergency, (impact of lights and sirens) and allow for evacuation of Gould Street and other surrounding streets should it be required?

(E) What is the proposal to minimise the impact on the area with noise and road closures and pedestrian access and parking whilst the construction takes place?

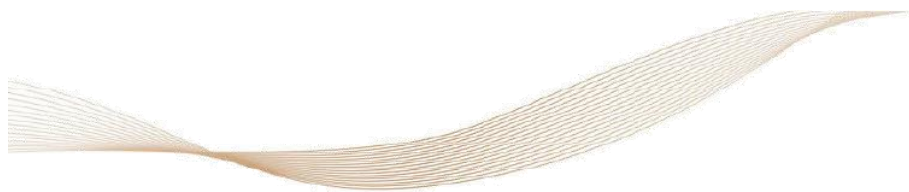
What is the plan to minimise the impact of on going maintenance if the 16 Storey development is to be allowed?

The above picture is taken at Dee Why in Sydney showing what the 16-storey building will look like compared to the surrounding buildings. It clearly shows the high rise of 16 storeys will not be in keeping of the plan for Frankston's future.

The developer should have provided due diligence for all of the above and given the unique position it would be difficult to understand how the developer could mitigate the issues.

Regards





19 January 2023

Strategic Planning Team
Frankston City Council
30 Davey Street Frankston 3199

Issued by email:
info@frankston.vic.gov.au

To whom it may concern,

Re: Submission to the draft Frankston Metropolitan Activity Centre (FMAC) Structure Plan

Vicinity Centres (Vicinity) welcomes the opportunity to provide this submission to the draft Frankston Metropolitan Activity Centre (FMAC) Structure Plan, October 2022 that we understand is intended as a 'refresh' of the adopted 2015 FMAC Structure Plan.

Vicinity has significant interests in the City of Frankston as a landowner within the area covered by the FMAC Structure Plan namely, the Bayside Regional Shopping Centre, the Bayside Entertainment Centre, 12 Balmoral Walk and the land at 1-13 Evelyn Street. As such, this refresh is particularly relevant to our landholdings, and we offer the following commentary on key areas for improvement in the proposed documentation.

In 2020, Vicinity received planning approval for the development of a new state-of-the-art, 8-storey A-Grade sustainable commercial office building at 12 Balmoral Walk, Frankston. The development is the next iteration in a series of ongoing investments into central Frankston by Vicinity. In addition to ongoing internal improvements to our Centre this investment has included:

- \$100k investment in Station Street mall improvements;
- \$50k contribution to Clyde Street beautification; and
- \$50k contribution to Frankston City Council's public art program.

Vicinity is committed to supporting the strategic evolution of central Frankston into one of Melbourne's key Metropolitan Activity Centres and we support the general intent of the application of a new structure plan and the re-zoning of land within the FMAC to the Activity Centre Zone, but we consider that there is scope to 'think outside the box' when it comes to envisaging the future FMAC.

In this regard Vicinity believes that the Structure Plan should consider, alongside the key issues identified below, broader opportunities to maximise the potential of the FMAC, beyond new built-form controls. The Structure Plan should seek to create a new identity for Frankston and 'put it on the map', through the encouragement of landmark attractions that leverage Frankston's location with views across the bay and to the city, new active connections between the city centre and the beachfront, and the relocation of key civic infrastructure to create a true 'city centre' precinct. Many of these ideas have previously been communicated in Vicinity's submission to the Emerging Ideas Paper, dated 27 May 2022.

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and Vicinity Centres RE Ltd
ABN 88 149 781 322
As responsible entity for:
Vicinity Centres Trust ARSN 104 931 928



1. Key Issues:

Having reviewed the documentation made available as part of the draft FMAC Structure Plan refresh, there are certain issues and concerns that we consider appropriate to raise with Council. We have addressed our comments under the following four areas:

- the strategic positioning of our Evelyn Street site;
- the approach to building heights;
- the proposed pedestrian links through our Bayside Shopping Centre; and
- lack of clarity on future Zoning intent.

2. Evelyn Street Site Positioning

The FMAC Structure Plan area is broken down into six (6) precincts, which broadly consider the diversity of built form and land uses within the overall area. Our concern relates to the positioning of the site at 1-13 Evelyn Street owned by Vicinity currently identified as part of Precinct 5.

This site, and the surrounding lots bounded by Evelyn Street, Beach Street, Fletcher Road, and Nepean Highway, are better placed within Precinct 1 (City Centre) as opposed to Precinct 5 (Nepean Boulevard gateway). There is more consistency in these lots being included within Precinct 1, noting there are far more land-use synergies with the city centre than its proposed placement within Precinct 5.

Our concern arises from mapping throughout the draft Structure Plan, such as the Figure 6 Existing Local Context Plan that identifies the lots as cohesive with the Retail/Hospitality/Residential Areas of the City Centre precinct, distinct from the mixed-use area of the rest of Precinct 5.

Mapping of preferred building heights at Figure 12 further demonstrates the synergy of these lots with Precinct 1 containing the same, more significant, height allowances applicable to the core than the lower-scale areas for the majority of Precinct 5.

Furthermore, inclusion of these lots within Precinct 1 will aid in the reinforcement of the 'ring road' around the precinct (Fletcher Road, Davey Street and Nepean Highway) that defines the edge of Precinct 1 and allows the transition to lower intensity built form and land uses.

3. Building Heights

Since the 2015 Structure Plan, we note that there has been a moderate increase in allowable building heights within the FMAC, from 32 metres to 41-54 metres across Vicinity's sites within Precinct 1 and from 38 metres to 41 metres on Vicinity's site within Precinct 5.

The preferred heights identified for both precincts do not appropriately respond to the opportunity offered by the FMAC and represents an overly cautious approach that relies heavily on shadow modelling to the discounting of other considerations. It is our firm view that greater height can be considered without off-site amenity impacts not only for our sites but for others in the FMAC.

Whilst some of the height controls appear to be constrained by shadow modelling, there is a lack of logical argument as to why the maximum heights for each precinct have been chosen.



4. Future Pedestrian Links

Parts of the existing Bayside Shopping Centre were developed in the early 1970s, with more recent major components developed in the 1990s and early 2000s. The centre operates as a regional shopping centre, providing comparison and convenience goods to the community of City of Frankston and areas further afield.

In August 2022, it was publicly announced that Myer will be leaving the Centre. In preparation for this Vicinity has sought planning approval for several minor works to facilitate the transition of the significant Myer floorspace to a range of other uses. The proposal will introduce mini-major tenancies at lower level and office/co-working uses at the upper levels.

We are mindful of the need to ensure the Centre continues to trade strongly and provide a range of goods and services to customers. It is not our intention to significantly change the nature and form of the Centre. In this regard we have a concern about the nature and scale of the 'open air links' identified in the draft Structure Plan.

As a multi-level centre (up to three levels in part), it is not in our planning to create an 'open air' experience. This concept in our view is also flawed when the potential for new building height as per the draft Structure Plan is included in this consideration. The maximum height in the FMAC core is centred on the Bayside site.

Separate to the nature of the links proposed, we have a concern that these links are proposed to be accessible independent of the core opening hours of the shopping centre. These links are described in Figure 24 as running both north-south from Station Street Mall to Beach Street and east-west from Ross Smith Avenue to Olsen Street through the Bayside Centre. We note these links are pre-existing pedestrian links within the shopping centre but are secured when the Centre is not trading.

Whilst we appreciate that within the Precinct 1 development requirements the pedestrian link location and width of setback is to be "...determined through future master planning", our concern is to ensure that there is a reality to the Structure Plan so that it is apparent that such a desired outcome is not mandated from day one.

The inclusion of these desired pedestrian link provisions within the draft Structure Plan should be presented in a more generalised way.

We are concerned that formalising these provisions within the Structure Plan may unreasonably limit future redevelopment works though the potential imposition of the requirement to facilitate pedestrian links tied to the issuing of a planning permit.

In addition to this we recommend that a landscaped overpass be considered in lieu of an upgrade to the existing pedestrian tunnel link under the train line to improve safety and encourage movement from the east into the city centre.

5. Zoning Intent

There is insufficient clarity on the mechanisms for the statutory implementation of the Structure Plan within the Frankston Planning Scheme. The recommendations under Section 6.2.1 do not specify the future zoning intent for each the precincts, instead specifying only that the ACZ will "*be applied to majority of land within the Structure Plan (Activity Centre) boundary*".



Whilst it is expected that the ACZ would be applied to Precinct 1, it is unclear if the ACZ will be applied to land within other precincts, such as to the land at 1-13 Evelyn Street within Precinct 5 (albeit we consider that this site should be part of Precinct 1 as noted above).

We note that the 2015 Structure Plan envisaged the application of a Design and Development Overlay to implement built form controls. This recommendation is absent from the draft Structure Plan and, in that absence, more clarity must be provided on the implementation of built form controls.

6. Conclusion

Vicinity is committed to working with Council in the realisation of the FMAC as one of Melbourne's premier activity centres, as a vibrant and diverse 'city away from the city.'

We would be happy to expand on our submission and trust that Council will have due regard to the matters of concern and suggested improvements set out herein.

Should you have any questions in relation to this submission, they should be directed to the undersigned

Yours sincerely



General Manager Property Investment Analytics

Attachment B: Draft Frankston Metropolitan Activity Centre Structure Plan Summary of Submissions

Submission Number	Group/Organisation	Submission Summary	Council Response
1.	Resident	DO NOT SUPPORT <ol style="list-style-type: none"> Concerns about the proposed building height in Precinct 4 (Waterfront) along Kananook Creek and the creation of a barrier between the coast and the City Centre (not facilitating equitable sharing of views). Seeking a similar approach that was proposed in the Tafe to Bay Structure Plan. 	<ol style="list-style-type: none"> Analysis and testing of the preferred building heights has been undertaken in the <i>Kananook Creek Built Form Review – September 2022</i> (Tract Consultants). Height controls have been developed in accordance with the Victorian Government's <i>Planning Practice Note 60: Height and Setback Controls For Activity Centres</i>. Noted.
2.	Resident	SUPPORT <ol style="list-style-type: none"> Supportive of the Structure Plan and believe that Frankston is well positioned for redevelopment (Specifically Precinct 6 – Cranbourne Road Gateway). Raised a number of issues that are outside the remit of the draft Structure Plan. 	<ol style="list-style-type: none"> Noted. The matters that weren't related to the Structure Plan have been resolved and the information provided to the submitter.

3.	Resident	DO NOT SUPPORT <ol style="list-style-type: none"> Does not support proposed height along the Kananook Creek and in the City Centre, seeking to retain views to the foreshore and no overshadowing of walking tracks. Concern that community consultation was not adequate and the survey does not reflect community feedback. 	<ol style="list-style-type: none"> Analysis and testing of the preferred building heights has been undertaken in the <i>Kananook Creek Built Form Review – September 2022</i> (Tract Consultants). Height controls have been developed in accordance with the Victorian Government's <i>Planning Practice Note 60: Height and Setback Controls For Activity Centres</i>. Extensive community engagement was undertaken for a period of 6 weeks with a range of methods used as outlined in this report.
4.	Consultant	SUPPORT WITH CHANGES <ol style="list-style-type: none"> Seeking an increase in the preferred maximum height for the buildings on the southern side of Station Street from 10 to 14-16 storeys which will not offend any of the proposed planning principles. 	<ol style="list-style-type: none"> The preferred maximum building height of 10 storeys in Precinct 1C is recommended by the <i>Frankston Metropolitan Activity Centre Planning and Urban Design Assessment (September 2022)</i> Tract Consultants to ensure adequate sunlight is maintained to key retail streets in the City Centre.
5.	Landowner	DO NOT SUPPORT <ol style="list-style-type: none"> Seeking the Frankston Power Centre to remain in the Structure Plan boundary as per the <i>Frankston Metropolitan Activity Centre Structure Plan 2015</i>. 	<ol style="list-style-type: none"> The Victorian Government's <i>Planning Practice Note 58 Structure Planning for Activity Centres</i> sets out Activity Centre Boundary Criteria. This site does not meet the requirements of this Practice Note and is not within what is defined as a walkable catchment to the city centre. Action 3 in the draft Structure Plan identifies further work for this and surround sites.

6.	Organisation	SUPPORT WITH CHANGES <ol style="list-style-type: none"> 1. Seeking a consistent approach to car parking pricing, permits and time limits throughout the City Centre. 2. The bus interchange be relocated to Fletcher road. 3. Extend and electrify the Frankston Train Line. 4. Concerns in relation to the capacity of the ring road at Miall's Gun Shop bridge intersection. 5. More clarity around social and affordable housing policy. 6. Apply a PAO on Vicinity land to create connections. 	<ol style="list-style-type: none"> 1. There will be an Action in the final Structure Plan to review all elements in relation to car parking in the City Centre. 2. There will be an action in the final Structure Plan in relation to further work for the bus interchange. 3. There will be an action in the final Structure Plan in relation to advocacy for public transport improvements, including the electrification of the railway line beyond the Frankston Train Station. 4. Further work will be undertaken to understand what infrastructure changes are required to implement the Ring Road. 5. Social and affordable housing applications will continue to be encouraged in the FMAC. Work on the Frankston Housing Strategy has also commenced which will provide a framework for Council to develop a Social and Affordable Housing Policy. 6. Council will work with Vicinity to achieve connections and activations through future planning permit applications.
7.	Community Group	DO NOT SUPPORT <ol style="list-style-type: none"> 1. Note that there have been a number of Structure Plans over 17 years that have not resulted in planning controls for the entire FMAC. 2. Concerns in relation to height and ground level setbacks for planting in Precinct 4 (Waterfront) and the removal of views to the waterfront. 3. Concern that the proposed heights are not justified and the limited development in 	<ol style="list-style-type: none"> 1. Noted. 2. Analysis and testing of the preferred building heights has been undertaken in the <i>Kananook Creek Built Form Review – September 2022 (Tract Consultants)</i>. 3. See response 2. Further, the lack of planning controls in the City Centre has contributed to the low amount of development. 4. Height controls have been developed in accordance with the Victorian Government's <i>Planning Practice</i>

		<p>the City Centre over the past 10 years does not warrant an increase in preferred heights.</p> <ol style="list-style-type: none"> 4. Seeking mandatory height controls for development in Precinct 4. 5. Concern that the Draft Structure Plan was provided to Developers before public process and any assessment against the draft is premature and an abuse of proper process. 6. The Structure Plan should have been informed by a Housing Strategy which would identify where and how many dwellings are needed. 7. The approach undertaken in the Tafe to Bay Structure Plan should be continued, with a staggered approach to building heights (equitable sharing of views) and mandatory 12m height control. 8. Concern that the rebalancing of cars and people will not be successful as there is no plan for central and affordable car parking to support the City Centre and no plan for open space which is critical. 9. No reference to climate change and a number of studies to be undertaken of Kananook Creek. 10. Concern regarding visual impact and overshadowing along the Kananook Creek (Precinct 4). 11. Concern regarding ground level setbacks and planting in precinct 4. 	<p><i>Note 60: Height and Setback Controls for Activity Centres.</i></p> <ol style="list-style-type: none"> 5. Planning Permit applications have been assessed against both the 2015 Structure Plan and the draft Structure Plan – The draft Structure Plan is used in the assessment to ensure that the future vision for the City Centre is not compromised (there are a higher number of requirements in the draft Structure Plan – much more detailed than the 2015 work). 6. Council has commenced work on the Frankston Housing Strategy. The Frankston City Centre is designated as a Metropolitan Activity Centre by the Victorian Government as an area slated for significant change and growth. 7. Noted. 8. The Structure Plan identifies the need for peripheral multi-deck car parks and seeks to increase public open space and plazas. 9. An ecological assessment of Kananook Creek was undertaken in the <i>Kananook Creek Built Form Review – September 2022</i> (Tract Consultants). 10. See response 2. 11. The vision for the Kananook Creek Promenade is for outdoor dining and activation.
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8.	Community Group	DO NOT SUPPORT <ol style="list-style-type: none"> Concerns in relation to preferred heights in Precinct 4 (Waterfront) and seeking a 4 storey mandatory height limit along Kananook Creek. Proposed development height will create uncomfortable wind conditions and overshadowing. Preferred heights do not provide certainty for the community or a clear framework for developers and do not facilitate the showcasing of the 'jewel in our crown'. The Structure Plan will create social and amenity impacts on residents and an inability to accommodate vehicular traffic created by high rise development. 	<ol style="list-style-type: none"> Analysis and testing of the preferred building heights has been undertaken in the <i>Kananook Creek Built Form Review – September 2022 (Tract Consultants)</i>. Height controls have been developed in accordance with the Victorian Government's <i>Planning Practice Note 60: Height and Setback Controls for Activity Centres</i>. See responses 1. and 2. The Structure Plan provides a framework for future use and development of the City Centre, seeking to improve amenity.
9.	Resident	DO NOT SUPPORT <ol style="list-style-type: none"> Concerns about the proposed building height in Precinct 4 (Waterfront) along Kananook Creek and the creation of a barrier between the coast and the City Centre (not facilitating equitable sharing of views). Seeking a response similar to what was proposed in the Tafe to Bay Structure Plan. 	<ol style="list-style-type: none"> Analysis and testing of the preferred building heights has been undertaken in the <i>Kananook Creek Built Form Review – September 2022 (Tract Consultants)</i>. Height controls have been developed in accordance with the Victorian Government's <i>Planning Practice Note 60: Height and Setback Controls for Activity Centres</i>. Noted.
10.	Resident	DO NOT SUPPORT <ol style="list-style-type: none"> Concerns about the proposed building height in Precinct 4 (Waterfront) along Kananook Creek and the creation of a barrier between the coast and the City 	<ol style="list-style-type: none"> Analysis and testing of the preferred building heights has been undertaken in the <i>Kananook Creek Built Form Review – September 2022 (Tract Consultants)</i>.

Item 12.1 Attachment B: Summary of submissions to the Draft FMAC Structure Plan and officer response

		<p>Centre (not facilitating equitable sharing of views).</p> <p>2. Seeking a response similar to what was proposed in the Tafe to Bay Structure Plan.</p>	<p>Height controls have been developed in accordance with the Victorian Government's <i>Planning Practice Note 60: Height and Setback Controls for Activity Centres</i>.</p> <p>2. Noted.</p>
11.	Resident	<p>DO NOT SUPPORT</p> <p>1. Concern in relation to the proposed building heights in Precinct 4 (Waterfront) along Kananook Creek which will create a wall effect similar to the South East Water Building.</p> <p>2. Concerns in relation to the overshadowing of the Beach and City and not consistent with the Tafe to Bay Plan.</p>	<p>1. Analysis and testing of the preferred building heights has been undertaken in the <i>Kananook Creek Built Form Review – September 2022</i> (Tract Consultants).</p> <p>Height controls have been developed in accordance with the Victorian Government's <i>Planning Practice Note 60: Height and Setback Controls for Activity Centres</i>.</p> <p>2. Noted.</p>
12.	Community Group	<p>DO NOT SUPPORT</p> <p>1. Concerned about the proposed height in Precinct 4 (Waterfront) and the overshadowing of the Kananook Creek and the creation of a 'great wall' of residential high rise development that is at the expense of lifestyle and the environment with unacceptable impacts for wind and solar.</p>	<p>1. Analysis and testing of the preferred building heights has been undertaken in the <i>Kananook Creek Built Form Review – September 2022</i> (Tract Consultants).</p> <p>Height controls have been developed in accordance with the Victorian Government's <i>Planning Practice Note 60: Height and Setback Controls for Activity Centres</i>.</p>
13.	Resident	<p>DO NOT SUPPORT</p> <p>1. Concerned about the proposed height in Precinct 4 (Waterfront) which will remove the connection from the Bay to the City Centre and drive away investment from Frankston.</p>	<p>1. Analysis and testing of the preferred building heights has been undertaken in the <i>Kananook Creek Built Form Review – September 2022</i> (Tract Consultants).</p> <p>Height controls have been developed in accordance with the Victorian Government's <i>Planning Practice</i></p>

		2. High rise development will create social and amenity impacts and long term effects on the natural environment.	<p><i>Note 60: Height and Setback Controls For Activity Centres.</i></p> <p>2. The Structure Plan provides a framework for future use and development of the City Centre, seeking to improve amenity.</p> <p>An ecological assessment of Kananook Creek was undertaken in the <i>Kananook Creek Built Form Review – September 2022</i> (Tract Consultants).</p>
14.	Resident	DO NOT SUPPORT <ol style="list-style-type: none"> Concerned that Council has not and will continue to not listen and has a pre-set agenda. 	1. Noted.
15.	Consultant	SUPPORT WITH CHANGES <ol style="list-style-type: none"> Supportive of the Structure Plan and the ambition to facilitate more affordable housing. Seeking an increase to the preferred maximum height for Beach Street and a review of solar access requirements to facilitate development. 	<ol style="list-style-type: none"> Noted. Height controls and solar access requirements have been addressed in the <i>Frankston Metropolitan Activity Centre Planning and Urban Design Assessment (September 2022)</i> Tract Consultants. <p>In some cases, lot consolidation is required in order to achieve the outcomes that are sought.</p>
16.	Resident	DO NOT SUPPORT <ol style="list-style-type: none"> Concern that Gould Street will be negatively impacted by increase in traffic and reduction in available parking from approved development in the FMAC, that the increase in height will cause light pollution, reduction in privacy and impact roof top solar production. Concern in relation to the deviation from the previously approved 32m preferred 	<ol style="list-style-type: none"> There is existing resident permit parking in Gould Street between Beach and Wells Streets. <p>There is no overshadowing of Gould Street as outlined in the <i>Kananook Creek Built Form Review – September 2022</i> (Tract Consultants).</p> <ol style="list-style-type: none"> Analysis and testing of the preferred building heights has been undertaken in the <i>Kananook Creek Built Form Review – September 2022</i> (Tract Consultants).

		<p>height limit to buildings along Kananook Creek.</p> <ol style="list-style-type: none"> 3. Overshadowing from proposed development will negatively impact the Kananook Creek environment. 4. Increase in height will create bigger impact on Gould Street in the event of an emergency and concern that Gould Street won't be able to be evacuated should the need arise. 5. Concern regarding preferred maximum building heights along the Kananook Creek (Precinct 4). 	<p>Height controls have been developed in accordance with the Victorian Government's <i>Planning Practice Note 60: Height and Setback Controls For Activity Centres</i>.</p> <ol style="list-style-type: none"> 3. An ecological assessment of Kananook Creek was undertaken in the <i>Kananook Creek Built Form Review – September 2022</i> (Tract Consultants). 4. Noted. 5. See the response to 2.
17.	Landowner	<p>SUPPORT WITH CHANGES</p> <ol style="list-style-type: none"> 1. Significant interest in the City of Frankston and committed to support the strategic evolution of central Frankston into one of Melbourne's key MAC's. 2. Scope for Council to think outside of the box, create a new identity for Frankston to 'put it on the map' with landmark attractions. 3. Relocate Civic infrastructure to create a true City Centre Precinct. 4. Seeking the Evelyn Street site and surrounding lots bounded by Evelyn Street, Beach Street, Fletcher Road and Nepean Highway be included within Precinct 1 and not Precinct 5. 5. Preferred height controls in Precincts 1 and 5 rely heavily on shadow modelling and an increase can be considered without 	<ol style="list-style-type: none"> 1. Noted. 2. Noted. 3. Noted. 4. This has been referred to Tract Consultants 5. This has been referred to Tract Consultants. 6. The Activity Centre Zone will be applied to all land within the Structure Plan Boundary and supersede any other planning controls.

		<p>off site amenity impacts. Concern that the proposed pedestrian links shown in Figure 24 will significantly change the nature and form of the Centre which would create an open air experience and are seeking the inclusion of the desired pedestrian link provisions are presented in a more generalised way as they could unreasonably limit future redevelopment works. Recommend a landscape overpass in lieu of an upgrade to the existing pedestrian tunnel link over the train line to improve safety and encourage movement from the east into the City Centre.</p> <p>6. Unclear how the ACZ will be applied.</p>	
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Draft Frankston Metropolitan Activity Centre Structure Plan



Giving every person a voice.

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Capire acknowledges
and deeply respects the
Wurundjeri people and
the Traditional Owners
of the Victorian land.



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Consultation

Unless otherwise stated, all feedback documented by Capire Consulting Group and any person(s) acting on our behalf is written and/or recorded during our program/consultation activities.

Capire staff and associates take great care while transcribing participant feedback but unfortunately cannot guarantee the accuracy of all notes. We are however confident that we capture the full range of ideas, concerns and views expressed during our consultation activities.

Unless otherwise noted, the views expressed in our work represent those of the participants and not necessarily those of our consultants or our clients.

Definitions

The following lists key definitions for common terms used in the design and delivery of community engagement as stated in the Frankston City Council's Community Engagement Policy, 2021.

Community members

means people who live in the municipal district of the Council; people and bodies who are ratepayers of the Council; traditional owners of land in the municipal district of the Council; and people and bodies who conduct activities in the municipal district of the Council.

Council

Frankston City Council.

VERSION	AUTHOR	AUTHORISED	DATE
1	Eliza Knox	Clare Murrell	13.01.23
2	Eliza Knox	Clare Murrell	25.01.23
3	Eliza Knox	Clare Murrell	03.02.23

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Executive Summary

Overview and engagement approach

The Victorian Government's strategic planning document 'Plan Melbourne' designated Frankston as a Metropolitan Activity Centre (MAC). After an initial Frankston Metropolitan Activity Centre Structure Plan (FMAC SP) in 2015 and recent State government projects and policy changes, Frankston City Council is refreshing the FMAC SP to guide land use and development for the next 20 years.

The Emerging Ideas consultation in April and May 2022 identified emerging ideas from key stakeholders and community members which helped prepare the Draft FMAC SP. The Draft FMAC SP includes a vision for the FMAC and six precincts.

This report summarises the engagement approach and findings from the Draft FMAC Structure Plan community consultation program which will inform the development of the final Frankston Metropolitan Activity Centre Structure Plan (FMAC SP).

The community consultation program had an engagement period of 31 October 2022 to 12 December 2022. It focused on educating and understanding what the community and key stakeholders thought about the Draft FMAC SP, demonstrated how the Emerging Ideas Consultation feedback was included in the Draft FMAC SP, and shared and gained feedback on the Vision for the FMAC, Precinct actions, Precinct-based preferred (maximum) building heights and whether the Draft FMAC SP meets 20-year aspirations.

Communication material including the project webpage on Council's 'Engage Frankston' engagement website provided information about the Draft FMAC SP, promoted engagement opportunities, and encouraged people to visit the project webpage to find out more information.

Engagement activities consisted of:

- An online survey.
- Five workshops/focus groups.
- Five stakeholder interviews.
- Three pop-up events.
- One walking tour.
- Feedback from the Frankston City Youth Council.

Approximately 499 people participated in the engagement program, in addition to those who commented on social media posts.

Due to the high number of actions per Precinct, feedback was only asked for selected actions that were either new, received low support during the Emerging Ideas consultation, or were known by the project team to have a higher interest by the community.

Key engagement themes and findings

Key themes across the engagement findings included the following:

- Most participants shared that the Vision reflects their aspirations for the Frankston MAC in 20 years (57% of survey respondents and 94% pop-up participants), but there were several topics suggested to include, change, or promote.
- Overall, there was low comfort for the highest preferred maximum building heights of 8, 10, 12 and 14 storeys, and high building density. Participants were more comfortable with preferred maximum building heights of 3, 4 or 6 storeys.

- Many participants shared the need for transport planning including providing sufficient carparking.
- There was general comfort for Key Actions that would increase greenery and upgrade public open spaces. Additionally, many participants provided suggestions to improve safety, wayfinding, and visitation across the FMAC.

Other key findings included:

- The majority of survey respondents were comfortable with both Precinct 1 actions: Key Action 1:4 Laneway Activation considerations and Key Action 1-5.
- Across all precincts, the action that the highest percentage of survey respondents were comfortable with was Key Action P2-8: Fletcher Road Greening at 92.9%.
- This was in comparison to Key Action 3-4: Multi-deck car park with the lowest level of comfort at 50%.
- There was general comfortability for both actions that aim to upgrade Nepean Boulevard: Key Action 4-1 and Key Action 5-1.
- 31% of survey respondents shared that the Draft FMAC SP meets or fully meets their 20-year aspirations for Frankston.

Next steps

Following this report, Frankston City Council will undertake the following steps:

- Prepare the Final FMAC SP, taking community feedback into account.
- Present the FMAC SP to Council for adoption and request authorisation from the Minister for Planning to prepare a Planning Scheme Amendment.

1 Introduction

1.1 Report purpose

This report summarises the approach and findings from the Draft FMAC Structure Plan community consultation program to inform the development of the Frankston Metropolitan Activity Centre Structure Plan (FMAC SP).

1.2 Background

Frankston is a designated Metropolitan Activity Centre (MAC) in 'Plan Melbourne' which is the Victorian Government's strategic planning document. A MAC is intended to 'provide a diverse range of jobs, activities and housing for regional catchments that are well served by public transport'. Additionally, it plays 'a major service delivery role, including government, health, justice, and education services, as well as retail and commercial opportunities'.¹

The FMAC SP was adopted in 2015. Since then, key State government projects and policy changes have commenced including the Suburban Rail Loop Project, level crossing removals on the Frankston line, finalisation of Plan Melbourne and a greater focus on the provision of affordable housing.

Planning Practice Note 58² from September 2018 outlines guidance to councils on structure planning for activity centres. It states 'structure plans help give effect to State planning policy by managing and facilitating major changes to land uses, the built form and public spaces located within activity centres. Additionally, the aims of structure plans are:

'to plan for and develop a shared vision for the activity centre, and to identify the type and scope of change projected within the activity centre over time. The structure plan should be a tool to help manage, influence and facilitate change within individual activity centres, in accordance with the directions of State planning policy'.

1.2.1 Frankston MAC SP refresh and Emerging Ideas Consultation

Council is undertaking a 'refresh' of the adopted FMAC SP for the next 20 years. The Emerging Ideas consultation (April and May 2022) identified emerging ideas from key stakeholders and community members. Positive feedback was received including a desire for change, support for public realm activation and interest in more events. Areas of concern included car parking and building heights in sensitive locations.

As stated in the Emerging Ideas Paper for the FMAC SP 'the refreshed Structure Plan will set out a framework to guide land use and development within the FMAC providing clear direction on housing, population, urban design, employment, retail and commercial activity, environment, social and physical infrastructure, movement and accessibility'.

The engagement outcomes from the Emerging Ideas Consultation are outlined in the '[Emerging Ideas Paper Community Engagement Report June 2022](#)'. There were 856 comments received from approximately 142,147 people who live in, work or study in, or visit the City of Frankston, and who participated in various engagement activities. This engagement has influenced the Draft FMAC SP that is the subject of this engagement report.

¹ <https://www.planning.vic.gov.au/policy-and-strategy/activity-centres/activity-centres-overview>

² https://www.planning.vic.gov.au/_data/assets/pdf_file/0029/97319/PPN58-Structure-planning-for-activity-centres.pdf

1.2.2 Draft Frankston Metropolitan Activity Centre Structure Plan

The Draft FMAC SP³ includes the following chapters:

1. Introduction
2. Positioning the Frankston Metropolitan Activity Centre
3. The Vision (Vision for the FMAC)
4. The Strategic Response which 'outlines a range of Objectives, Strategies and Actions to plan for the growth and development of the Activity Centre in a holistic way'⁴
5. The Precincts
6. Implementation

THE VISION

As stated in the Draft FMAC SP, the following Vision 'provides a statement for the preferred future of the FMAC up until the year 2040'⁵. It was based on 'Our Community Vision 2040' and was updated following feedback during the Emerging Ideas consultation.

'Frankston is the capital of the South East – a vibrant and diverse city centre boasting a strong beachside character.

It is a place where all residents and visitors can take part in a range of learning, employment and recreational opportunities, and arts and cultural experiences that are unsurpassed in the region.

The lifestyle qualities of Frankston are enriched by a strong connection to its natural assets – the waterfront and Kananook Creek.

There is a strong sense of pride in the streets and public spaces. The city centre is a people-oriented, thriving place for business and an inspiring place to be in due to the quality of landscaping, public art and architecture. Everyone is welcome to engage in public events and to socialise in the streets.

Frankston is a great place to live, with a range of housing choices that are close to everything. Residents benefit from opportunities for walking, cycling or using public transport to access their daily needs.'

³ https://www.frankston.vic.gov.au/files/assets/public/your-council/engage-frankston/draft-fmac-structure-plan_final_october-2022-a4769442.pdf

⁴ https://www.frankston.vic.gov.au/files/assets/public/your-council/engage-frankston/draft-fmac-structure-plan_final_october-2022-a4769442.pdf

⁵ https://www.frankston.vic.gov.au/files/assets/public/your-council/engage-frankston/draft-fmac-structure-plan_final_october-2022-a4769442.pdf

PRECINCTS

The FMAC is made up of the following six precincts, as shown in Figure 1.

- Precinct 1: City Centre
- Precinct 2: Transport Interchange, Community and Education
- Precinct 3: Arts, Entertainment and Government Services
- Precinct 4: Waterfront
- Precinct 5: Nepean Boulevard Gateway
- Precinct 6: Cranbourne Road Gateway

The Draft SP outlines the following information per Precinct:

- Overview
- Actions
- Development Framework
- Development Requirements
 - Preferred building heights
 - Preferred street wall heights
 - Preferred street & ground level setbacks



Figure 1 FMAC Precincts

1.3 Scope of engagement

This stage of engagement focused on educating and understanding what the community and key stakeholders thought about the Draft FMAC SP, demonstrated how the Emerging Ideas Consultation feedback was included in the Draft FMAC SP, and shared and gained feedback on the Vision for the FMAC, Precinct actions, Precinct-based preferred (maximum) building heights and whether the Draft FMAC SP meets 20-year aspirations.

1.4 Next steps

Following this report, Frankston City Council (FCC) will undertake the following steps:

- Prepare the Final FMAC SP, taking community feedback into account.
- Present the FMAC SP to Council for adoption and request authorisation from the Minister for Planning to prepare a Planning Scheme Amendment.




2 Engagement Approach

2.1 Communications and promotions

Throughout the engagement period of 31 October 2022 to 12 December 2022, the project team sought to inform as many people as possible, to ensure residents, visitors, workers and others interested in the FMAC had a chance to share their feedback on the Draft FMAC SP. Communication material provided information about the Draft FMAC SP, engagement opportunities were widely promoted, and people were encouraged to visit the website to find out more information.

Table 1 outlines the tools used to promote and inform community members and stakeholders about project.

Table 1 Communication and promotion tools

PROJECT WEBPAGE 	<p>The project webpage (engage.frankston.vic.gov.au/Frankston_City_Centre) on Council's 'Engage Frankston' engagement website provided project information, including the Draft FMAC SP, an interactive FMAC map, project timeline, information and registration for engagement opportunities, document library, a video and FAQs.</p> <p>During the engagement period the project webpage received a total of 6,950 views⁶ and 2,771 visits⁷ from 1,913 visitors⁸. 91.22% of visitors visited the main page whilst 10.51% visited the online survey page.</p> <p>59.55% of visitors arrived at the webpage by clicking on a link from a social media site, whilst 24.90% was direct (to the webpage address).</p>
MEDIA RELEASE 	<p>The Media Release was published on Wednesday 9 November.</p> <p>It is available here: https://www.frankston.vic.gov.au/Council/News-and-media/Latest-News/Media-Releases-2022/Help-us-shape-the-future-of-Frankston</p>
MEDIA COVERAGE 	<p>The engagement opportunity was covered in the following Frankston-based media:</p> <ul style="list-style-type: none"> Frankston City News <ul style="list-style-type: none"> 12 September 2022 (Cr Liam Hughes' column) 21 November 2022 Frankston City Council e-news <ul style="list-style-type: none"> 15 November 2022 The Frankston Times <ul style="list-style-type: none"> 15 November 2022

⁶ Views: The number of times a Visitor views any page on the site.

⁷ Visits: The number of end-user sessions associated with a single Visitor.

⁸ Visitors: The number of unique public or end-users to a Site. A Visitor is only counted once, even if they visit a Site several times in one day.

SOCIAL MEDIA



FCC posted multiple organic (free) posts on Facebook, Instagram, and LinkedIn. Some Facebook posts were also boosted to appear on selected audience's feeds including those who do not follow Council.

Below is a summary of some social media posts and their statistics:

- Introductory post (Wednesday 2 November 2022)
 - Facebook
 - Boosted: 14 to 22 November 2022.
 - Impressions⁹: **21,955**
 - Reach¹⁰: **14,660**
 - LinkedIn
 - Impressions: **1,800**
 - Reach: **1,300**
- Pop-ups (see details in Table 2) (Friday 4 November 2022)
 - Facebook
 - Impressions: **8,913**
 - Reach: **8,913**
- Summary post (including short video) (Tuesday 22 November 2022)
 - Facebook
 - **284** views
- FMAC SP animated video (see details and link below)
 - Facebook (Wednesday 23 November 2022)
 - Boosted: 1 to 9 December 2022
 - Reach: **9,900**
 - 3-second video views: **6,300**
 - LinkedIn (Thursday 24 November 2022)
 - Impressions: **4,200**
 - Reach: **2,800**
- 'What is FMAC?' video (Tuesday 6 December 2022)
 - Facebook
 - Boosted: 9 to 12 December 2022
 - Reach: **14,600**
 - 3-second video views: **7,600**
 - LinkedIn
 - Impressions: **6,800**
 - Reach: **4,600**

Sentiment and feedback from some social media commenters have been included in the engagement findings.

BROCHURE



A brochure was distributed by letterbox drop to **2,245** local addresses in the FMAC and by Australia Post to **798** addresses of property owners who do not reside in the FMAC.

All **3043** brochures were distributed or lodged with Australia Post by Thursday 3 November 2022.

The brochure design is in

Appendix A: Brochure

FMAC SP ANIMATED VIDEO



A 2-minute 53-second animated video was developed outlining the FMAC SP and included information and visuals about the need for the SP. The video included themes and key actions per precinct to help inform the community and encourage feedback.

The video is available here: <https://youtu.be/EqR3L7KVyQU>

⁹ Impressions: The number of times any content enters a person's screen

¹⁰ Reach: The approximate number of people who saw content

'WHAT IS FMAC?' VIDEO



A 3-minute 38-second video of Coordinator Strategic Planning, Brooke Whatmough explaining the FMAC SP was developed and shared throughout the engagement period. It showed videography and animation whilst Brooke explained the need for the FMAC SP, details of two precincts (Precinct 3 and 4), proposed maximum building heights, and the process.

The video is available here: <https://www.youtube.com/watch?v=jLqNNvDgdG8>

FOOTPATH DECAL



25 footpath decals (Appendix B: Footpath decal) were placed on footpaths around the Frankston MAC to promote the engagement. The decals included a QR code which took people to the Project webpage.

2.2 Engagement activities

Table 2 provides details about the engagement activities undertaken to gain feedback regarding the Draft FMAC SP.

Table 2 Engagement activities

ONLINE SURVEY



The online survey was included on the dedicated Engage Frankston webpage to gather feedback.

98 responses were received whilst it was live between 31 October 2022 and 12 December 2022.

The survey asked respondents for their reflection on the Vision for the FMAC before they answered questions regarding actions and preferred building heights against the six precincts.

Survey respondents were asked which Precinct(s) they wanted to provide feedback on, thus not all survey respondents answered questions about all Precincts.

See Appendix C: **Online Survey Questions** for all survey questions.

WORKSHOPS AND FOCUS GROUPS



Five workshops/focus groups were held to present an overview of the Draft FMAC SP and highlight key actions across the FMAC SP. A total of 31 participants attended a workshop or focus group.

Participants were asked for their input and feedback on the Vision for the FMAC, and Precinct actions and preferred building heights. The discussion questions aligned with survey questions but varied dependent on the stakeholder group and their interests.

The five workshops/focus groups were:

- Internal Frankston Staff Workshop (Figure 2) (Findings not included in this report)
 - 2 November 2022, 10.00am-12.00pm
 - In person
- Business and Traders Focus Group
 - 14 November 2022, 6.00pm-7.30pm
 - Online
- Developers and State Agencies Focus Group
 - 22 November 2022, 12.00pm-1.30pm
 - Online
- Community Workshop
 - 28 November 2022, 6.00pm-8.00pm
 - Online
- Frankston Disability Access & Inclusion Committee (DAIC) Focus Group (Figure 4)
 - 29 November 2022, 6.00pm-6.45pm
 - Online (Cr. Sue Baker joined)

Registration for the Business and Traders Focus Group, Developers and State Agencies Focus Group, and Community Workshop occurred via Eventbrite.

STAKEHOLDER INTERVIEWS



Five 30 to 45-minute online stakeholder interviews were held with key landowners in and near the FMAC. The purpose was to have in-depth conversation and seek targeted feedback on objectives and specific Precinct actions.

Interviews were had with 11 representatives from the following five landowners:

- Chisolm TAFE
- Frankston Hospital/Peninsula Health
- Monash University
- Peninsula Aquatic Recreation Centre (PARC)/Peninsula Leisure
- Vicinity Centre

POP-UP EVENTS



Three community in-person pop-up events were held in the FMAC to raise awareness of the Draft Structure Plan and gain input and feedback on the Vision and selected Precincts.

The pop-up events were targeted in areas and during events to reach a more diverse audience, including young people, families, FMAC workers and visitors. The second pop-up at Frankston City's Festival of Lights included activities to encourage visitation and engagement, including Bike n' Blend smoothie bikes, and drawing activities for children.

Each pop-up event included multiple A2 boards asking participants questions about the Vision and each Precinct. Most of the questions replicated questions in the online survey. See Appendix D: Pop-up posters for the posters.

The three pop-up events were:

- Pop-up 1
 - 5 November 2022, 8.00am-11.00am
 - Outside PARC
 - Mayor, Cr. Nathan Conroy joined (Figure 3)
- Pop-up 2
 - 26 November 2022, 5.00pm-10.00pm
 - Frankston's Christmas Festival of Lights
- Pop-up 3
 - Wednesday 30 November 2022, 10.00am-2.00pm HOYTS Frankston Forecourt (21 Wells Street, Frankston)
 - Three councillors attended this pop-up event

Approximately 340 people attended a pop-up event in total.

WALKING TOURS



One one-hour walking tour was held at 12.00pm on Wednesday 30 November 2022 during the pop-up event at the HOYTS Frankston Forecourt (21 Wells Street, Frankston). This was targeted at community members who were keen for a deeper understanding of each precinct, and to visualise the proposed changes.

Another walking tour was cancelled due to inclement weather.

Frankston City Council's national award-winning tour guides took nine participants on the walking tour to help them learn about the plans to revitalise the city including selected actions in the Draft FMAC SP.

See Appendix E: Walking tour flyers for the walking tour flyers for both walking tours.

FRANKSTON CITY YOUTH COUNCIL



The Frankston City Youth Council is a 'youth advocacy and action group of 12- to 24-year-old young people who are connected to the Frankston area'¹¹.

The Youth Council were sent an information sheet sharing how their feedback during the Emerging Ideas Consultation had been incorporated into the Draft FMAC SP. Approximately ten members then provided additional feedback on several actions.

¹¹ <https://www.frankston.vic.gov.au/Things-To-Do/Frankston-Youth-Services/Youth-leadership-programs/Frankston-City-Youth-Council>



Figure 2 Internal Frankston Staff Workshop



Figure 3 Mayor Cr Nathan Conroy at Pop-up 1 outside PARC

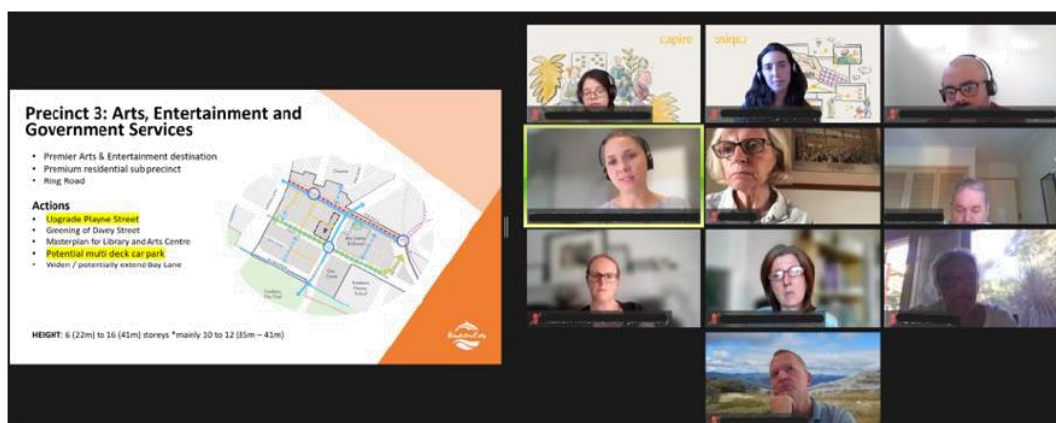


Figure 4 DAIC Focus Group

2.3 Participation

Approximately 499 people participated in the engagement¹². Figure 5 provides an overview of the participation in each engagement activity.



Figure 5 Overview of participation in the engagement activities

¹² Not including social media commenters

2.4 Survey demographics

The largest number of responses to the FMAC SP engagement was through the online survey. To understand who participated, respondents answered a number of demographic questions. This information assists in understanding any potential gaps in participation.

2.4.1 Age group

As shown in Figure 6, there was an uneven spread of survey respondents' age groups. 32 respondents (33%) were in the 35 – 49 years age group. Not considering those who did not prefer to say, there were no respondents younger than 12 years of age or older than 79 years of age.

People younger than 12 years of age were engaged at the Festival of Lights where their feedback was captured on the pop-up event posters and through drawings (see Appendix F: Festival of Lights drawings).

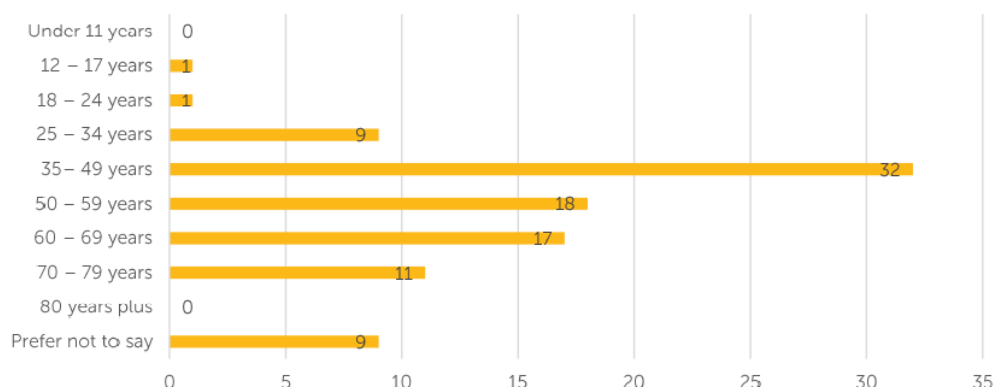


Figure 6 Survey respondents' age groups (n=98)

2.4.2 Gender

As shown in Figure 7, a larger number of survey respondents (57, 58%) identified as female than male (32, 33%). One respondent identified as 'Self Identification' and specified 'self'.

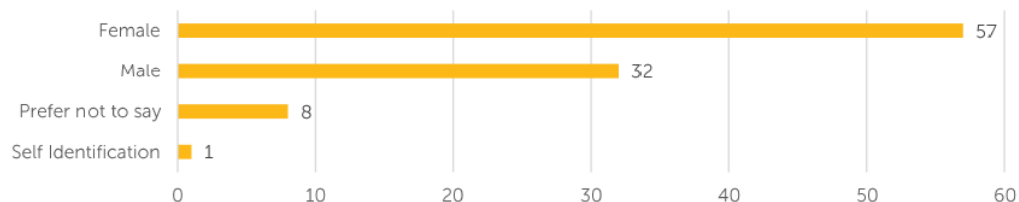


Figure 7 Survey respondents' gender (n=98)

2.4.3 Primary connection to the FMAC

Survey respondents were asked for their primary connection to the FMAC.

As shown in Figure 8, 56 respondents (57%) lived in the Frankston municipality but outside of the FMAC whilst an additional 21 respondents (21%) lived within the FMAC boundary.

Two respondents selected 'other' including one who could not say and one who lived in Frankston, and owns a property, owns a business, works in, use services and visits the FMAC.

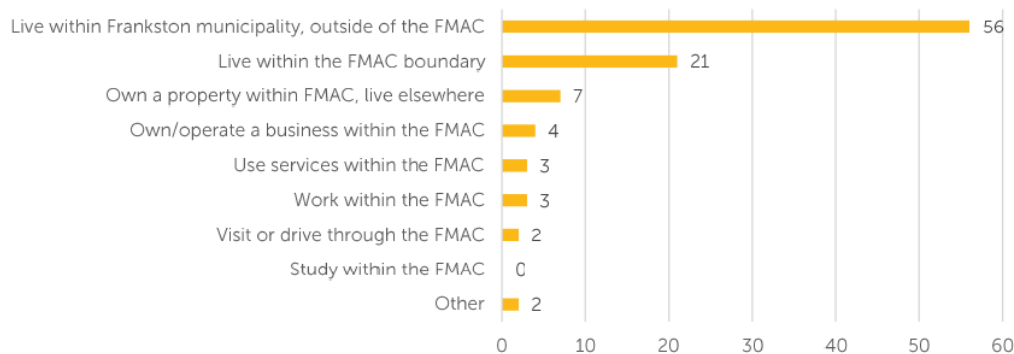


Figure 8 Survey respondents' primary connection to the FMAC (n=98)

2.4.4 Length of connection to the FMAC

Survey respondents were asked how long they have had this connection for (Figure 9). 47 respondents (48%) have had this connection for greater than 16 years. All four respondents who have had the connection for less than 12 months lived in the FMAC boundary (3) or live in the Frankston municipality but outside the FMAC (1).

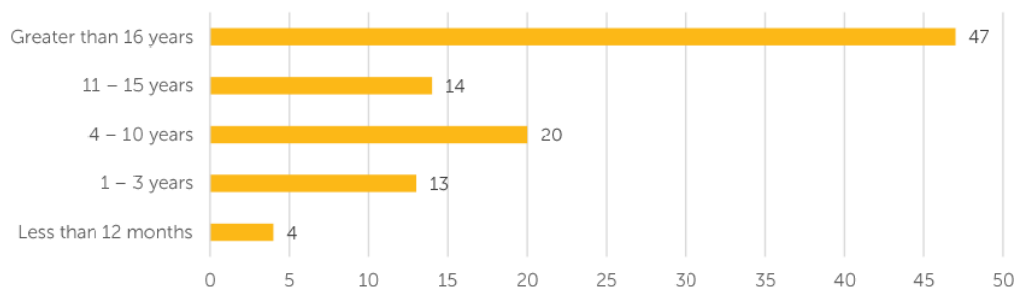


Figure 9 Survey respondents' length of connection to the FMAC (n=98)

2.4.5 Suburb of residency

As shown in Figure 10, survey respondents were asked in what suburb they live in.

Not including the three who preferred not to say, 88 respondents (90%) live in Frankston City Council and 31 (32%) specifically lived in Frankston South.

The seven respondents who lived outside of Frankston City live in:

- Casey
- Melbourne
- Mornington (2)
- Somerville
- Traralgon
- Whitehorse City Council

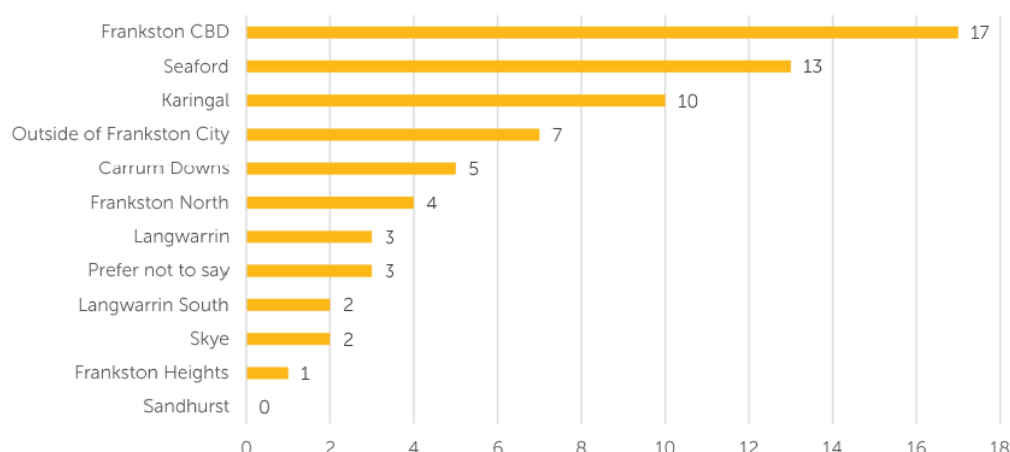


Figure 10 Survey respondents' suburb of residency (n=98)

2.4.6 Businesses

Seven survey respondents owned a business and all seven were in the Frankston CBD.

2.4.7 Disability

Four respondents identified that they had a disability which requires assistance.

2.5 Engagement limitations

The engagement methodology while robust, also had several limitations that should be acknowledged when reading this report. These are outlined below.

- Capire has reported on information documented by participants and interpreted the information to represent the views of participants as closely as possible.
- The engagement program included multiple opportunities for participants to contribute. Some people may have taken part in multiple engagement activities, for example completed the survey and participated in a workshop. Their views may have been captured more than once.
- In some instances, participants did not respond to all survey questions, this meant that some questions received fewer responses than others.
- People who participated in the engagement self-selected to take part. As such, whilst every effort has been made to gather the views of stakeholders and the community the information in this report does not reflect the views of a representative sample.
- Demographic data was captured through the survey, but not other engagement activities.
- Quantitative survey findings have been supported by qualitative findings from other engagement activities where relevant. Some workshops/focus groups provided quantitative data. Due to smaller numbers of responses in comparison to the survey, these have not been included in the graphs.
- This report includes the information and participation numbers of an internal FCC workshop but not the workshop findings. These findings have been included in another document.

3 Engagement findings

The following findings on the Vision and the six Precincts (Figure 1) represents a summary of the data collected through the engagement activities (Table 2). Due to the high number of actions per Precinct, feedback was only asked for selected actions that were either new, received low support during the Emerging Ideas Consultation, or were known by the project team to have a higher interest by the community. Community members were invited to provide more general feedback at the end of the survey, by email, or in discussion with Council staff at pop-up events and meetings.

3.1 Vision

Survey respondents and pop-up participants were asked to indicate whether the Vision (Section 0) reflects their aspirations for the Frankston MAC in 20 years. As displayed in Figure 11, 56 survey respondents (57%) felt that the Vision reflected their aspirations for the Frankston MAC. 32 of the 34 (94%) pop-up participants also felt the Vision reflects their aspirations.

Survey respondents and workshop/focus group and pop-up participants were also asked to provide further feedback on the updated Vision. There were varied comments with common themes regarding:

- **Potential** – Multiple social media commenters were excited for the vision and that the plan will unlock the untapped potential of Frankston.
- **Mention of the Mornington Peninsula** – Several survey respondents commented that the Vision should keep the mention of the Mornington Peninsula in the Vision. It was mentioned that the Frankston MAC and its community are closely connected to the Mornington Peninsula socially and economically, removing mention of the Mornington Peninsula would be a loss to Frankston's unique identity.
- **Natural assets of the waterfront and Kananook Creek** – Multiple survey respondents, workshop/focus group participants and an interview Stakeholder supported the Vision's emphasis on the natural assets of the waterfront and Kananook Creek. Further suggestions included to mention biodiversity protection and the increasing indigenous vegetation.
- **Transport planning** – Multiple survey respondents and workshop/focus group participants stated that the Vision should emphasise improving transport in Frankston. Specific topics included increasing car parking, enhancing pedestrian accessibility, expanding public transport networks, and promoting active transport. One pop-up participant also shared there are train station issues.
- **Developing density and building heights** – Multiple survey respondents and workshop/focus group participants were worried the Vision will encourage an excessive increase in development density and building heights. Some participants stated that the current built form of Frankston should be maintained to protect its character, and development density should be carefully planned to ensure sustainable economic development.
- **Safe and inclusive urban designs** – A few survey respondents and workshop/focus group and pop-up participants mentioned that the Vision should promote safety and inclusivity through urban design to create a welcoming space for all ages, genders, and cultural backgrounds.

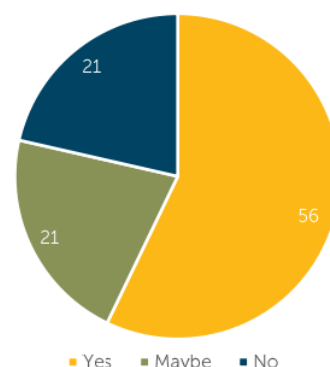


Figure 11 Survey respondent's reflection on whether the Vision reflects their aspirations for Frankston (MAC) in 20 years? (n=98)

'This vision needs a stronger emphasis on indigenous vegetation. Frankston also has an interesting indigenous and European history that needs to be incorporated into our city, to tell our story. It is also important to find a balance between commercial development and the public good, to protect the natural amenity of the area.' – survey respondent

3.2 Precinct 1: City Centre

Regarding Precinct 1, participants were asked to share their feedback on Key Action 1-4, Key Action 1-5, and preferred maximum building heights.

3.2.1 Actions

KEY ACTION 1-4: LANEWAY ACTIVATION

Survey respondents were asked to indicate their level of comfort with considerations included in Key Action P1-4 which aims to activate laneways and implement the Frankston Laneways Action Plan from July 2021. As shown in Figure 12, the majority of survey respondents were comfortable with the considerations. The highest number of respondents (50, 89%) were most comfortable with consideration 'Providing for the cleaning of laneways and resurfacing where appropriate'. All 21 pop-up participants who answered the question were also comfortable.

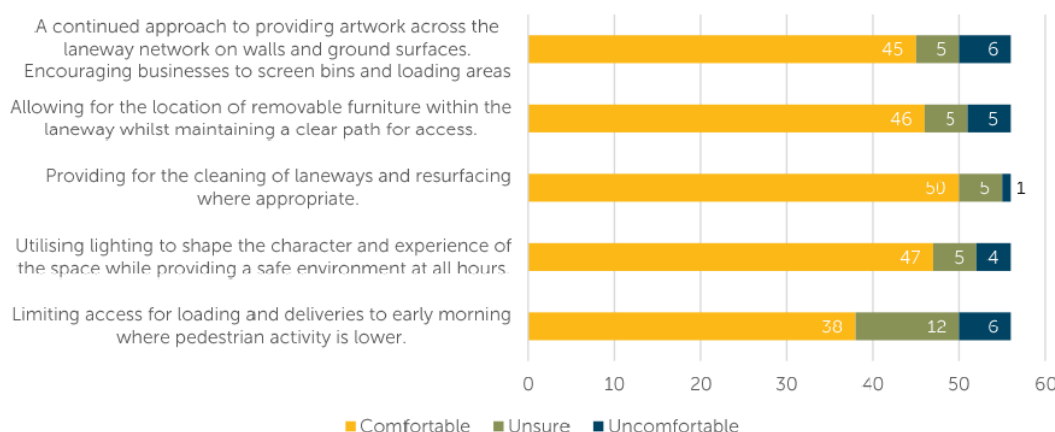


Figure 12 Survey respondent's level of comfort with Action P1-4 considerations (n=56)

KEY ACTION 1-5: WELLS STREET PLAZA / SQUARE INVESTIGATION

Figure 13 shows survey respondents' level of comfort with Key Action 1-5 where investigations will be undertaken to identify a new public plaza / town square in the heart of the Wells Street retail strip. Most survey respondents (40, 71%) were comfortable with this action, in addition to all 23 pop-up participants who answered the question.

Related to Key Action 1-5, Frankston City Youth Council participants recommended to add more 'pops of colour and greenery' and to include a 'pick-up and drop-off' zone if Wells Street is closed to vehicles.

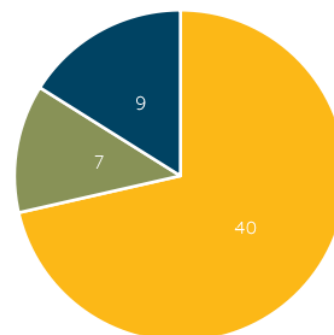


Figure 13 Survey respondent's level of comfort with Action P1-5 considerations (n=56)

3.2.2 Preferred Maximum Building Heights

As shown in Figure 14, survey respondents were asked to indicate their level of comfort for the proposed preferred maximum building height in each sub-precinct of Precinct 1.

Overall, there was a low rate of comfort with more than half of the survey respondents either unsure or uncomfortable about all the preferred maximum building heights. Sub-Precinct 1A's preferred maximum building height of 16 storeys received the highest level of comfort from respondents (25, 45%). This may be due to Sub-Precinct 1A being the Bayside Centre.

Survey respondents and workshop/focus group participants provided additional comments. Survey respondents expressed general comfort for increasing building heights to support population growth in Frankston. Many respondents stated their preferred maximum building height would be around three to five storeys. It was suggested that building heights should be lower along the coast and gradually increase towards the train station. Survey respondents and workshop/focus group participants shared common concerns regarding access to sunlight during the day (overshadowing) and access to the views of the bay by residents.

One interview stakeholder shared their preference of 12 storeys in Precinct 1 due to it being the core activity centre on the bay.

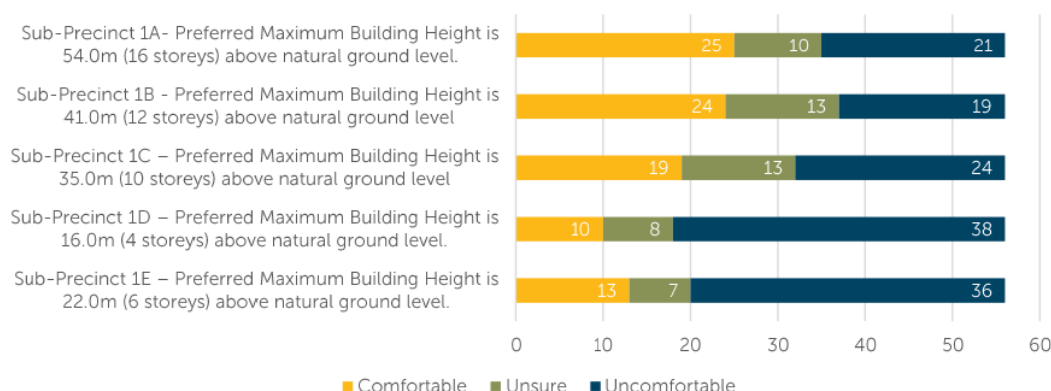


Figure 14 Survey respondent's level of comfort with the proposed preferred maximum building height in each sub-precinct of Precinct 1 (n=56)

3.2.3 General comments

Additional comments received during the engagement related to Precinct 1 referred to:

- **Transport planning** – Several DAIC focus group participants commented that traffic flow should be reduced in Precinct 1, especially along Young Street to ensure pedestrian safety. Ensuring sufficient car parking spaces is also important to support access to local businesses, and for people with mobility issues to access healthcare services. Pop-up participants also shared that more free parking is needed around the City Centre perimeter and that pedestrians are good for business.
- **Streetscape and open space** – There were survey participants and community focus group participants who commented on cleanliness and maintenance of Precinct 1 streets and open spaces. Specific comments referred to managing outdoor dining spaces.
- **Affordable housing** – A few survey respondents and community focus group participants suggested more high quality, affordable housing should be developed in Precinct 1 to support housing demands.
- **Hospitality and events** – A few pop-up participants shared their desire for more coffee shops, restaurants and events such as live music in the city centre.

'Our city need structure to keep it open to light and maintain views of the bay for all.' – survey respondent

'The future of housing is to go higher, greener, and multi-purpose, and affordable. We need to guide this process and provide first affordable and social housing.' – survey respondent

3.3 Precinct 2: Transport Interchange, Community and Education

For Precinct 2, participants were asked to share their feedback on Key Action 2-1, Key Action 2-4, Key Action 2-8, and preferred maximum building heights.

3.3.1 Actions

KEY ACTION 2-1: SHERLOCK AND HAY'S SITE

Survey respondents were asked for their level of comfort with Key Action 2-1 to explore options for the redevelopment of the Sherlock and Hay's Site. As shown in , around half (15, 53.6%) of the survey respondents were comfortable with the action. 11 of the 14 pop-up participants (79%) who answered the question were also comfortable with the Key Action. Three were unsure.

An interview stakeholder shared that Key Action 2-1 and any activation it provides will be positive. Another stakeholder shared the opportunity to utilise this site's connection with the upgraded cycle path along the railway line by improving the pedestrian experience. Another stakeholder shared the idea to include a visitor centre.

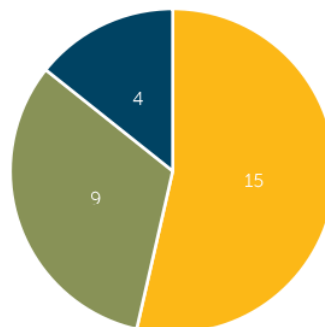
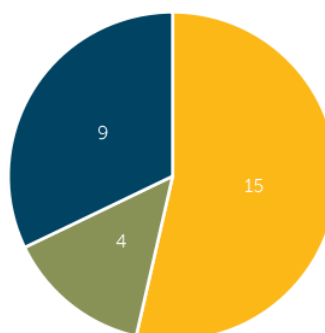


Figure 15 Survey respondent's level of comfort with draft Action P2-1 considerations (n=28)

KEY ACTION 2-4: YOUNG STREET UPGRADE (BETWEEN WELLS STREET AND PLAYNE STREET)

Figure 16 displays survey respondents' level of comfort with Action P2-4 to provide a streetscape upgrade to the key connection between the Arts, Entertainment and Government Services Precinct and the station. Around half (15, 53.6%) were comfortable with the Action. A total 11 pop-up participants answered the question and 9 (82%) were comfortable with two unsure. One pop-up participant shared the need to limit and enforce no cars in pedestrian zones.



■ Comfortable ■ Unsure ■ Uncomfortable

Figure 16 Survey respondent's level of comfort with draft Action P2-4 considerations (n=28)

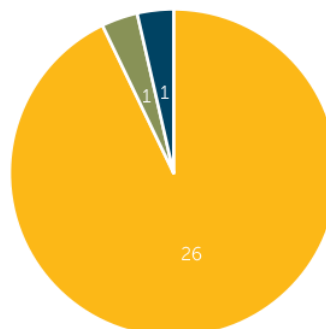
KEY ACTION 2-8: FLETCHER ROAD GREENING

As shown in Figure 17, the majority of survey respondents who answered this question (26, 92.9%) were comfortable with Key Action P2-8 to implement additional canopy tree and understorey planting along Fletcher Road to create a green edge to the FMAC.

3.3.2 Preferred Maximum Building Heights

As shown in

Figure 18, survey respondents were asked to indicate their level of comfort for the proposed preferred maximum building height in each sub-precinct of Precinct 2. There was a mixed level of comfort with the building heights in each sub-precinct. Respondents had the highest level of comfort for the preferred maximum height in Sub-Precinct 2C, of up to 6 storeys (17, 60.7%).



■ Comfortable ■ Unsure ■ Uncomfortable

Figure 17 Survey respondent's level of comfort with draft Action P2-8 considerations (n=28)

Several survey respondents stated that the number of high-rise buildings in Precinct 2 should be limited. Concerns included an increase in traffic congestion from increased population density, and loss of the unique Frankston landscape. Some respondents suggested that taller buildings close to the train station could be utilised as crisis accommodation or affordable housing to provide more diverse housing options.

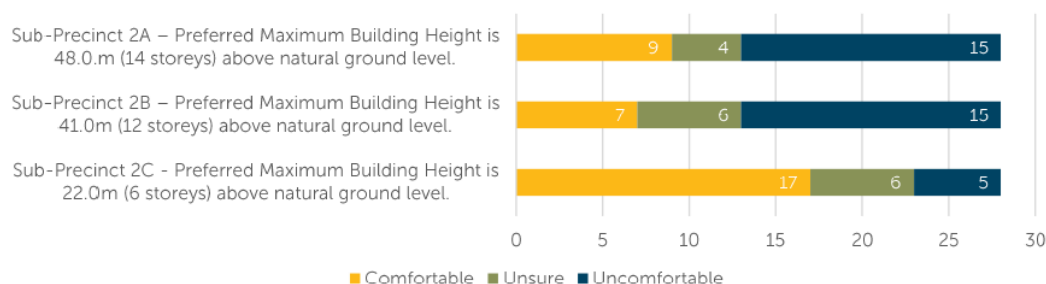


Figure 18 Survey respondent's level of comfort with the proposed preferred maximum building height in each sub-precinct of Precinct 2 (n=28)

3.3.3 General comments

Additional comments received during the engagement related to Precinct 2 referred to:

- **Active and public transport** – Workshop/focus group participants suggested to widen footpaths in Precinct 2 to accommodate needs of different users, such as wheelchairs and prams, and to improve public transport amenities, including installation of shelters for bus stations and wayfinding signages.
- **Wayfinding** – An interview stakeholder agreed that wayfinding from the train station and along roads needs to be improved and be able to be seen from Cranbourne Road.
- **Speed limits** – Pop-up participants also shared the desire for slower speed limits around retail areas and more charging points for electric vehicles.
- **Train station** – One social media commenter shared their desire for the Train station to be upgraded as stated in 'The Frankston Project: Creating an Urban Design Vision for Frankston'

'Height needs to compliment current buildings. Still provide sunshine and beachside, open space atmosphere. Need population to occupy buildings.' – survey respondent

'Building very tall buildings around the station is not going to make it feel safer. Three to four storey is enough. Extend the trainline and build more apartments and town houses along the trainline if you want to increase residential density in Frankston.' – survey respondent

3.4 Precinct 3: Arts, Entertainment and Government Services

Regarding Precinct 3, participants were asked to share their feedback on Key Action 3-1, Key Action 3-3, Key Action 3-4, and preferred maximum building heights.

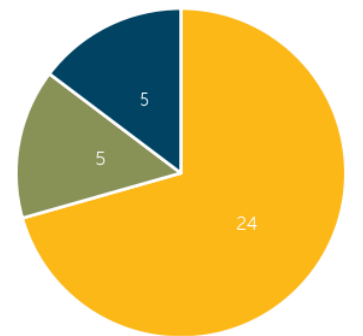
3.4.1 Actions

KEY ACTION 3-1: PLAYNE STREET UPGRADES

Survey respondents were asked for their level of comfort with Key Action 3-1 to upgrade Playne Street to create a spacious, green street providing an artistic journey connecting the arts centre to the foreshore. As shown in Figure 19, the majority of respondents (24, 70.5%), were comfortable.

KEY ACTION 3-3: ARTS CENTRE AND LIBRARY MASTERPLANNING

Figure 20 shows survey respondents' level of comfort with considerations related to Action P3-3 to develop a masterplan for the Art Centre and the Library. Respondents generally felt comfortable about this Action's considerations with more than 75% of respondents indicating they were comfortable with all considerations.



Comfortable Unsure Uncomfortable

Figure 19 Survey respondent's level of comfort with draft Action P3-1 considerations (n=34)

All seven pop-up participants who responded were comfortable with Key Action 3-3. There was overall comfortability for the Key Action considerations with only one pop-up participant uncomfortable with expanding the current Library and Arts Centre facilities and forecourt spaces. Pop-up participants' recommendations and comments consisted of desiring a major art gallery with local artists, free or cheap workshops, local businesses showing their artwork, concern about the value for money and the need for continuity of shows during the redevelopment.

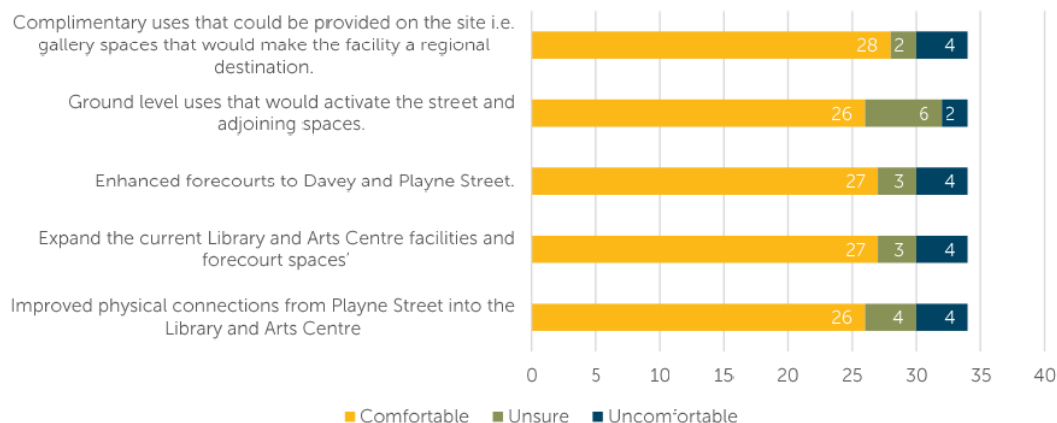


Figure 20 Survey respondent's level of comfort with Action P3-3 considerations (n=34)

KEY ACTION 3-4: MULTI-DECK CAR PARK

As shown in Figure 21, half of the respondents to this question (17, 50%) were comfortable with Key Action P3-4 to develop concepts for the delivery of a multi-deck car park on 170R Young Street. Of the 28 pop-up participants who provided feedback to this Key Action, 25 (89%) were comfortable, two were unsure and one was uncomfortable.

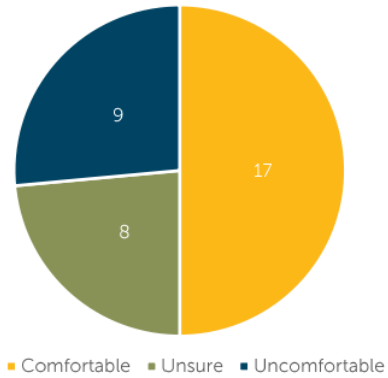


Figure 21 Survey respondent's level of comfort with Action P3-4 considerations (n=34)

3.4.2 Preferred Maximum Building Heights

As shown in Figure 22, respondents had a mixed level of comfort with the proposed preferred maximum building height in each Precinct 3 Sub-Precinct. More than half of the respondents (20, 58.8%) indicated they were comfortable with the proposed maximum height in Sub-Precinct 3D of 6 storeys. However, respondents were generally unsure or uncomfortable with the proposed maximum building height in Sub-Precinct 3A, 3B, and 3C.

Some survey respondents provided additional feedback regarding maximum building height in Precinct 3. There were suggestions to have lower building heights in Sub Precinct 3A and 3B, and taller buildings to be located on the edges of the Frankston MAC. One respondent suggested that sufficient set back should be provided to allow for more natural light and a spacious feel on the streets.

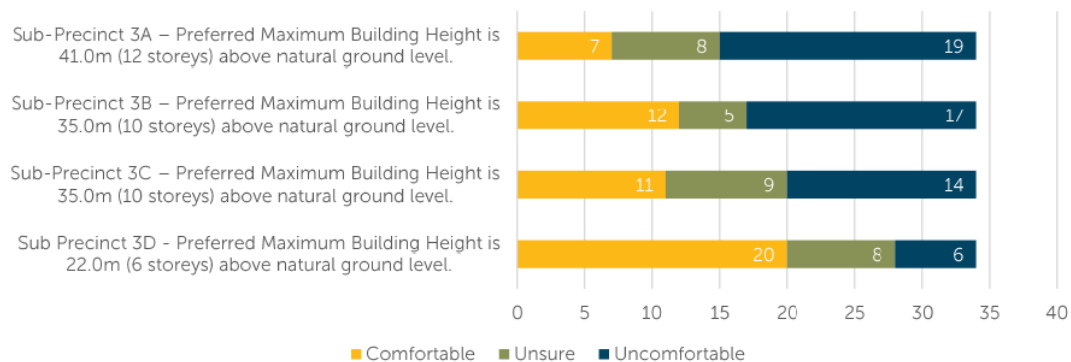


Figure 22 Survey respondent's level of comfort with the proposed preferred maximum building height in each sub-precinct of Precinct 3 (n=34)

'I'd be supportive of max building height of 8 stories, providing there was sufficient set back from Playne street so that it's wide, bright and airy.' – survey respondent

3.5 Precinct 4: Waterfront

Regarding Precinct 4, participants were asked to share their feedback on Key Action 4-1, Key Action 4-2 and preferred maximum building heights.

3.5.1 Actions

KEY ACTION 4-1: NEPEAN BOULEVARD UPGRADE

Survey respondents were asked for their level of comfort with Key Action 4-1 to transform Nepean Boulevard to become a vibrant pedestrian focused precinct. As shown in Figure 23, more than half (35, 57%) were generally comfortable with Key Action 4-1. Similarly, 44 of the 47 (94%) pop-up participants who answered this question were comfortable with one unsure and two uncomfortable. Suggestions from pop-up participants included providing benches along the walkways, restricting cyclists to their lanes, and synchronising pedestrian lights to support diagonal crossing.

Frankston City Youth Council participants were also supportive of this Action and suggested to include bench seating and to separate pedestrian and bicycle spaces.

KEY ACTION 4-2: KANANOOK CREEK BOULEVARD UPGRADE

As shown in Figure 24, the majority of survey respondents (42, 68.9%) were comfortable with Key Action 4-2 to develop Kananook Creek Boulevard to become a pedestrian focused street that capitalises on its unique position adjacent to Kananook Creek.

17 of the 20 pop-up participants (85%) who answered the question were comfortable with the Key Action. Three were uncomfortable.

Social media commenters also suggested providing pedal boat hiring, music and pop-up stalls along the Kananook Creek.

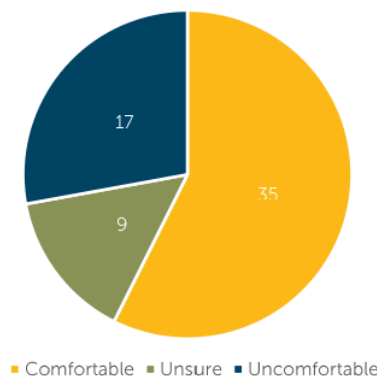


Figure 23 Survey respondent's level of comfort with draft Action P4-1 considerations (n=61)

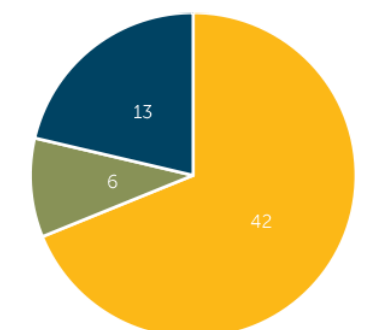


Figure 24 Survey respondent's level of comfort with draft Action P4-2 considerations (n=61)

3.5.2 Preferred Maximum Building Heights

More than half of the survey respondents were uncomfortable with the proposed preferred maximum building heights in each Precinct 4 Sub-Precinct (Figure 25). Sub-Precinct 4B's preferred maximum building height was comfortable for the highest number of respondents (25, 45%).

There was consistent feedback from survey respondents to keep buildings in Precinct 4 low. Several respondents were concerned that the proposed preferred maximum buildings height would cause blockage to the coastal view for other residents in Frankston. Some respondents also thought that tall and high-density buildings would negatively impact existing activities in the area with potential wind tunnel effects discouraging pedestrian movement. Respondents emphasised that building heights should be kept low in this Precinct to protect Frankston's unique identity as a seaside metropolitan area and its natural coastal environments.

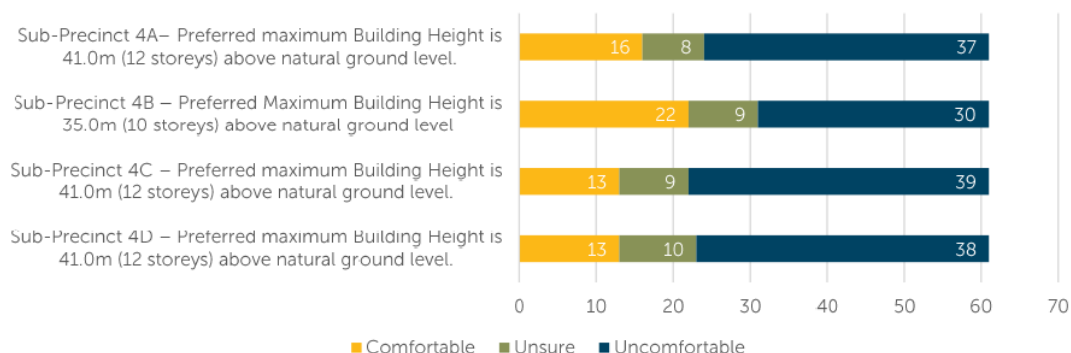


Figure 25 Survey respondent's level of comfort with the proposed preferred maximum building height in each sub-precinct of Precinct 4 (n=61)

'Building a wall of tall buildings along the beach side of Nepean Highway will destroy the already limited view of the sea.' – survey respondent

'The lowest heights in the city centre should be next to the waterway so as not to overwhelm the natural coastal and marine environments that are Frankston's biggest attraction.' – survey respondent

3.5.3 General comments

Additional comments received during the engagement related to Precinct 4, referred to:

- **Car parking** – Several survey respondents stated that it is important to ensure sufficient parking spaces in Precinct 4 for visitors to access shops and services in the Frankston MAC. They believe outdoor dining areas should not take up car parking spaces.
- **Planting and improvements in open space** – Survey respondents and workshop/focus group participants suggested to increase indigenous planting, installation of a water park, lighting along the waterfront at night time, and upgrade comfort stations and public toilets in Precinct 4. A couple of social media comments also encouraged improvement to the waterfront's open space by creating a beach promenade, open grassy banks, including wide walkways, a boardwalk and providing seaside views as people drive through Frankston.
- **Destination location and the visitor economy** – Many pop-up participants shared the desire for people to be encouraged to stop at and visit the foreshore. Ideas included focusing on pedestrians and more outdoor dining. One survey respondent suggested Sub-Precinct 4C to have beach front shops and restaurants, and event venue hire.

'Especially important in Precinct 4 Waterfront that tower separation and length and width are tightly controlled to prevent loss of views from other city precincts.' – survey respondent

'There should be more lights along the walks and the boardwalks from the waterfront to the Kananook Creek to enable people to spend more time on the beach and feel safe even in the night that would promote Frankston by night initiative too encouraging people from other suburbs to drive in.' – survey respondent

3.6 Precinct 5: Nepean Boulevard Gateway

Participants were asked to share their feedback on Key Action 5-1, Key Action 5-2, and preferred maximum building heights.

3.6.1 Actions

KEY ACTION 5-1: NEPEAN BOULEVARD UPGRADE

As shown in Figure 26, more than half (28, 68.3%) of the survey respondents were comfortable with Key Action 5-1 to upgrade Nepean Highway to create a green boulevard providing a highly engaging environment for people. 26 of the 27 pop-up participants (96%) who answered the question were also comfortable. One was unsure.

One interview stakeholder was appreciative of this Key Action due to many people driving through and not stopping at Frankston.

A few social media commenters disapproved of creating a Nepean Highway Boulevard. Some also shared their dislike of the look of outdoor dining areas along the Highway.

KEY ACTION 5-2: NEPEAN HIGHWAY PEDESTRIAN CROSSINGS

12 of the 20 pop-up participants (60%) who were comfortable with Key Action 5-2 to provide two new additional signalled pedestrian crossings along the Nepean Highway. Two were unsure and six were uncomfortable.

3.6.2 Preferred Maximum Building Heights

As shown in Figure 27, there was mixed level of comfort from survey respondents with the proposed preferred maximum building height in Precinct 5 Sub-Precincts. More than half of the survey respondents were comfortable with both Sub-Precinct 5A (30, 73%) and 5F's (29, 70%) preferred maximum building heights. In contrast, 16 respondents (39%) were comfortable with Sub-Precinct 5D and 5E, followed by Sub-Precinct 5B (10, 34%), and Sub-Precinct 5C (24%).

There was consistent feedback from survey respondents that while taller buildings heights are preferred in some areas, buildings should be kept low closer to the Kananook Creek. This is to protect the natural environment and minimise disruption to the wildlife in the area. Some respondents stated that buildings in this Precinct should maintain low-rise as a mixed-use gateway. Only one participant would prefer this Precinct to be a residential area.

Frankston City Youth Council participants were thankful for not having high density near the foreshore.

There was mixed sentiment from social media commenters about overshadowing from tall buildings along Nepean Highway.

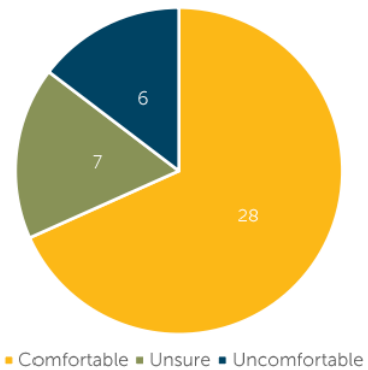


Figure 26 Survey respondent's level of comfort with draft Action P5-1 considerations (n=41)

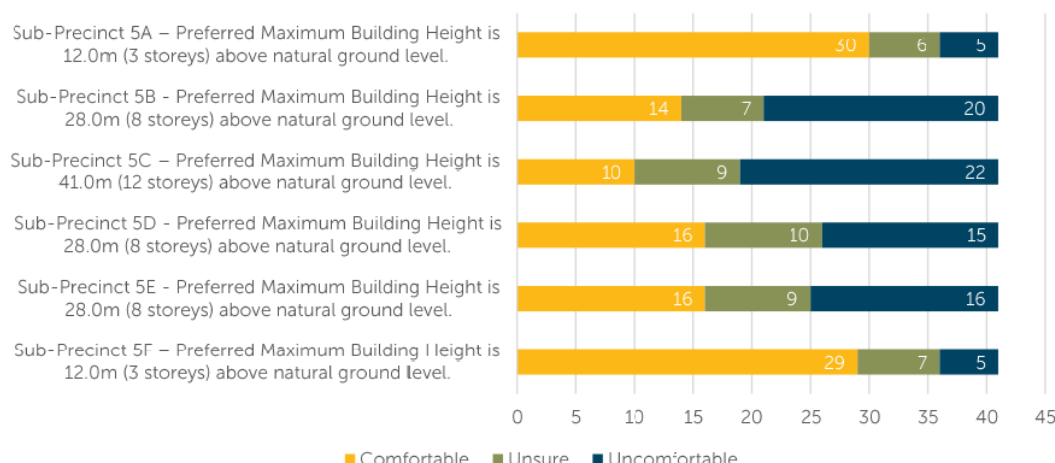


Figure 27 Survey respondent's level of comfort with the proposed preferred maximum building height in each sub-precinct of Precinct 5 (n=41)

3.6.3 General comments

Additional comments received during the engagement related to Precinct 5, referred to:

- **Transport planning** – Several pop-up participants shared the need for more parking in Precinct 5 due to being a current issue and paid parking being a turn-off. Other suggestions included continuing the path along Nepean Highway to St Kilda and putting vehicles over or under Nepean Highway and pedestrianise Nepean Highway.
- **Other comments** – Other suggestions shared by pop-up participants and an interview Stakeholder to attract people to stop were for more playgrounds, libraries, activities for children, higher-education institutes and performing arts, using surveillance and street activation to help with safety issues and to build something out into the bay.

'We say we value the Kananook Creek. These building heights about natural level will result in the nature of the creek being held in shade for far too much of the day. We cannot shade the entire creek from Mile Bridge to the bay. It will not stay healthy.' – survey respondent

3.7 Precinct 6: Cranbourne Road Gateway

In Precinct 6, participants were asked to share their feedback on Key Action 6-1 and preferred maximum building heights.

3.7.1 Actions

KEY ACTION 6-1: CRANBOURNE ROAD GREENING

As shown in Figure 28, most respondents (16, 72.7%) were comfortable with draft Key Action 6-1 to implement understorey planting along Fletcher Road to complement recent tree planting and create a green edge to the FMAC.

15 of the 16 pop-up participants (94%) who shared their feedback on Key Action 6-1 were comfortable with it. One was unsure.

One interview stakeholder shared the need to consider how greening may impact, for example the ability to read signs as trees currently already cover signs.

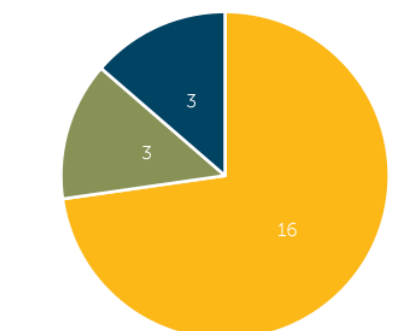


Figure 28 Survey respondent's level of comfort with Action P6-1 considerations (n=22)

3.7.2 Preferred Maximum Building Heights

As shown in Figure 29, more than half of the survey respondents were comfortable with the proposed maximum height in each Precinct 6 sub-precinct with 13 (59%) for Sub-Precinct 6A, and (12) 54.5% for Sub-Precinct 6B.

Specific feedback provided from survey respondents included the potential to increase preferred maximum building height to 8 to 10 storeys in Sub-Precinct 6B. One respondent had concerns regarding overshadowing on residential properties on the northern side of Cranbourne Road.

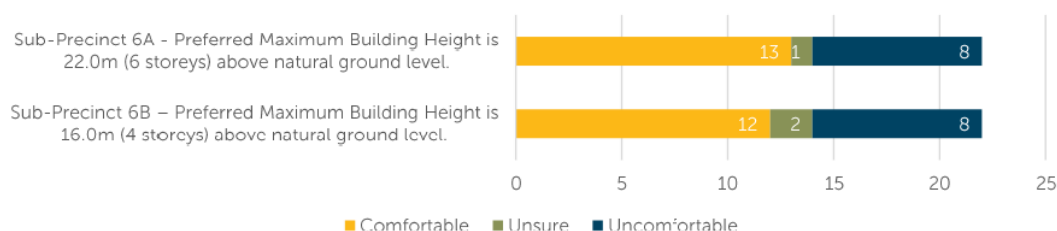


Figure 29 Survey respondent's level of comfort with the proposed preferred maximum building height in each sub-precinct of Precinct 6 (n=22)

3.7.3 General comments

Additional comments received during the engagement related to Precinct 6, referred to:

- **Medical Precinct** – One Interview stakeholder shared that they see Hastings Road as a better location for health than Cranbourne Road.

'I feel Cranbourne Road could have higher building restrictions. It could also provide residential options.' – survey respondent

'South side of Cranbourne Road may overshadow existing residential properties.' – survey respondent

3.8 20-year aspirations

Survey respondents were asked to indicate whether the Draft FMAC SP meets their aspirations for Frankston over the next 20 years. As displayed in Figure 30, 30 survey respondents (31%) felt that the Draft FMAC SP meets or fully meets their 20-year aspirations for Frankston. 14 survey respondents (14%) shared the Draft FMAC SP does not meet their aspirations at all.

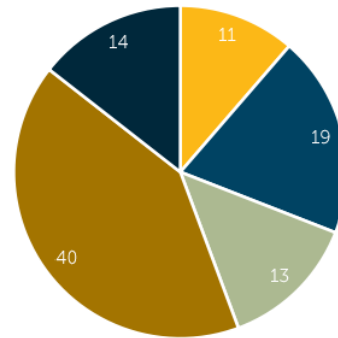


Figure 30 Survey respondent's reflection on whether the draft FMAC SP reflects their aspirations for Frankston (MAC) in 20 years? (n=97)

3.9 Other feedback

Other general feedback received during the engagement included the following.

3.9.1 Transport planning

- Need for more pedestrian crossings and traffic lights, specifically along Cranbourne Road, and areas close to school zones.
- Improve pedestrian access and wayfinding to the waterfront and Frankston Hospital from Frankston railway station.
- Manage traffic flow and vehicle speed to ensure pedestrian safety at crossings, specifically at the intersection of Melvin Street and Cranbourne Road.
- The need for two-way bike paths separated from pedestrians and vehicle roads.
- Sufficient car parking will need to be provided to allow many of the proposed changes including pedestrianising the city centre. There is a current lack of safe car parking along Cranbourne Road for people visiting medical services and at the Train Station. Permit parking for residents is needed in busy residential streets near the city centre.

3.9.2 Built form and height

- The increase of building height and density should balance development needs and existing landscapes in Frankston. It is preferred to have lower building heights along the coast and Kananook Creek.
- Low-to-medium building density was preferred by many respondents and participants. One interview stakeholder shared the need to allow for the protected flight paths.
- Key concerns regarding increasing building heights were overshadowing, reducing pedestrian amenity, high population density, wind tunnels affecting open spaces and existing residents and businesses, and planning controls or preferred building heights not being enforced.
- Historical buildings need to be maintained.

3.9.3 Housing

- High-rise residential housing should be limited.
- Ensure high quality residential development including short term accommodation and affordable housing. This is a current gap and will help attract more staff to local organisations.
- Provide more crisis accommodation and affordable housing options in the Frankston MAC.

3.9.4 Environment

- Local biodiversity and natural bushland should be maintained and protected, specifically along the coast and in Kananook Creek, and Indigenous plantings should be increased.

- Excitement for the new open spaces.
- More regular cleaning and maintenance is required.

3.9.5 Safety

- Safety is a main concern across multiple Precincts. Stigma is still present due to regular unsavoury encounters and lighting, landscape and new design will assist. The infrastructure needs to encompass micro-mobility.

'The plan reflects long term vision, growth and development which has obviously been the forefront of the decision making process.' – social media commenter

4 Conclusion

In conclusion, the Draft FMAC Structure Plan community consultation program provided an opportunity to inform the development of the Draft Frankston Metropolitan Activity Centre Structure Plan (FMAC SP) between 31 October 2022 to 12 December 2022. It focused on educating and understanding what the community and key stakeholders thought about the Draft FMAC SP, demonstrated how the Emerging Ideas consultation feedback was included in the Draft FMAC SP, and shared and gained feedback on the Vision for the FMAC, Precinct actions and Precinct-based preferred (maximum) building heights. The engagement findings will help Council prepare the Final FMAC SP.

Multiple communication and promotional activities were used to promote and inform stakeholders and community members. Through the engagement activities, approximately **499** people participated in the engagement.

Key themes across the engagement findings included the following:

- Most participants shared that the Vision reflects their aspirations for the Frankston MAC in 20 years, but there were several topics suggested to include, change, or promote.
- Overall, there was low comfort for the highest preferred maximum building heights of 8, 10, 12 and 14 storeys, and high building density. Participants were more comfortable with preferred maximum building heights of 3,4 or 6 storeys.
- Many participants shared the need for transport planning including providing sufficient carparking.
- There was general comfort for Key Actions that would increase greenery and upgrade public open spaces. Additionally, many participants provided additional suggestions to improve safety, wayfinding, and visitation across the FMAC.

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Capire acknowledges
and deeply respects the
Wurundjeri people and
the Traditional Owners
of the Victorian land.

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Appendices

Appendix A: Brochure



A Vision For Frankston City Centre
Frankston Metropolitan Activity Centre

As a designated Metropolitan Activity Centre, Frankston is emerging as one of Melbourne's most important commercial precincts, transforming itself into the capital of the South East.

What's happening?
Council is preparing a new Structure Plan for the Frankston Metropolitan Activity Centre (FMAC). This long-term plan guides how Council invests money in the city centre, the types of development encouraged as well as infrastructure and public space such as parks, bike paths and pedestrian access.

During April and May 2022, Council consulted with the community on the Emerging Ideas Paper. Positive feedback was received including a desire for change, support for public realm activation and interest in more events. Council has now developed a draft Frankston Metropolitan Activity Centre Structure Plan which includes your feedback.

Tell us:

- Have we got it right?
- What do you think about the proposed Vision for the Frankston City Centre?
- What do you think about the proposed details for each precinct?

Find out more about the Draft Frankston Metropolitan Activity Centre Structure Plan.
Online: engage.frankston.vic.gov.au or scan the QR code.
You can also speak with our Strategic Planning team via phone: 1300 322 322.
Email: info@frankston.vic.gov.au

Have your say by Monday 12 December!
We want your feedback. What do you think about the Draft Frankston Metropolitan Activity Centre Structure Plan?



Frankston City Centre is changing
Have your say on how you want our city to look, work and feel.

The story so far:

- Stage 1: Preparing Emerging Ideas
- Stage 2: Emerging Ideas Consultation
- Stage 3: Preparing Draft FMAC Structure Plan
- We are here** Stage 4: Draft FMAC Structure Plan Consultation
- Stage 5: Preparing Final FMAC Structure Plan
- Stage 6: Adoption of FMAC Structure Plan

Pop-up dates:

Pop up 1:	Pop up 2:	Pop up 3:
Penninsula Aquatic Recreation Centre	Sunset Twilight Market	Frankston's Christmas Festival of Lights
Saturday 5th November 8:00 – 11:00	Sunday 20th November 15:00 – 20:00	Saturday 26th November 17:00 – 22:00

The Draft Frankston Metropolitan Activity Centre Structure Plan

☐ FMAC Structure Plan
☐ Precinct Boundaries

Precinct 5: Nepean Boulevard Gateway
Mixed use gateway to the FMAC. It will provide for residential, office, accommodation and commercial use with local retail and community opportunities.

Precinct 4: Waterfront
A thriving hospitality, entertainment and residential precinct focused on Kooragang Island and the waterfront. Council will ensure it includes hospitality, entertainment and retail, with a mix of uses on upper levels.

Precinct 3: Arts, Entertainment and Government Services
An arts and entertainment focused precinct situated in the Frankston Arts Centre. It will provide hospitality, entertainment, residential, retail and arts-based uses.



Precinct 1: City Centre
The retail heart of the FMAC. It will provide for retail and hospitality uses on ground level with residential, office, accommodation, community and other uses on upper levels.

Precinct 2: Transport Interchange, Community and Education
A transport and community hub. It will provide retail, hospitality, community, civic and educational uses at the ground level, with residential, office, accommodation and other uses on upper levels.

Precinct 6: Cranbourne Road Gateway
A mixed use gateway. It will provide medical, office, commercial and community uses on the ground level.

Pop-up dates:

Pop up 1:	Pop up 2:	Pop up 3:
Penninsula Aquatic Recreation Centre	Sunset Twilight Market	Frankston's Christmas Festival of Lights
Saturday 5th November 8:00 – 11:00	Sunday 20th November 15:00 – 20:00	Saturday 26th November 17:00 – 22:00

The Draft FMAC Structure Plan has been developed to include a range of objectives, strategies and actions to plan for the growth and development of the City Centre in a holistic way. These have informed six precincts which provide further details on how to achieve the vision for Frankston City Centre. The vision for each precinct is outlined above.

Have your say by Monday 12 December for a chance to WIN a **\$100 restaurant voucher!**

Appendix B: Footpath decal



Appendix C: Online Survey Questions

This survey may take you between 5-10 minutes to complete - depending on how many precincts you wish to comment on.

SECTION 1: THE VISION FOR THE FRANKSTON METROPOLITAN ACTIVITY CENTRE

During the **Emerging Ideas Consultation** we received feedback on the Vision for the Frankston Metropolitan Activity Centre which builds upon 'Our Community Vision 2040'.

The following changes have been made as a result of the feedback received:

- Removing the mention of the Mornington Peninsula.
- Emphasising the natural assets of the waterfront and Kananook Creek.

"Frankston is the capital of the South East - a vibrant and diverse city centre boasting a strong beachside character.

It is a place where all residents and visitors can take part in a range of learning, employment and recreational opportunities, and arts and cultural experiences that are unsurpassed in the region.

The lifestyle qualities of Frankston are enriched by a strong connection its natural assets – the waterfront and Kananook Creek.

There is a strong sense of pride in the streets and public spaces. The city centre is a people-oriented, thriving place for business and an inspiring place to be in due to the quality of landscaping, public art and architecture. Everyone is welcome to engage in public events and to socialise in the streets.

Frankston is a great place to live, with a range of housing choices that are close to everything. Residents benefit from opportunities for walking, cycling or using public transport to access their daily needs."

Does this updated vision reflect your aspirations for Frankston (MAC) in 20 years? _____

SECTION 2: PRECINCTS IN THE FRANKSTON METROPOLITAN ACTIVITY CENTRE

During the **Emerging Ideas Consultation** we received feedback on proposed changes to ideas for changes across the FMAC, which are now divided into 'Precincts'.

This map reflects the proposed future land use precincts across the FMAC, existing and future land use anchors, and locations for increased hospitality, entertainment, and retail activity. The Precincts section provides details on key actions and the Built Form and Design requirements that will help to achieve the Vision for the FMAC.

An overview of the land use roles of each precinct is outlined below:

- Precinct 1 - City Centre - The retail core of the FMAC. It will provide for retail and hospitality uses at ground level with residential, office, accommodation, community and other uses on upper levels.
- Precinct 2 - Transport interchange, Community and Education - A transport and mixed use hub providing retail, hospitality, community, civic and institutional uses at the ground level, with residential, office, accommodation and other uses on upper levels.
- Precinct 3 - Arts, Entertainment and Government Services - An arts and entertainment focused precinct anchored by the Frankston Arts Centre, providing hospitality, entertainment, retail and arts-based uses along Playne and Young Streets, office and residential uses along Davey Street, and primarily residential uses along Plowman Place. Residential, office, accommodation and other uses will be provided on upper levels.
- Precinct 4 - Waterfront - A thriving hospitality and entertainment precinct focused on Kananook Creek and Nepean Highway. Ground level uses will include hospitality, entertainment and retail, with residential, office, accommodation and other uses on upper levels.
- Precinct 5 - Nepean Boulevard Gateway- Mixed use gateway to the FMAC providing for residential, office, accommodation and commercial uses with local retail and hospitality opportunities

- Precinct 6 - Cranbourne Road Gateway - A mixed use gateway providing for medical, office, commercial and complimentary residential uses.

Please select which Precinct(s) you would like to comment on.

- Precinct 1 - City Centre
- Precinct 2 - Transport Interchange, Community and Education
- Precinct 3 - Arts Entertainment and Government Services
- Precinct 4 - Waterfront
- Precinct 5 - Nepean Boulevard North
- Precinct 6 - Cranbourne Road Gateway

PRECINCT 1 - CITY CENTRE

Precinct 1 is the retail core of the FMAC. It will provide for retail and hospitality uses at ground level with residential, office, accommodation, community, and other uses on upper levels.

Under this Plan, key city centre streets and laneways would be upgraded and locations for a new public plaza in the heart of City Centre would be explored.

See the Map below for key actions and improvements across Precinct 1.

Activation of laneways:

Key Action P1-4 aims to activate laneways across the FMAC by developing and implementing a strategy to transform these spaces into vibrant, pedestrian-friendly commercial places.

What is your level of comfort with the following considerations in this draft Action P1-4?

- Comfortable
 - Unsure
 - Uncomfortable
-
- A continued approach to providing artwork across the laneway network on walls and ground surfaces. Encouraging businesses to screen bins and loading areas
 - Allowing for the location of removable furniture within the laneway whilst maintaining a clear path for access.
 - Providing for the cleaning of laneways and resurfacing where appropriate.
 - Utilising lighting to shape the character and experience of the space while providing a safe environment at all hours.
 - Limiting access for loading and deliveries to early morning where pedestrian activity is lower.

Wells Street Plaza / Square investigation:

Key Actions P1-5 would identify a suitable location for a new public plaza/town square in the heart of the Wells Street retail strip.

What is your level of comfort with this draft action?

- Comfortable
- Unsure
- Uncomfortable

Building heights:

Due to Frankston being a Metropolitan Activity Centre (specifically *Planning Practice Note 60*), there is a clear expectation to deliver higher density housing in this precinct.

We heard through the *Emerging Ideas Consultation* that 47% respondents were unsure or unsupportive of high-density housing within the city centre. However, there was support for clever design that achieves affordability rather than increased density or height.

The preliminary heights plan has been refined to provide further details on maximum preferred building heights. This is shown in the following Map.

What is your level of comfort with the following preferred maximum building height in each sub-precinct of this Precinct?

- Comfortable
 - Unsure
 - Uncomfortable
-
- Sub-Precinct 1A- Preferred Maximum Building Height is 54.0m (16 storeys) above natural ground level.
 - Sub-Precinct 1B - Preferred Maximum Building Height is 41.0m (12 storeys) above natural ground level
 - Sub-Precinct 1C – Preferred Maximum Building Height is 35.0m (10 storeys) above natural ground level
 - Sub-Precinct 1D – Preferred Maximum Building Height is 16.0m (4 storeys) above natural ground level.
 - Sub-Precinct 1E – Preferred Maximum Building Height is 22.0m (6 storeys) above natural ground level.

Any additional comments regarding preferred maximum building height in this Precinct? _____

PRECINCT 2 – TRANSPORT INTERCHANGE, COMMUNITY AND EDUCATION

Precinct 2 is a transport and mixed use hub providing retail, hospitality, community, civic and institutional uses at the ground level, with residential, office, accommodation and other uses on upper levels.

Under this Plan, new open space as well as more pedestrian and cycle connections would be introduced in key locations. Community focused options for redeveloping Council owned land would also be investigated.

See the Map below for key actions and improvements across Precinct 2.

This section of the survey seeks your feedback on four key aspects of Precinct 2 – the proposed new Sherlock and Hay's Park, proposed changes to Young Street, additional planting along Fletcher Road, and building heights.

Sherlock and Hay's Park:

During the *Emerging Ideas Consultation* 69% of respondents supported a new Sherlock and Hay's Park. The Draft FMAC proposes Action P2-1 Sherlock and Hay's Site Redevelopment to 'Develop a business case for the development of the Sherlock and Hay's Site to provide a new Civic Centre and Council Offices.'

What is your level of comfort with this draft action?

- Comfortable
- Unsure
- Uncomfortable

Young Street:

During the *Emerging Ideas Consultation*, the following levels of support were given for ideas regarding Young Street:

- 70% of respondents were unsure or unsupportive of removing through traffic on Young Street (between Balmoral Street and Ross Smith Avenue East)
- 55% of respondents were unsure or unsupportive of converting Young Street Car Parks (122-124 and 170 Young Street) for public space
- 25% of respondents were unsure or unsupportive of creating additional greenery and wider footpaths along Young Street (between Playne and Wells Street)

In response to this feedback, Action P2-4 in the draft FMAC proposes upgrading Young Street (between Wells Street and Playne Street).

Young Street between Wells and Playne Street provides a key connection between the Arts precinct and the station. A future streetscape upgrade will to re-balance the road space to create additional greenery and wider

footpaths. Future detailed work will explore an opportunity to widen the public realm on the southern side of the street to integrate with a potential future open space on the Sherlock and Hayes site.

What is your level of comfort with this draft action?

- Comfortable
- Unsure
- Uncomfortable

Additional planting along Fletcher Road:

Key Action P2-8 aims to implement additional canopy tree and understorey planting along Fletcher Road to create a green edge to the FMAC.

What is your level of comfort with this draft action?

- Comfortable
- Unsure
- Uncomfortable

Building heights:

Due to Frankston being a Metropolitan Activity Centre (specifically *Planning Practice Note 60*), there is a clear expectation to deliver higher density housing.

We heard through the *Emerging Ideas Consultation* that 47% of respondents were unsure or unsupportive of high-density housing within the city centre. However there was support for residential designs that achieve greater affordability through clever design rather than increased density or height.

In response, the preliminary heights plan has been refined to provide further details on maximum preferred building heights per sub-precinct. This is shown in the following Map.

What is your level of comfort with the following preferred maximum building height in each sub-precinct of this Precinct?

- Comfortable
 - Unsure
 - Uncomfortable
- Sub-Precinct 2A – Preferred Maximum Building Height is 48.0m (14 storeys) above natural ground level.
 - Sub-Precinct 2B – Preferred Maximum Building Height is 41.0m (12 storeys) above natural ground level.
 - Sub Precinct 2C - Preferred Maximum Building Height is 22.0m (6 storeys) above natural ground level.

Any additional comments regarding preferred maximum building height in this Precinct? _____

PRECINCT 3 – ARTS ENTERTAINMENT AND GOVERNMENT SERVICES

Precinct 3 is an arts and entertainment focused precinct anchored by the Frankston Arts Centre, providing hospitality, entertainment, retail and arts-based uses along Playne and Young Streets, office and residential uses along Davey Street, and primarily residential uses along Plowman Place.

Under this Plan, Playne Street would be upgraded to create a spacious and green street. Residential, office, accommodation and other uses will be provided on upper levels. Options for car parking would be explored as well as a masterplan for the Arts Centre and Library to enhance it as the premier arts and entertainment destination.

See the Map below for key actions and improvements across Precinct 3.

This section of the survey seeks your feedback on three key aspects of Precinct 3 – additional planting along Playne Street, Masterplan for Arts Centre and Library, and building heights.

Additional planting along Playne Street:

Key Action P3-1 aims to upgrade Playne Street to create a spacious, green street providing an artistic journey connecting the arts centre to the foreshore. The upgrade should provide:

- Wider footpaths paved with high quality surfaces that integrate with wider streetscape palette.
- On-road bicycle lanes in each direction.
- Re-configuration of parking and narrower traffic lanes.
- Additional tree planting and extended vegetated median.
- Water Sensitive Urban Design treatment to passively irrigate vegetation.
- Additional pedestrian crossings.
- Public art and a gateway treatment at Nepean Highway.

What is your level of comfort with this draft action?

- Comfortable
- Unsure
- Uncomfortable

Masterplan for Arts Centre and Library:

Key Action P3-3 aims to develop a masterplan for the Arts Centre and the Library to enhance it as the premier arts and entertainment destination in the south east region and provide for better integration into the City Centre Precinct.

What is your level of comfort with the following considerations in this draft action?

- Comfortable
 - Unsure
 - Uncomfortable
-
- Complimentary uses that could be provided on the site i.e. gallery spaces that would make the facility a regional destination.
 - Ground level uses that would activate the street and adjoining spaces.
 - Enhanced forecourts to Davey and Playne Street.
 - Expand the current Library and Arts Centre facilities and forecourt spaces'
 - Improved physical connections from Playne Street into the Library and Arts Centre

Multi-Deck Car Park:

Key Action P3-4 would develop concepts for a multi-deck car park on 170R Young Street which include primary access from Davey Street, ground level activation and potential for offices or affordable housing on the upper levels of development.

What is your level of comfort with this draft action?

- Comfortable
- Unsure
- Uncomfortable

Building heights:

Due to Frankston being a Metropolitan Activity Centre (specifically *Planning Practice Note 60*), there is a clear expectation to deliver higher density housing. We heard through the *Emerging Ideas Consultation* that 47% of respondents were unsure or unsupportive of high-density housing within the city centre

However, there was support for residential designs that achieve greater affordability through clever design rather than increased density or height. In response, the preliminary heights plan has been refined to provide further details on maximum preferred building heights per sub-precinct.

This is shown in the following Map.

What is your level of comfort with the following preferred maximum building height in each sub-precinct of this Precinct?

- Comfortable
 - Unsure
 - Uncomfortable
-
- Sub-Precinct 3A – Preferred Maximum Building Height is 41.0m (12 storeys) above natural ground level.
 - Sub-Precinct 3B – Preferred Maximum Building Height is 35.0m (10 storeys) above natural ground level.
 - Sub-Precinct 3C – Preferred Maximum Building Height is 35.0m (10 storeys) above natural ground level.
 - Sub Precinct 3D - Preferred Maximum Building Height is 22.0m (6 storeys) above natural ground level.

Any additional comments regarding preferred maximum building height in this Precinct? _____

PRECINCT 4 – WATERFRONT

Precinct 4 is a thriving hospitality and entertainment precinct focused on Kananook Creek and Nepean Highway.

Under this Plan, the Nepean Boulevard and Kananook Creek Boulevard would be transformed into a more vibrant pedestrian focused precinct. Ground level uses will include hospitality, entertainment and retail, with residential, office, accommodation and other uses on upper levels.

See the Map below for key actions and improvements across Precinct 4.

Nepean Boulevard pedestrian precinct:

As shown in the Map below, Key Action P4-1 aims to transform Nepean Boulevard to become a vibrant pedestrian focused precinct in the Waterfront Precinct. The action proposes the upgrade should provide:

- Increased footpath space to support outdoor dining enable retail uses to spill out into the street space.
- A distinctive sense of place, with high quality pavements, furnishings, lighting and signage
- Additional signatures within the median and along the retail edge to reinforce the iconic Fig trees
- Water Sensitive Urban Design (WSUD) treatments to improve environmental performance of the highway.
- Bike lanes in each direction.
- Retention of on-street parking.

The images below provide an impression of how Nepean Highway could be transformed.

The median and existing fig trees remain in their current location

What is your level of comfort with this proposed transformation?

- Comfortable
- Unsure
- Uncomfortable

Kananook Creek Boulevard Upgrade:

Key Action P4-2 proposes to create a Kananook Creek Boulevard which would become a pedestrian focused street that capitalises on its unique position adjacent to Kananook Creek. The road reserve will maintain its current width however a 3.0m ground level setback for development will provide for outdoor dining space clear of the footpath. An artists impression is shown below.

What is your level of comfort with this draft action?

- Comfortable
- Unsure
- Uncomfortable

Building heights:

Due to Frankston being a Metropolitan Activity Centre (specifically Planning Practice Note 60), there is a clear expectation to deliver higher density housing.

We heard through the *Emerging Ideas Consultation* that 47% of respondents were unsure or unsupportive of high-density housing within the city centre. However, there was support for residential designs that achieve greater affordability through clever design rather than increased density or height. In response, the preliminary heights plan has been refined to provide further details on maximum preferred building heights per sub-precinct.

This is shown in the following Map.

What is your level of comfort with the following preferred maximum building height in each sub-precinct of this Precinct?

- Comfortable
 - Unsure
 - Uncomfortable
-
- Sub-Precinct 4A – Preferred maximum Building Height is 41.0m (12 storeys) above natural ground level.
 - Sub-Precinct 4B – Preferred Maximum Building Height is 35.0m (10 storeys) above natural ground level
 - Sub-Precinct 4C – Preferred maximum Building Height is 41.0m (12 storeys) above natural ground level.
 - Sub-Precinct 4D – Preferred maximum Building Height is 41.0m (12 storeys) above natural ground level.

Any additional comments regarding preferred maximum building height in this Precinct? _____

PRECINCT 5 - NEPEAN BOULEVARD NORTH

Precinct 5 is a mixed use gateway to the FMAC providing for residential, office, accommodation and commercial uses with local retail and hospitality opportunities.

Under this Plan, the Nepean Highway would be upgraded to create a green boulevard providing a highly engaging environment for people with additional pedestrian crossings at key locations.

See the Map below for key actions and improvements across Precinct 5.

Nepean Boulevard:

Key Action P5-1 aims to transform Nepean Boulevard to create a green boulevard providing a highly engaging environment for people. The action proposes the upgrade should include:

- A memorable gateway experience at Mile Bridge enhanced through iconic tree planting, lighting, integrated art opportunities or significant signage.
- Avenue canopy tree planting.
- Enhanced footpath spaces to create safer and higher amenity spaces for people.

What is your level of comfort with this draft action?

- Comfortable
- Unsure
- Uncomfortable

Building heights:

Due to Frankston being a Metropolitan Activity Centre (specifically *Planning Practice Note 60*), there is a clear expectation to deliver higher density housing. We heard through the *Emerging Ideas Consultation* that 47% of respondents were unsure or unsupportive of high-density housing within the city centre.

However, there was support for residential designs that achieve greater affordability through clever design rather than increased density or height. In response, the preliminary heights plan has been refined to provide further details on maximum preferred building heights per sub-precinct.

This is shown in the following Map.

What is your level of comfort with the following preferred maximum building height in each sub-precinct of this Precinct?

- Comfortable
 - Unsure
 - Uncomfortable
-
- Sub-Precinct 5A – Preferred Maximum Building Height is 12.0m (3 storeys) above natural ground level.
 - Sub-Precinct 5B – Preferred Maximum Building Height is 28.0m (8 storeys) above natural ground level.
 - Sub-Precinct 5C – Preferred Maximum Building Height is 41.0m (12 storeys) above natural ground level.
 - Sub-Precinct 5D – Preferred Maximum Building Height is 28.0m (8 storeys) above natural ground level.
 - Sub-Precinct 5E – Preferred Maximum Building Height is 28.0m (8 storeys) above natural ground level.
 - Sub-Precinct 5F – Preferred Maximum Building Height is 12.0m (3 storeys) above natural ground level.

Any additional comments regarding preferred maximum building height in this Precinct? _____

PRECINCT 6 - CRANBOURNE ROAD GATEWAY

Precinct 6 is a mixed use gateway providing for medical, office, commercial and complimentary residential uses.

Under this Plan, planting along Fletcher Road would be introduced to create a green edge to the FMAC.

See the Map below for key actions and improvements across Precinct 6.

Additional planting on Fletcher Road:

Key Action P6-1 aims to implement additional canopy tree and understorey planting along Fletcher Road to create a green edge to the FMAC.

What is your level of comfort with this draft action?

- Comfortable
- Unsure
- Uncomfortable

Building heights:

Due to Frankston being a Metropolitan Activity Centre (specifically *Planning Practice Note 60*), there is a clear expectation to deliver higher density housing. We heard through the *Emerging Ideas Consultation* that 47% of respondents were unsure or unsupportive of high-density housing within the city centre.

However, there was support for residential designs that achieve greater affordability through clever design rather than increased density or height. In response, the preliminary heights plan has been refined to provide further details on maximum preferred building heights per sub-precinct.

This is shown in the following Map.

What is your level of comfort with the following preferred maximum building height in each sub-precinct of this Precinct?

- Comfortable
 - Unsure
 - Uncomfortable
-
- Sub-Precinct 6A - Preferred Maximum Building Height is 22.0m (6 storeys) above natural ground level.
 - Sub-Precinct 6B - Preferred Maximum Building Height is 16.0m (4 storeys) above natural ground level.

Any additional comments regarding preferred maximum building height in this Precinct? _____

SECTION 3: FUTURE ASPIRATIONS AND ADDITIONAL COMMENTS

How does the draft FMAC Strategic Plan meet your aspirations for the future of Frankston over the next 20 years?

Do you have any additional comments about the FMAC Strategic Plan? _____

DEMOGRAPHIC QUESTIONS

We ask these questions to understand who we have collected feedback from which helps in reporting back to the community.

What is your connection to the FMAC? (select all that apply)

- Live within the FMAC boundary
- Live within Frankston municipality, outside of the FMAC
- Own a property within FMAC, live elsewhere
- Work within the FMAC
- Study within the FMAC
- Use services within the FMAC
- Visit or drive through the FMAC
- Own/operate a business within the FMAC
- Other (please specify)

How long have you had these connections?

- Less than 12 months
- 1 – 3 years
- 4 – 10 years
- 11 – 15 years
- Greater than 16 years

I identify as...

- Female
- Male
- I prefer not to say
- Self-identification

How old are you?

- Under 11 years
- 12 – 17 years
- 18 – 24 years
- 25 – 34 years
- 35 – 49 years
- 50 – 59 years
- 60 – 69 years
- 70 – 79 years
- 80 years plus
- Prefer not to say

Where do you live?


- Carrum Downs
- Frankston CBD
- Frankston North
- Frankston South
- Karingal
- Langwarrin
- Langwarrin South
- Outside of Frankston City
- Prefer not to say
- Sandhurst
- Seaford
- Skye

Do you have a disability which requires assistance?

- Yes
- No
- Prefer not to say

Appendix D: Pop-up posters

FRANKSTON METROPOLITAN ACTIVITY CENTRE
Our Vision



Frankston is the capital of the South East — a vibrant and diverse city centre boasting a strong beachside character.


It is a place where all residents and visitors can take part in a range of learning, employment and recreational opportunities, and arts and cultural experiences that are unsurpassed in the region.

The lifestyle qualities of Frankston are enriched by a strong connection to its natural assets — the waterfront and Kananook Creek.

There is a strong sense of pride in the streets and public spaces. The city centre is a people-oriented, thriving place for business and an inspiring

place to be in due to the quality of landscaping, public art and architecture. Everyone is welcome to engage in public events and to socialise in the streets.

Frankston is a great place to live, with a range of housing choices that are close to everything. Residents benefit from opportunities for walking, cycling or using public transport to access their daily needs.




Does this updated vision reflect your aspirations for Frankston (MAC) in 20 years?

Yes	Maybe	No

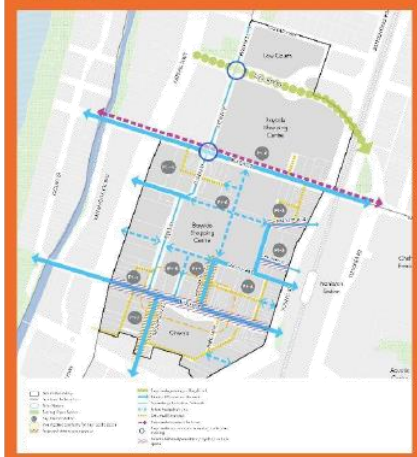
Following the Emerging Ideas Consultation in April/May, the following two changes were made:

- 1 Removing the mention of the Mornington Peninsula.
- 2 Emphasising the natural assets of the waterfront and Kananook Creek.

PRECINCT 1
City Centre



Frankston's City Centre and retail core
Key city centre streets and laneways would be upgraded and locations for a new public plaza in the heart of City Centre would be explored.



Action **What is your level of comfort?** **Leave your comments here**

Wells Street Plaza / Square Investigation (Key Actions Pa-5)
Identify a suitable location for a new public plaza/town square in the heart of the Wells Street retail strip.

Activation of laneways
The role and function of each laneway and an assessment of their suitability for activation.
A continued approach to providing orientated signage for the laneway network on walls and ground surfaces. Encouraging businesses to screen bins and loading areas.
Allowing for the location of removable furniture within the laneway while maintaining a clear path for access.
Providing for the clearing of laneways and removing signage above appropriate.
Utilising lighting to shape the character and experience of the space while providing a safe environment at all hours.
Ensuring access for loading and deliveries to early morning where pedestrian activity is lower.

PRECINCT 2 Transport Interchange, Community and Education

A transport and mixed use hub
New open space as well as more pedestrian and cycle connections would be introduced in key locations. Community focused options for redeveloping Council owned land would also be investigated.

Action	What is your level of comfort?	Leave your comments here
Sherlock and Hay's Park (Action Pa-3) Develop a business case for the development of the Sherlock and Hay's Site to provide a new Civic Centre and Council Offices.		
Young Street (Action Pa-4) Upgrade Young Street (between Wells Street and Playne Street). Young Street between Wells and Playne Street provides a key connection between the Arts precinct and the station. A future streetscape upgrade will to re-balance the road space to create additional greenery and under footpaths. Future detailed work will explore an opportunity to widen the public realm on the southern side of the street to integrate with a potential future open space on site.		

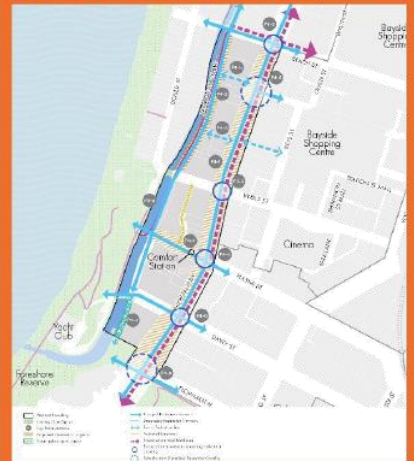
PRECINCT 3 Arts Entertainment and Government Services


An arts and entertainment focused precinct
Playne Street would be upgraded to create a spacious and green street. Options for car parking would be explored as well as a masterplan for the Arts Centre and Library to enhance it as the premier arts and entertainment destination.

Action	What is your level of comfort?	Leave your comments here
Multi-Deck Car Park on Young Street (Key Action Pa-4) Develop concepts for a multi-deck car park on 270ft Young Street. This would include primary access from Davey Street, ground level activation and potential for offices or affordable housing on the upper levels of development.		
Masterplan for Arts Centre and Library (Key Action Pa-3) Develop a master plan for the Arts Centre and the Library to enhance it as the premier arts and entertainment destination in the south east region and provide for better integration into the City Centre Precinct. Complimentary uses that could be provided on the site (i.e. gallery spaces that would make the facility a regional destination) Ground level uses that would activate the street and adjoining spaces. Enhanced forecourts to Davey and Playne Street. Expand the current Library and Arts Centre facilities and forecourt spaces. Improved physical connections from Playne Street into the Library and Arts Centre.		

PRECINCT 4 Waterfront


Frankston's Waterfront – a thriving hospitality and entertainment precinct
The Nepean Boulevard and Kananook Creek Boulevard would be transformed into a more vibrant pedestrian focused precinct.



Action	What is your level of comfort?	Leave your comments here
<p>Nepean Boulevard pedestrian precinct (Key Action Ps.1)</p> <p>Transform Nepean Boulevard to become a vibrant pedestrian focused precinct in the Waterfront Precinct. The action proposes the upgrade should provide:</p> <ul style="list-style-type: none"> - Increased footpath space to support outdoor dining and retail uses to spill out into the street space. - A distinct sense of place with high quality pavements, furniture, lighting and signage. - Additional signage with the motion and along the route to reinforce the scenic greens. - Water Sensitive Urban Design (WSUD) elements to improve environmental performance of the highway. - Bike lanes in each direction. - Retention of on-street parking. <p>The images below provide an impression of how Nepean Highway could be transformed.</p> 		
<p>Kananook Creek Boulevard Upgrade (Key Action Ps.2)</p> <p>Create a Kananook Creek Boulevard which would become a pedestrian focused street that capitalises on its unique position adjacent to Kananook Creek.</p> <p>The road reserve will maintain its current width however a 3.0m ground level setback for development will provide for outdoor dining space clear of the footpath.</p>		

PRECINCT 5 Nepean Boulevard North


The Nepean Boulevard Gateway to the city centre
The Nepean Highway would be upgraded to create a green boulevard providing a highly engaging environment for people with additional pedestrian crossings at key locations.



Action	What is your level of comfort?	Leave your comments here
<p>Nepean Boulevard Upgrade (Key Action Ps.1)</p> <p>Transform Nepean Boulevard to create a green boulevard providing a highly engaging environment for people. The action proposes the upgrade should include:</p> <ul style="list-style-type: none"> - A memorable gateway experience at Mile Bridge enhanced through iconic tree planting, lighting, integrated art opportunities or significant signage. - Avenue canopy tree planting. - Enhanced footpath spaces to create safer and higher amenity spaces for people. 		
<p>Nepean Highway Pedestrian crossings (Key Action Ps.2)</p> <p>Provide two new additional signalised pedestrian crossings along the Nepean Highway.</p> <p>These crossings will align with existing beach access points.</p>		

PRECINCT 6 Cranbourne Road Gateway

Cranbourne Road Gateway
A mixed-use precinct which will provide for a range of commercial and residential uses.
Planting along Fletcher Road would be introduced to create a green edge to the FMAC.



Action	What is your level of comfort?	Leave your comments here
Additional planting on Fletcher Road (Key Action P6-a) Implement additional canopy tree and understorey planting along Fletcher Road to create a green edge to the FMAC.		

Appendix E: Walking tour flyers

Walking Tour #1

Share information about your connection to the FMAC

By answering these questions you are helping us to understand who we've heard from.

1. What is your connection to the FMAC? (select all that apply)

☐ Live within the FMAC boundary ☐ Live within Frickleton, outside the FMAC ☐ Work within the FMAC ☐ Study within the FMAC ☐ Visit or drive through the FMAC ☐ Other (please specify)

2a. On an average day how would you get to Frankston Activity Centre? (specify below)

2b. If by car, are you open to parking at the edge of FMAC and walking the rest of the way? (specify below)

3. What is your gender?

☐ Female ☐ Male ☐ Identify as ☐ Prefer not to say

4. How old are you?

☐ Under 11 years ☐ 12 – 21 years ☐ 22 – 24 years ☐ 25 – 34 years ☐ 35 – 48 years ☐ 50 – 59 years ☐ 60 – 69 years ☐ 70 – 79 years ☐ 80 years plus ☐ Prefer not to say

5. Where is home? (specify below)

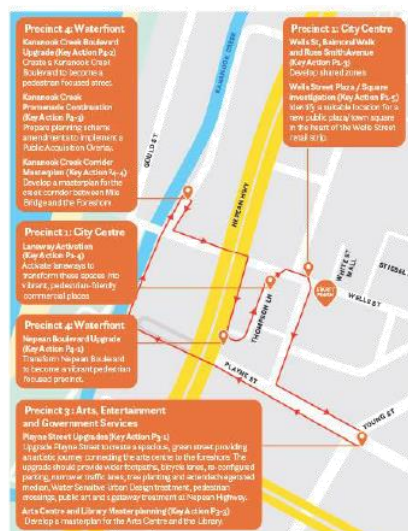
6. Do you have a disability which requires assistance?

☐ Yes ☐ No ☐ Prefer not to say



Share your feedback on the emerging ideas

Our Walking Tour Today



If any of the proposed changes concern you, please tell us more:

[illegible]

If you think anything has been missed, please tell us more:

[illegible]

Walking Tour #2 (cancelled)

Share information about your connection to the FMAC

By answering these questions you are helping us to understand who we've heard from.

1. What is your connection to the FMAC? (select all that apply)

- ☐ Live within the FMAC boundary ☐ Live within Frankston, outside the FMAC ☐ Work within the FMAC ☐ Study within the FMAC ☐ Visit or drive through the FMAC ☐ Other (please specify)

2a. On an average day how would you get to Frankston Activity Centre? (specify below)

2b. If by car, are you open to parking at the edge of FMAC and walking the rest of the way? (specify below)

3. What is your gender?

- ☐ Female ☐ Male ☐ Identify as ☐ Prefer not to say

4. How old are you?

- ☐ Under 11 years ☐ 12 – 17 years ☐ 18 – 24 years ☐ 25 – 34 years ☐ 35 – 44 years ☐ 45 – 54 years ☐ 55 – 64 years ☐ 65 – 74 years ☐ 75 years plus ☐ Prefer not to say

5. Where is home? (specify below)

6. Do you have a disability which requires assistance?

- ☐ Yes ☐ No ☐ Prefer not to say

It's our time... Frankston City Centre is changing!

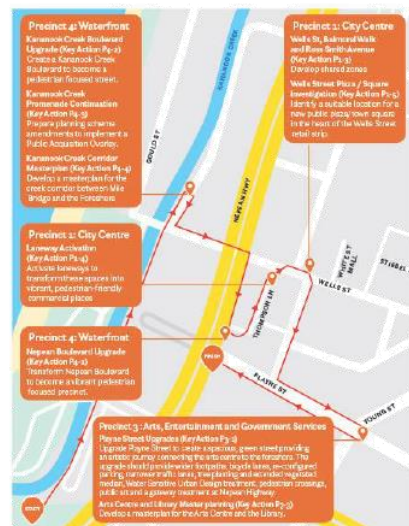
Walking Tour
Council is preparing a new Structure Plan for the Frankston Metropolitan Activity Centre. This long term 20-year plan will guide how Council invests money in the city centre, the types of development encouraged as well as infrastructure and public space such as parks, bike paths and pedestrian access. To kick off this conversation with the community, we've developed an Emerging Ideas Paper and we would love your feedback.

Have your say along the way today or through the online survey until 12 December 2022

The draft Structure Plan is viewed at: enggafrankstonvic.gov.au/Frankston_City_Centre

Share your feedback on the emerging ideas

Our Walking Tour Today



If any of the proposed changes concern you, please tell us more:

If you think anything has been missed, please tell us more:

Appendix F: Festival of Lights drawings





Frankston Metropolitan Activity Centre

Draft Structure Plan

October 2022

Prepared by:
Tract Consultants

Published October 2022

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Acknowledgment of Country

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.

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Glossary of Terms

ACZ	Activity Centre Zone - A planning zone used to apply land use and built form Controls in Activity Centres.
Activity Centre	An area that provides for shopping, services, employment, housing, transport and social interaction. Activity centres are commonly known as town centres.
DoT	Department of Transport - The State Government department that manages arterial roads and the public transport network.
Equitable Access	An approach where development considers its impact on the amenity of neighbouring sites by limiting overshadowing, overlooking and ensuring outlook and views are maintained. This should consider both existing uses and future development outcomes on neighbouring sites.
ESD	Environmentally Sustainable Design - The purpose of Environmentally Sustainable Design is to reduce impacts in the construction and use of buildings on the natural environment, whilst improving the comfort of the inhabitants.
Fine-grain subdivision	An urban environment where there are relatively narrow shopfronts (generally less than 10 metres in width) providing for a high level of visual interest, and diverse range of uses and experiences within the street.
FMAC	Frankston Metropolitan Activity Centre
Hospitality	Land uses such as restaurants, cafes and hotels that provide food, drink, entertainment and accommodation
Night time economy (NTE)	Refers to retail and hospitality activity occurring after the conclusion of 'normal' business hours (around 5 or 6pm). Broadly, most NTE activities occur in the hours before midnight, though in some centres there may be a role for activities beyond midnight, extending to 6am.
Primary Active Frontage	Building frontage which contains uses that promote a high level of activity and interaction with the street. This includes shops, cafes and restaurants.
Principal Pedestrian Network	A strategic network of pedestrian routes that encourage walking for transport. A high level of amenity and priority for pedestrians will be provided along a Principal Pedestrian Network
Retail	Land uses providing for the sale of goods and services to consumers.
Secondary Retail	Retail uses that have limited customer activity
Street Wall	The wall of a building that is closest to the street boundary.
Streetscape	The visual elements of a street, including the road, adjoining buildings, street furniture, trees and open spaces, etc, that combine to form the street's character.
WSUD	Water Sensitive Urban Design - An approach to the planning and design of public spaces such as streets and parks to provide for the treatment of stormwater before it enters waterways.

1. Introduction



1.1. Project Background

As a designated Metropolitan Activity Centre, Frankston is emerging as one of Melbourne's most important commercial precincts, transforming itself into a vibrant new 'city away from the city.'

The Frankston City Centre represents a unique and strategic asset for Melbourne, with the opportunity to establish itself as the key economic and social hub within the south east. The Centre's waterfront location combined with existing transport, education, health, retail and recreational infrastructure underpins Frankston's potential to facilitate not only its own economic growth, but also the broader Mornington Peninsula and surrounding residential areas.

Over the next 20 years the Frankston Metropolitan Activity Centre (FMAC) will need to cater to a substantial increase in employment uses, retail and housing. The Draft Structure Plan sets out a framework to guide development within the FMAC providing clear direction on land uses, housing, built form, employment, streetscapes and open space, and movement and transport.

The Structure Plan will not only plan for the future growth and changing population but also recognise the importance of making improvements for the people that currently live in and visit the Centre.

1.2. The Frankston Metropolitan Activity Centre Structure Plan, 2015

In 2015, the Frankston Metropolitan Activity Centre (FMAC) Structure Plan was adopted by Council. It provided a range of recommendations for infrastructure and public realm improvements, a number of which have been further developed or delivered by Council.

The 2015 Structure Plan also provided Built Form and Design recommendations including height controls. These recommendations were only partly implemented into the planning scheme, leaving the majority of the FMAC without any guidance for the preferred development outcomes. With significant development interest in the FMAC, it is critical that Council implements clear built form controls that seek to achieve exemplary development outcomes and provide more certainty for investment.

A number of key state government projects and policy changes have also arisen since 2015 which will influence the role and function of the FMAC. These include the Frankston Hospital upgrade, the Suburban Rail Loop Project, level crossing removals on the Frankston line, the release of Plan Melbourne 2017-2050 and a greater focus on the provision of affordable housing, particularly in locations which are well serviced by infrastructure.

With consideration of the above, Frankston City Council have undertaken a 'refresh' of the adopted 2015 Frankston MAC Structure Plan.

1.3. How to use the Draft Structure Plan

The Draft FMAC Structure Plan should be read in conjunction with the relevant technical reports outlined in Section 1.7. These reports provide analysis of the key issues and opportunities, and supporting strategic and technical information.

The Draft Structure Plan comprises the sections outlined opposite.

1. Introduction

Provides an overview of the project, this document, the FMAC boundary and the policy context.

2. Positioning the FMAC

Provides a description of the FMAC context, the community, future land use projections and opportunities and influencing projects.

3. The Vision

Provides a 20 year vision for the growth and development of the FMAC.

4. The Strategic Response

A strategic framework providing recommendations across the entire FMAC under four themes to achieve the Vision.

5. The Precincts

Outlines specific projects and detailed built form recommendations across six precincts.

6. Implementation

An overview of the next steps required for implementation of the Structure Plan.

1.4. The Frankston Metropolitan Activity Centre

1.3.1. The Structure Plan Boundary

The Structure Plan Boundary encompasses the retail and commercial areas of the FMAC as well as the peripheral precincts of Nepean Highway and Cranbourne Road.

The delineation of the boundary has been guided by the State Government's Practice Note 58 - Structure Planning for Activity Centres, which outlines a number of criteria for determining the boundary. The boundary serves an important role in providing a focus for the application of future projects, planning policies and controls. Some areas within the FMAC may experience limited change whilst other areas may experience greater transformation.

Six Precincts have been identified within the FMAC which are broadly defined by land uses, road and rail infrastructure. The Precincts Include:

- Precinct 1 - City Centre
- Precinct 2 - Transport Interchange, Community and Education
- Precinct 3 - Arts, Entertainment and Government Services
- Precinct 4 - Waterfront
- Precinct 5 - Nepean Boulevard Gateway
- Precinct 6 - Cranbourne Road Gateway

Chapter 5 outlines detailed recommendations for each of the precincts.

1.3.2. Why has the 2015 Structure Plan Boundary been modified?

The 2015 Structure Plan Boundary covered a substantial area beyond the retail and commercial core of the FMAC. It incorporated surrounding residential areas, the Frankston Hospital, the Monash University and the Frankston Power Centre on the east side of McMahon's Road (Moorooduc Highway). Refer to Figure 1.

The 2015 Structure Plan also identified thirteen precincts and outlined a range of land use objectives for each precinct.

The current Structure Plan proposes to reduce the boundary. This will remove the areas outlined above and focus primarily on the commercial and mixed use zoned land within the central area of the FMAC and key gateway entrances. The boundary has been reduced for the following reasons:

- The Frankston Hospital and Monash University are identified in Plan Melbourne as a Health and Education Precinct. Council is proposing to undertake a separate study to that will set the future planning and design framework of this precinct. The study will also cover surrounding areas such as the Leawarra Station and the Power Centre and consider the impacts of the potential electrification of the Baxter Rail Line. As a result the Frankston Hospital and surrounding land, the Monash University and the Power Centre have been removed from the Structure Plan Boundary.
- In 2022, Frankston City Council will commence a Housing Strategy for the entire municipality. This will identify the future vision for housing in Frankston and identify areas of housing change. This Strategy will include the residential areas surrounding the FMAC and set out detailed recommendations for future planning zones and controls to deliver desired housing. As a consequence, the surrounding residential areas have been removed from the Structure Plan Boundary.

Figure Title



Figure 1. Structure Plan Boundary and Precincts

1.5. Key Project Stages

The FMAC Structure Plan is being developed across six key stages as outlined in Figure 2 opposite.

The Preparation of the Draft Structure Plan marks a significant milestone in the project providing an opportunity for the community to give their feedback on the vision and framework outlined in this document.

Following this feedback, the Structure Plan will be finalised and a planning scheme amendment prepared to implement its key land use and development recommendations.



Community engagement for the Emerging Ideas Paper



Figure 2. FMAC Structure Plan Stages

1.6. The Frankston Metropolitan Activity Centre Structure Plan - Emerging Ideas Paper

The Frankston Metropolitan Activity Centre Structure Plan Emerging Ideas Paper was developed to test a range of preliminary ideas for the future planning and development of the FMAC. The Paper included a preliminary Vision, 13 Key Directions and 42 ideas for future land use, built form, public realm and access improvements.

Community engagement was undertaken on the Paper in April and May 2022. Approximately 316 people participated in the engagement program, which was delivered through written and online surveys, community pop-up events, community and stakeholder workshops, walking tours and social media posts. Throughout the consultation program, 856 comments were received and seventeen written submissions.

As part of the Survey, participants were able to express their level of support for the Emerging Ideas. The most supported Ideas are outlined in Figure 3 opposite. Each of these ideas have been carried through into the Draft Structure Plan.



Emerging Idea	Community Support
Idea 3.2 - Additional events and festivals within the FMAC.	90%
Idea 1.1 - Rebuild and support the local retail and hospitality sector.	87%
Idea 6.3 - Upgrade Shannon Mall.	85%
Idea 1.4 - Leverage the broader employment opportunities from Health and Education	85%
Idea 10.4 - Connect Baxter Trail to the station and up to the Dandenong Road East shared path.	85%
Idea 12.2 - Provide real time digital signage for car parking.	85%
Idea 9.4 - Make it safer and easier to cross the rail line.	83%
Idea 9.1 - Create new pathway links through the FMAC that are direct and clear.	83%
Idea 3.1 - Strengthen the arts and entertainment precinct.	82%
Idea 10.5 - Extend the shared path along Dandenong Road East past Cricklewood Avenue, to the station.	82%
Idea 4.1 - Develop clear planning requirements for appropriate building design.	81%
Idea 7.3 - Improve pedestrian connections between Kananook Creek and the City Centre.	81%
Idea 3.3 - Enhance Kananook Creek as an events space.	80%

Figure 3. The Emerging Ideas with the highest community support

1.7. Policy Context and Influencing documents

Figure 4 outlines the key planning policy framework that applies to the FMAC and has influenced the development of the Draft Structure Plan. It also identifies a number of concurrent / previously prepared documents that have informed the Plan as well as technical studies that were prepared as part of this project. The scope of these technical studies is outlined below and the key findings are summarised in Chapter 2.

FMAC Structure Plan: Urban Design and Planning Assessment, Tract, 2022

The Planning and Urban Design Analysis Report outlines the planning context of the FMAC as well as opportunities for public realm, connections and built form improvements. It also includes a detailed assessment of built form across the FMAC and provides recommendations for future building heights, setbacks and other built form requirements/

Kananook Creek Built Form Review, Tract 2022

The Built Form Review provides for a detailed assessment of a number building height and setback scenarios for the Waterfront Precinct of the FMAC. It tests impacts on identified views, provides recommendations relating to overshadowing and other development outcomes. The findings from this report have been incorporated into the Draft Structure Plan.

Frankston MAC Structure Plan: Economic Assessment and Land Use Capacity, SGS 2022

This report provides an economic assessment of the FMAC and identifies the key drivers influencing its future growth and development. It provides an estimate of future employment, retail and housing demand in the FMAC, and assesses the capacity of the Centre to deliver the forecast growth.

FMAC Structure Plan: Transport and Movement Assessment Analysis, Institute for Sensible Transport 2021

This report provides an assessment of transport and movement across the FMAC identifying opportunities and constraints relating to walking, cycling, public transport, vehicle movement and car parking. It also compared options for the potential relocation of the bus interchange.

Planning Practice Notes

The Draft Structure Plan has also been developed in accordance with the following Planning Practice Notes:

- Planning Practice Note 56 – Activity Centre Zone
- Planning Practice Note 58 – Structure planning for activity centres
- Planning Practice Note 59 – The Role of Mandatory Provisions in Planning Schemes
- Planning Practice Note 60 – Height and setback controls for activity centres

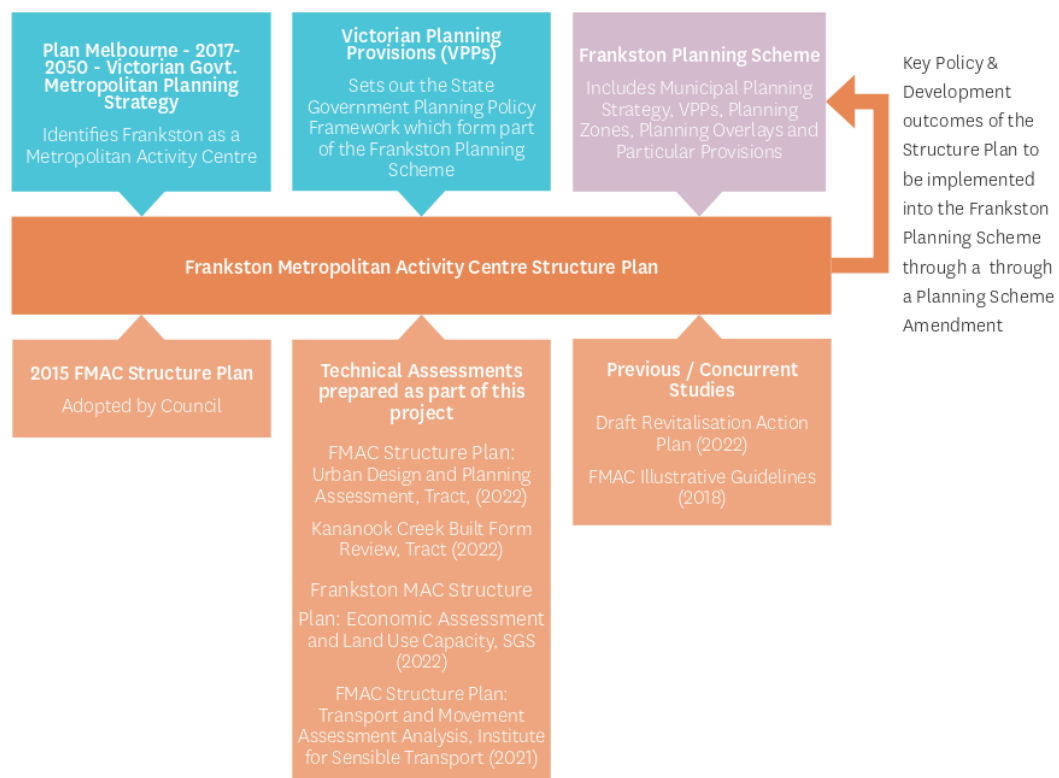
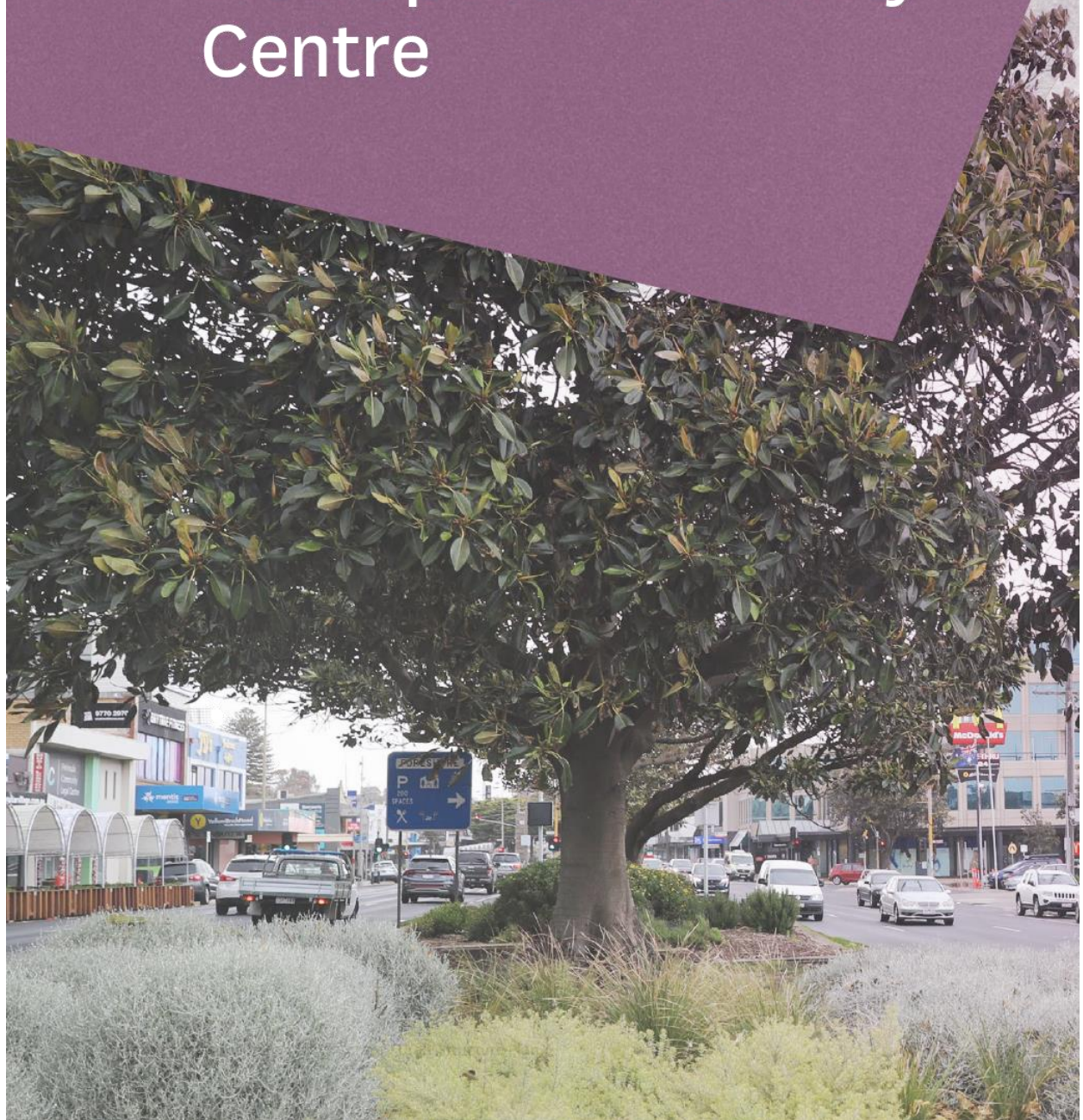


Figure 4. Planning Policy Framework Summary

2. Positioning the Frankston Metropolitan Activity Centre



2.1. Metropolitan Context

2.7.1. Plan Melbourne 2017-2050

In 2017 the State Government released Plan Melbourne Refresh, a document intended to guide growth across Victoria to 2050. The Plan identifies Frankston as one of nine existing Metropolitan Activity Centres.

The purpose of the Metropolitan Activity Centres as outlined in Plan Melbourne is to: 'provide a diverse range of jobs, activities and housing for regional catchments that are well served by public transport. These centres will play a major service delivery role, including government, health, justice and education services, as well as retail and commercial opportunities'¹

Plan Melbourne identifies that Metropolitan Activity Centres will need to accommodate significant growth and infrastructure while increasing amenity and connectivity into the regional catchment.

Plan Melbourne also identifies Frankston Hospital and the Monash University Precinct (Frankston) as a Health and Education Precinct. These precincts are places of state significance that will be a focus for investment and growth.

2.7.2. Regional Context

Frankston is located approximately 40km south east of the Melbourne CBD and positioned adjacent to Port Phillip Bay at the northern end of the Mornington Peninsula. The FMAC is unique among the Metropolitan Activity Centres in metropolitan Melbourne because of its bayside location and lifestyle opportunities.

Frankston is a major health and education hub for the south east metropolitan region and the Mornington Peninsula, anchored by the Frankston Hospital, a number of private hospitals, Monash University and Chisholm Frankston. It is also one of the largest retail centres outside the Melbourne CBD.

Frankston's service catchment extends north to include suburbs such as Seaford, east to include Cranbourne and south to include the Mornington Peninsula.

Frankston is recognised as a regional public transport node. The Transport Interchange, Community and Education Precinct provides rail and bus access to the Melbourne CBD and surrounding employment areas. The planned Suburban Rail Loop and potential electrification of the railway line to Baxter will further increase accessibility.

The Centre is very well serviced by road infrastructure with EastLink, the Frankston Freeway, Moorooduc Highway, Peninsula Link and the Nepean Highway connecting the Centre within metropolitan Melbourne and the Mornington Peninsula.

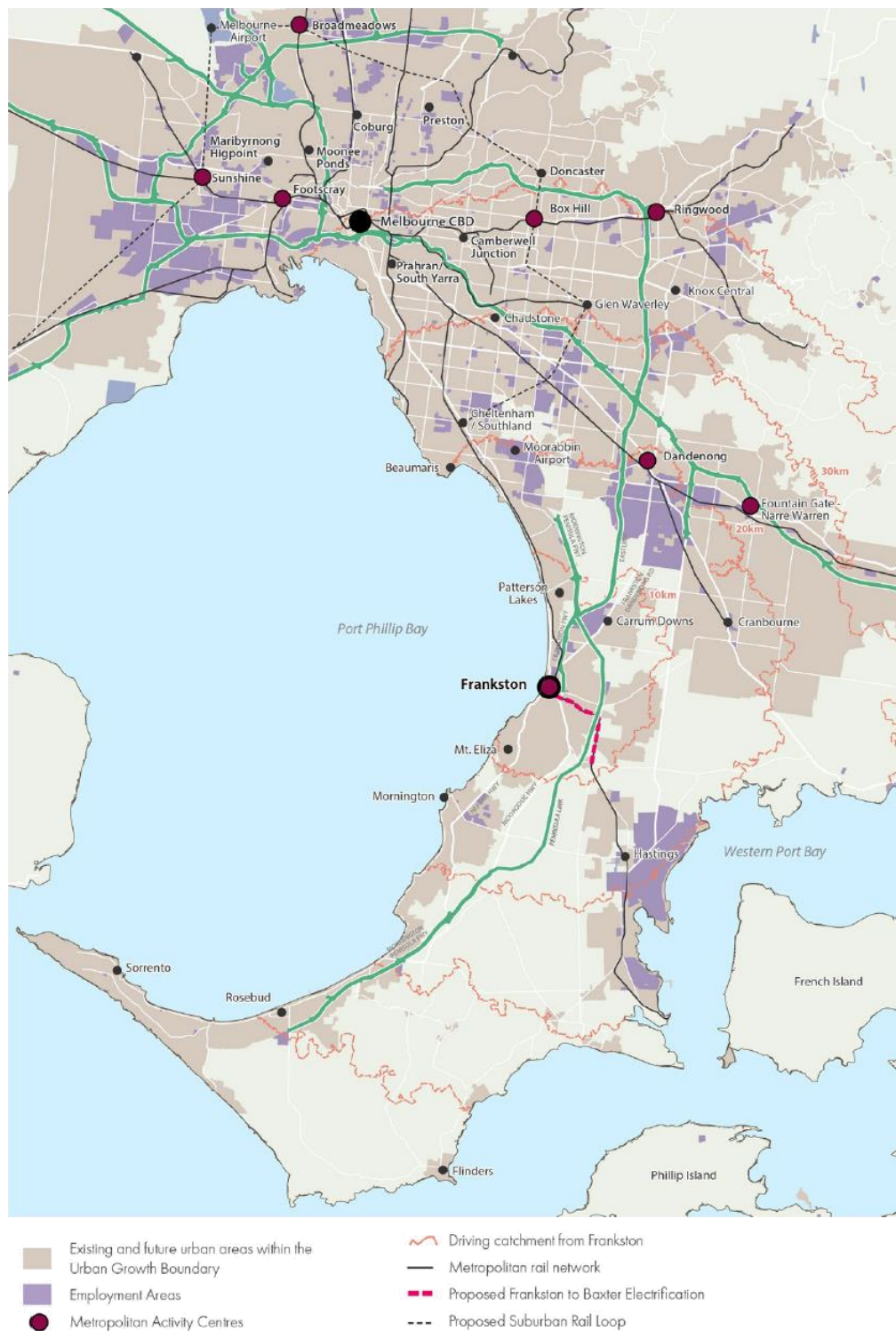


Figure 5. Regional Context Plan

2.2. Local Context

The FMAC has a number of distinctive natural features which are highly valued by the community and define its identity. The most significant natural feature is the foreshore, which is recognised as the jewel in the crown for the FMAC. Kananook Creek is another major natural asset however it is currently underutilised and is yet to reach its full potential.

Major open space areas including Beauty Park, Frankston Oval and the Botanical Gardens form a green edge to the city centre that connects down to the foreshore. The topography rises up to Olivers Hill providing spectacular views across the bay and back to the Melbourne CBD.

The Bayside Shopping Centre provides the focus for retail uses and has had a major physical impact on the street network and urban grain of Frankston. Street based retail is focused on Wells Street, Station Street Mall and Shannon Street Mall. Restaurant, cafe and entertainment uses are emerging across the FMAC and tend to be focused around Playne Street, Nepean Highway and some sections of Wells Street.

Other streets within the city centre accommodate a mix of secondary retail uses, service business and offices.

Chisholm Frankston, Monash University and Frankston Hospital are major institutions that serve both Frankston and the wider region. The Frankston Civic Centre, library, Frankston Arts Centre and Peninsula Aquatic Recreation Centre (PARC) also provide important community facilities within and adjoining the FMAC.

Public transport plays an important role in getting people into the city centre and provides access to other major employment areas. The railway station and bus interchange are both centrally located and easily accessed from the city centre, Chisholm Frankston and the surrounding residential areas.

“Frankston is blessed with an array of unique natural assets- which is at the heart of this exceptional Lifestyle opportunity”

Emerging Ideas Paper
Survey respondent



Figure 6. Existing Local Context Plan

2.3. The Frankston Community

The following provides a snapshot from the 2016 Census of the community within the Frankston Central geographic area as identified in the Frankston City Community Profile¹. This area is larger than the Structure Plan Boundary encompassing additional residential areas to the north, east and south.

10,307

Was the usual resident population of Frankston Central in 2016 living in 5,767 dwellings with an average household size of 1.97.

36.0%

Of people were of English ancestry followed by Australian (24.0%) and Irish (9.1%). Each of these proportions is substantially higher than Greater Melbourne.

48.1%

Of dwellings are medium density (attached dwellings like townhouses and 2-storey apartments). This is significantly higher than Greater Melbourne at 22.9%.

45.1%

Of households earned an income of less than \$1,000 per week, compared to 26.7% of households in Greater Melbourne. 9.2% of households in Frankston Central earned an income of \$2,500 or more per week

38.5%

Of households in Frankston were occupied by a lone person, which is substantially higher than Greater Melbourne at 22.0%.

18.0%

Of the workforce works in Health Care and Social Assistance, followed by Retail Trade at 10.9% and Construction at 9.9%

35-49

Is the most common age group comprising 21% of the population followed by young workforce (25 to 34) at 16.4%

69.1%

Of people traveled to work in a private motor car 9.6% took public transport and 5.5% rode a bike or walked.

1. Source: <https://profile.id.com.au/frankston/>

2.4. What are we Planning for?

2.3.1. Forecast growth and change for the FMAC

The FMAC is forecast to experience substantial growth and change over the next 20 years. It is important to plan for this growth so that new development aligns with the FMAC Vision and caters to the future population needs.

The following provides a summary of the key findings from the economic assessment undertaken as part of the Structure Plan.²

Employment

Baseline forecasts show employment for non-retail uses in the FMAC growing by around 2,800 jobs between 2021- 41 (1.2% increase per year on average). This converts to approximately 93,000 sq.m of additional of employment floor space. This will be primarily split between population services, knowledge services, and health and education floor space.

The FMAC will need to provide suitable developments to accommodate this forecast floor space. This could be provided within upper levels of mixed use buildings within the City Centre to ensure more active uses are provided at ground level. In addition, these uses could be provided in the peripheral gateway precincts where there is convenient vehicle access and parking.

By 2041...

The FMAC is forecast to provide:

93,000 sq.m

Of additional non-retail employment floor space

65,300 sq.m

Of additional retail and hospitality floor space

1,888

Additional dwellings

2. Frankston MAC Structure Plan: Economic Assessment and Land Use Capacity, SGS 2022

Retail and hospitality

Retail and hospitality is forecast to grow with demand for additional 65,300 sq.m of floor space by 2041.²

Retail will need to evolve will need to be increasingly innovative, unique and experience focused to align with changing trends and consumer expectations. High quality interconnected urban spaces, events and branding will be critical to supporting this sector.

Hospitality also has an opportunity to evolve and provide a greater amount of activity beyond the conclusion of normal business hours to provide a stronger night time economy (NTE).

Housing

Higher density housing development within the FMAC will be critical to supporting a more vibrant, sustainable and economically strong centre.

An ageing population and changes in the formation of households will result in a smaller share of traditional 'couple family with children' households. This trend, combined with growing preferences for more cosmopolitan living and affordability pressures, will create increased demand for a greater diversity of housing types within the local community.

Importantly, this will not result in a dramatic shift from large, detached houses to small high-rise apartments. Rather, it will drive demand for a wide range of products including townhouses, low-rise and bigger apartments and across a range of price points. In addition to providing a greater diversity of housing within the private market, there will be a growing need to support those most vulnerable in the community through increased social and affordable housing.

A range of forecast scenarios have been developed to understand the amount of housing that will be required in the FMAC by 2041 (refer to Figure 7 below). These scenarios present a range of demand outcomes dependent on the level of transformation that will be observed in the FMAC. If there is transformational change to infrastructure, the public realm and land uses in the FMAC, it would likely achieve a medium scenario, where there will be demand for 1,888 additional dwellings by 2041.

To achieve this scenario, there would need to be a significant shift to higher density housing, which would be located primarily within the central precincts of the FMAC where there is access to amenity and transport. This could be supported by mid-scale apartments and townhouses in the peripheral precincts of the FMAC.

Housing Demand Scenario	Additional Dwellings: 2021-2041
Baseline	300
Low	1,595
Medium	1,888
High	2,965

Figure 7. Housing Demand Scenarios for the FMAC²

2. Frankston MAC Structure Plan: Economic Assessment and Land Use Capacity, SGS 2022

2.3.2. Opportunities for the FMAC

The technical reports prepared as part of this project have identified the following opportunities which have informed the Draft Structure Plan.

Civic, Arts, Entertainment and Culture

Frankston has a rich arts culture anchored by the Frankston Arts Centre located on Davey Street. There is a significant opportunity to build on this facility and create an iconic 'heart' for the arts and entertainment along Davey and Playne Streets. This could be achieved through enhanced facilities, better integration with the railway station and City Centre streets and significant streetscape upgrades to Playne Street to support complimentary restaurants, cafes and entertainment uses.

Frankston currently provides a range of successful events across the year bringing the community together and strengthening the sense of pride in the City. As well as the social benefits, there are also significant economic benefits, providing a boost to local businesses and broader recognition of Frankston as a regional destination. There is an opportunity to expand on the success of these events with additional events and festivals across the year, and provide new and improved event spaces such as along Kananook Creek.

The Frankston Civic Centre is located at the periphery of the FMAC with limited integration with the city centre and ageing facilities. There is an opportunity to provide a new Civic Centre within the FMAC. Council is exploring a number of options, including, the Council owned Sherlock and Hay's site.



The Block Party in Frankston's laneways

Built Form and Design

The built form character of the FMAC has changed marginally since the Structure Plan was adopted by Council in 2015. Recently there has been significant development activity through planning permit applications and approvals. This activity is focused in locations where there is access to the water and views, such as along Kananook Creek and Plowman Place.

The Structure Plan will encourage new development across the FMAC to revitalise the streets and public spaces. High quality built form will enhance the skyline, better activate streetscapes and increase social and economic activity by providing opportunities for more people to live within the heart of the FMAC.

Future built form controls should seek to maximise development across the FMAC to support its role as a Metropolitan Activity Centre. These controls need to be balanced with a number of considerations such as overshadowing to key streets and open space, visual impact of development on key views and sensitive interfaces, and ensuring new development provides equitable development opportunities for future sites.



The Horizon apartment complex (currently under construction)
- Urban DC

“High density housing needs to be high end in design and quality”

Emerging Ideas Paper Survey respondent

Open Space and Streetscapes

The FMAC has great open space assets in its surrounds however it lacks parks and gathering spaces within the heart of the FMAC. Additional public space, and improved streetscapes and public realm would provide new spaces for residents, workers, students and visitors to relax, socialise and participate in community events.

The streets of the FMAC play an important role in providing space for people to not only walk and shop but also gather, socialise and enjoy the outdoors. There are opportunities to re-balance the streets so that they are not dominated by motor vehicles. Wider footpaths and additional greening will make many of the city centre streets more attractive, accessible and functional for people to use. Nepean Highway, Playne Street and Kananook Creek Boulevard present significant opportunities for revitalisation.

Walking and Cycling

A key ingredient of a successful centre is one where pedestrians and cyclists can move conveniently and safely between origins and destinations, and are enriched by a range of activities and experiences.

Across the FMAC cyclists and pedestrians are not a priority, due to the existing physical barriers. This includes missing links in the walking and cycling network, limited road space allocated to pedestrians and cyclists, and intersections that prioritise motor vehicle movement. There are significant opportunities to address these issues across the FMAC.

“It would be incredible to turn Wells St into a boulevard gateway down to the beach with the outdoor dining and vibrant/edgy/beach feel. So much potential in Frankston”

Emerging Ideas Paper Survey respondent

“I think that creating more green space and easier walking and cycle opportunities is vital.”

Emerging Ideas Paper Survey respondent

Vehicle Movement

The FMAC has a well-defined ring road network (Fletcher Road) that helps circulate traffic around the activity centre and out onto the arterial road network. The ring road currently underperforms in its role and many drivers prefer to drive through the centre of FMAC rather than use the ring road. This creates congestion and causes conflicts with buses, pedestrians, and cyclists.

Implementing measures that encourage drivers to use the ring road will improve local traffic and make the city centre more vibrant by removing unnecessary through-traffic from the city centre.

Car Parking

Car parking is a dominant land use in FMAC, with 8,160 parking bays. This comprises of 2,306 (28.3%) Council owned parking bays, 1,311 (16.1%) State Government owned bays, and 4,543 (55.7%) privately owned bays.³ Much of the car parking is located in the heart of the city centre, drawing thousands of cars into the core each day. This creates unnecessary congestion which reduces public transport efficiency and diminishes the pedestrian environment.

There are opportunities to provide new car parking facilities at the periphery of the FMAC that can be easily accessed from the ring road whilst being within a comfortable walking distance of key destinations.

Parking rates and time restrictions also vary significantly across the FMAC. Creating a consistent pricing framework for parking across FMAC will make it easier for people who need to drive to find a park. Incorporating new technology, such as real-time display signage, would also help lead drivers to available parking bays that may not be viewable from the car park entrance.

Public Transport

Frankston is an important public transport interchange for the broader region with 22 bus routes that connect with the Frankston Railway Station. Although recently upgraded, the bus interchange could be improved with additional signage directing people to relevant bus stops.

The efficiency of the bus network is reduced within the FMAC as buses are often stuck behind cars, particularly along Young Street and at key intersections of the FMAC. Traffic measures should be implemented to improve the efficiency of the network and enable more frequent services to be provided.

The relocation of the bus interchange to the east side of the railway line has been identified as an idea in a number of previous studies for the FMAC. The transport assessment undertaken as part of the Structure Plan assessed three options for bus interchange, including:

1. Bus interchange to remain in current Young Street location.
2. Bus interchange to relocate to Fletcher Road.
3. Bus interchange to be relocated to the Frankston Station car park to the east side of the railway line.

3. *FMAC Structure Plan: Transport and Movement Assessment Analysis, Institute for Sensible Transport 2021*

The assessment rated each option against 12 criteria outlined in Figure 8 below. The results found that current location on Young Street was the preferred location overall. Specifically, it was a preferred from a user experience and an operational perspective.

Criteria	1 - Young Street (current location)	2 - Fletcher Road	3 - Station car park
Proximity to station platforms	3	1	2
DDA proximity and ease of access	3	1	1
Pedestrian accessibility	3	2	1
Proximity to destinations	3	2	2
Amenity	3	1	1
Passive surveillance	2	1	1
Total User experience	2.8	1.3	1.3
Bus turning	2	1	2
Bus holding points	3	2	2
Bus direction of arrival	2	1	1
Total Operational	2.3	1.3	1.7
Parking spaces lost	3	1	1
Potential for broader amenity improvements	2	3	3
Potential to activate Fletcher Road	1	3	2
Total broader	2	2.3	2
Total	7.1	4.9	5

Figure 8. FMAC Bus Interchange comparison³

2.5. Influencing Projects

There are a number of major projects that currently have, or upon completion will have, a key impact on the role and function of the FMAC. Future planning will need to consider the integration of these projects in order to capitalise on investment and future opportunities. Projects that have recently been completed or are underway include:

Frankston Hospital Redevelopment

The Frankston Hospital is currently undergoing a \$1.1 billion redevelopment and expansion. It will provide for a 12-storey clinical services tower and main entrance, 130 more beds, new spaces for mental health and oncology services and 15 new operating theatres.

This will further strengthen the hospital as a major employment anchor in Frankston and could result in additional medical related uses occurring within areas surrounding the hospital.

Construction is underway, with the main works expected to be completed in 2025.

Chisholm Frankston Expansion

Stage 2 of Chisholm Frankston expansion is currently underway and the development will provide for a new three storey learning facility on the south east corner of the campus which will connect with the Stage 1 Learning and Innovation Precinct that was opened in 2019.

The redevelopment will strengthen the FMAC's education offerings and bring more students into the City Centre.



Frankston Hospital Redevelopment - Victorian Health Building Authority

Frankston Railway Line Level Crossing Removals

Along the Frankston Railway Line, a total of eleven level crossings have been removed. There are seven level crossing removals currently in planning or construction, and an additional two level crossings have been included on the removal list. Although these crossings are located outside of the FMAC boundary, their removal will improve access to Centre.

Suburban Rail Loop

The proposal will create an underground passenger railway route traversing through middle and outer suburbs of Melbourne connecting to many of the existing radial above-ground railway lines.

The first stage will connect Cheltenham and Box Hill providing people on the Frankston Rail Line with access to health, education, retail and employment precincts in Melbourne's south east and east. This improved access would make places like Frankston more attractive as a housing choice as it will be easier to access destinations on the radial railway lines.

Frankston to Baxter Rail Electrification

The project will provide for the duplication and electrification of the railway line between Frankston and Baxter.

New stations would be constructed at Frankston East, Langwarrin, and Baxter, and five level crossings would be removed as part of the project.

The Federal Government has committed \$225 million to the electrification project, however it would require additional funding to be delivered and at this stage the State Government hasn't made any funding commitments to the project.

If the project proceeds, it is likely to increase accessibility to the FMAC from parts of the Mornington Peninsula Shire. It would also enable more train stabling to occur at Baxter which would free up land around the existing Frankston Station.

Streetscape Improvement Projects

Council and State Government are working in partnership through the Frankston Revitalisation Program to improve the following Streets in 2022/2023:

- White Street Mall
- Stiebel Place Laneway

N.B. - these are not full streetscape upgrades, only improvements

Key Developments

Horizon Apartments - A nine storey, 79 apartment development located on Plowman Place. Site preparation is in progress and construction will commence in 2022.

12 Balmoral Walk - An eight storey mixed use commercial hub development, with approximately 14,000-square metres of office space. It is located centrally in the FMAC alongside the Bayside Shopping Centre with planned improvements to public space and pedestrian links. This project has planning approval and an extension of time has been granted to develop the design further.

Commuter Car Park - Federal and State funded multi-deck commuter car park to deliver up to 500 spaces. The project is expected to increase the capacity of the park and ride facilities at Frankston Railway Station. This project is expected to start construction in late 2022 and have completed construction by late 2023.



12 Balmoral Walk Design Concept - Vicinity Centres



Frankston Metropolitan Activity Centre - Draft Structure Plan

3. The Vision



3.1. The Vision for the Frankston Metropolitan

The Vision outlined below provides a statement for the preferred future of the FMAC up until the year 2040. It responds to community input and feedback received across the project and builds upon 'Our Community Vision 2040', which is the Vision developed by the Frankston community to articulate its long-term aspirations for the City.

"Frankston is the capital of the South East - a vibrant and diverse city centre boasting a strong beachside character.

It is a place where all residents and visitors can take part in a range of learning, employment and recreational opportunities, and arts and cultural experiences that are unsurpassed in the region.

The lifestyle qualities of Frankston are enriched by a strong connection to its natural assets - the waterfront and Kananook Creek.

There is a strong sense of pride in the streets and public spaces. The city centre is a people-oriented, thriving place for business and an inspiring place to be in due to the quality of landscaping, public art and architecture. Everyone is welcome to engage in public events and to socialise in the streets.

Frankston is a great place to live, with a range of housing choices that are close to everything. Residents benefit from opportunities for walking, cycling or using public transport to access their daily needs."



4. The Strategic Response

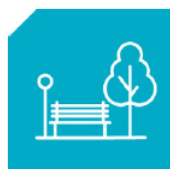


The Strategic Response for the FMAC Structure Plan outlines a range of Objectives, Strategies and Actions to plan for the growth and development of the Activity Centre in a holistic way. It is arranged under the four themes outlined below.



4.1 Activities and Land Use

The FMAC will strengthen its employment, service and retail role to become the capital of the south east. Employment opportunities will build upon the surrounding health and education anchors whilst attracting a variety of smaller and larger scale office tenants in new developments. Retail and hospitality uses will enliven the City Centre streets across the day and night supported by a schedule of regular events, and the regional arts and cultural precinct. A range of housing opportunities will be provided across the FMAC enabling people to live amongst the action.



4.3 Public Realm

The streets and open spaces of the FMAC will be beautiful, activated, inclusive and sustainable places that people want to spend time within. Streetscapes will be consistent in their design, through pavement treatment, generous footpaths and large street trees. New plazas and parks in the heart of the City Centre will provide much needed spaces for events, catching up with friends and family or just relaxing in the sun.



4.2 Built Form and Design

Development across the FMAC will seek to strengthen the beachside character and contribute to engaging and attractive streets. High density development will be provided across the FMAC whilst maintaining sunlight to key streets and public spaces, and addressing sensitive interfaces in an appropriate way. The connection to the foreshore and Kananook Creek will be strengthened across the precinct through new plazas and laneways, and visual breaks between buildings enabling residents, workers and visitors to enjoy views of the water from upper levels of buildings.



4.4 Movement and Transport

The streets of the FMAC will be places where people can move conveniently and safely between destinations through new links, and increased pedestrian priority. New bicycle connections will provide alternative ways to get around, and public transport will be enhanced and prioritised along key streets making it a more desirable option. The Ring Road will continue to provide a key vehicle access route that is supported by dedicated car parking facilities at the periphery of the city centre.

4.1. Activities and Land Use

4.1.1. Overview

The Vision seeks to provide a City Centre that is rich with employment opportunities and has a thriving retail and hospitality sector. This theme provides Centre-wide initiatives for how this will be achieved through land use and investment.

Figure 9 reflects the proposed future land use precincts across the FMAC, existing and future land use anchors, and locations for increased hospitality, entertainment and retail activity. An overview of the land use roles of each precinct is outlined below:

- **Precinct 1 - City Centre** - The retail core of the FMAC. It will provide for retail and hospitality uses at ground level with residential, office, accommodation, community and other uses on upper levels.
- **Precinct 2 - Transport interchange, Community and Education** - A transport and mixed use hub providing retail, hospitality, community, civic and institutional uses at the ground level, with residential, office, accommodation and other uses on upper levels.
- **Precinct 3 - Arts, Entertainment and Government Services** - An arts and entertainment focused precinct anchored by the Frankston Arts Centre, providing hospitality, entertainment, retail and arts-based uses along Playne and Young Streets, office and residential uses along Davey Street, and primarily residential uses along Plowman Place. Residential, office, accommodation and other uses will be provided on upper levels.
- **Precinct 4 - Waterfront** - A thriving hospitality and entertainment precinct focused on Kananook Creek and Nepean Highway. Ground level uses will include hospitality, entertainment and retail, with residential, office, accommodation and other uses on upper levels.
- **Precinct 5 - Nepean Boulevard Gateway** - Mixed use gateway to the FMAC providing for residential, office, accommodation and commercial uses with local retail and hospitality opportunities
- **Precinct 6 - Cranbourne Road Gateway** - A mixed use gateway providing for medical, office, commercial and complimentary residential uses.

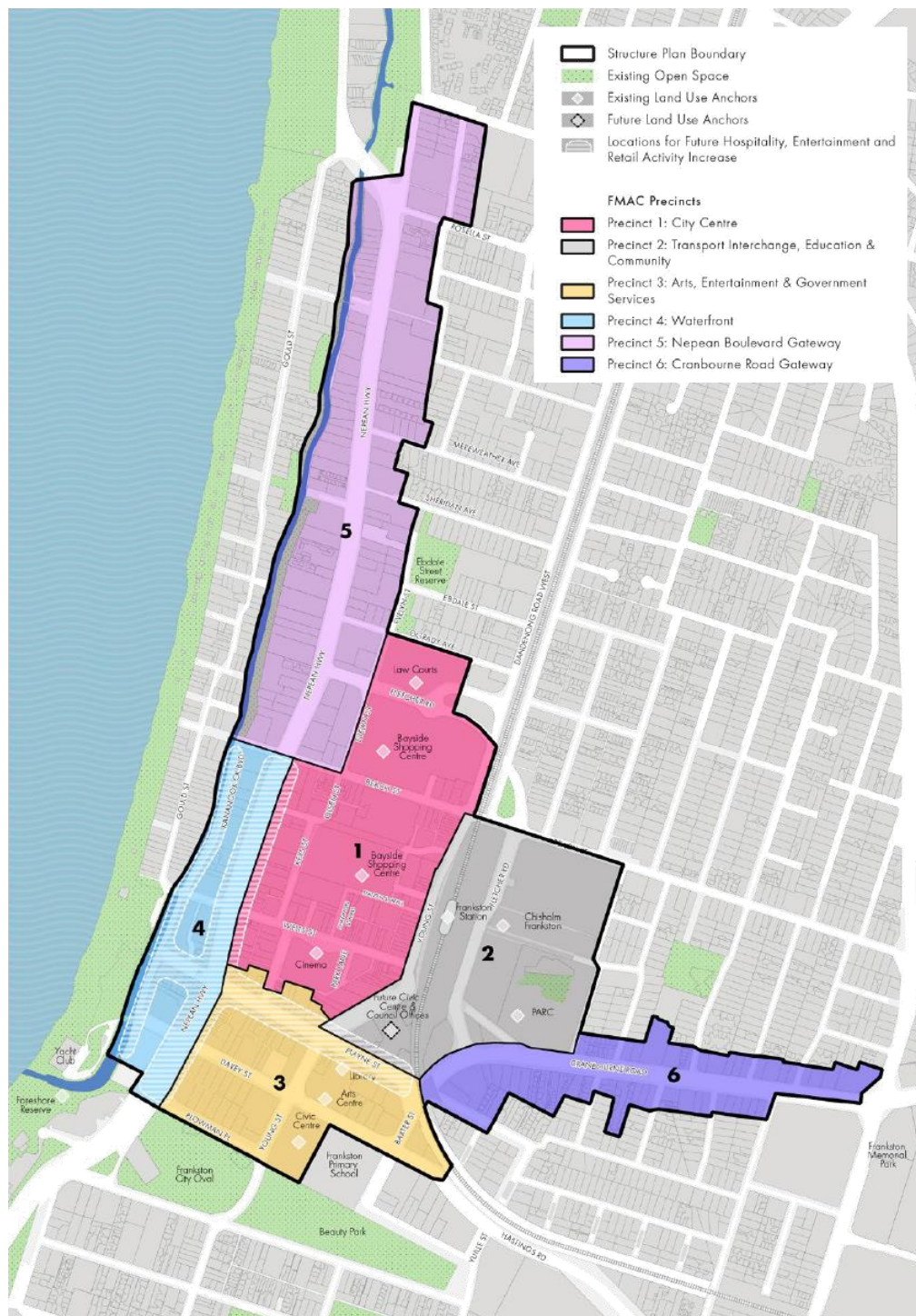


Figure 9. Land Use and Activities Framework Plan



OBJECTIVE 1.

Encourage economic investment in the FMAC.

Strategy 1.1. Deliver a range of public realm and infrastructure improvements to encourage economic investment.

The FMAC's role as the capital of the South East will continue to grow. Private investment will be incentivised by significant improvements to the public realm, infrastructure and redevelopment of Council owned land in the city centre.

Strategy 1.2. Provide a greater level of planning certainty.

The application of the Activity Centre Zone (ACZ) to the FMAC will provide a clear direction for growth and provide greater planning certainty for developers, land owners and the community. The ACZ will outline clear land use and built form controls and provide precinct specific directions.

Actions

Action 1. Development Funding Mechanisms

Review existing funding mechanisms and identify whether or not they require a review and if additional mechanisms need to be explored and developed.

Action 2. Planning Scheme Amendment

Prepare a planning scheme amendment to implement the outcomes of the Structure Plan. This will include:

- Application of the Activity Centre Zone to implement the centre-wide and precinct based recommendations including built form controls.
- Application of the Public Acquisition Overlay to implement identified pedestrian links through private land and public realm widening.
- Application of the Public Park and Recreation Zone to Comprehensive Development Zone 2 land that is located outside of the FMAC boundary.



OBJECTIVE 2.

Strengthen the FMAC as a regional employment hub.

Strategy 1.1. Leverage the broader employment opportunities from Health and Education.

Although not directly located within the FMAC, the Frankston Hospital, Monash University will be better integrated into the FMAC through potential satellite facilities within the City Centre, increased connections with related business and improved physical connections to the facilities.

Council will work with local institutions to understand, plan and unlock broader economic opportunities and increase local business connections to support the growing sector.

Strategy 1.2. Attract major new head offices and government departments within the heart of the FMAC.

The high level of amenity and accessibility provided within the FMAC will make it an attractive destination for large employers. Additional workers and visitors will enliven streets and spaces and boost the economic performance of local businesses.

Strategy 1.3. Support development for small scale/co-working office employment.

The FMAC will cater to the changing nature of working by facilitating a range of smaller co-working spaces. The planned streetscape and open space improvements will create a high amenity environment for these uses to prosper. The smaller co-working spaces will be delivered through the re-purposing of new buildings or within podium or tower levels of new developments. There will be a focus for these uses within the City Centre and the Arts and Entertainment Precincts to support the retail hospitality uses.

Strategy 1.4. Continue to grow and consolidate public service functions within the FMAC.

Council is exploring a range of locations in the FMAC that it could potentially relocate the Civic Centre and Council offices to. This would bring additional people to the streets of the City Centre and provide highly accessible services for the community.

Actions

Action 3. Health and Education Precinct Strategic Plan

Work with local institutions and the State Government to develop a strategic plan for the Health and Education Precinct. This study area will encompass the Frankston Hospital and mixed use land north of Hastings Road, the Monash University, the Power Centre, and the Leawarra Train Station and surrounds. The plan should consider:

- The role and function of the precinct and complimentary land uses.
- Strategic relationships with the FMAC.
- Built form controls to support the projected growth and uses for the precinct.
- Pedestrian and cycling connections between uses and into the FMAC.
- The impact of potential electrification of the Baxter Rail line.
- Innovative public transport solutions that would provide for seamless connection into the FMAC.



Figure 11. Indicative Study Area for future Health and Education Precinct Strategic Plan

Actions

Action 4. Business Attraction - Major offices

Engage with State Government agencies and large businesses to connect them to development sites within the FMAC.

Action 5. Smaller office spaces

Engage with land owners to identify underutilised building spaces across the FMAC that could potentially be utilised for smaller office or co-working spaces. Once identified engage with start-ups, creative industries and enterprise to connect them with potential spaces.



High quality office buildings supported by active ground level uses



OBJECTIVE 3.

Strengthen Retail, Arts, Entertainment and Culture.

Strategy 3.1. Rebuild and support the continued evolution of the local retail and hospitality sector.

Retail uses across the FMAC will evolve to cater to the changing preferences of shoppers providing enhanced experiences. These sectors will benefit from additional people living and working within the FMAC, along with high quality interconnected urban spaces and local branding enabling businesses to expand their markets.

Strategy 3.2. Strengthen the arts and entertainment precinct.

The arts and entertainment precinct of Frankston will draw people from across the region. It will be anchored by the Frankston Arts Centre at the eastern end and supported by hospitality and entertainment uses that extend along Playne Street through to the foreshore. Playne Street will be beautifully landscaped with creative public art and provide substantial spaces for outdoor dining.

Strategy 3.3. Provide additional events and festivals within the FMAC.

The FMAC will be a place where there is always something happening. Events and festivals will be held across the year recognising and celebrating the Frankston's arts, culture, indigenous history, natural and constructed assets.

Strategy 3.4. Create additional events spaces.

A range of spaces within the FMAC will be on offer to host events across the year. The foreshore reserve space into revitalised Kananook Creek Promenade and Boulevard. New events will celebrate the iconic waterway and its history.

Actions

Action 6. Retail and Hospitality Evolution

Work with retailers to develop a branding and marketing strategy for the FMAC and continue to support the Vacant Shopfront Grants Program for the FMAC provided by the State Government.

[Arts Centre and Library Master Plan](#) - Refer to Action P3-3 in Chapter 5 for more details.



The Frankston Waterfront Festival



OBJECTIVE 4.

Provide a diversity of housing to support evolving population needs.

Strategy 4.1. Encourage high density housing within the centre of the FMAC

The central precincts of the FMAC (Precincts 1-4) will be a focus for high quality apartments offering excellent accessibility and unsurpassed lifestyle qualities. Housing will be encouraged through future amenity improvements to streets and open spaces, and supportive planning controls. The planning controls will support high density housing whilst ensuring employment opportunities are prioritised within podium levels of buildings.

Strategy 4.2. Encourage mid-scale housing surrounding the city centre

Nepean Highway Gateway and Cranbourne Road will be a focus for mid-scale housing including apartment buildings and townhouses. This will help to diversify the offering between housing in established residential areas and the high density apartments in the central precincts.

Strategy 4.3. Provide more affordable housing

The FMAC will provide housing opportunities for people of all circumstances. Affordable housing will be encouraged through facilitative planning provisions.

Actions

Delivered in Action 2 - Planning Scheme Amendment

Action 7. Affordable Housing

Review Council-owned land holdings within the FMAC and identify appropriate sites for social and affordable housing when redeveloped.

Liaise with affordable housing providers and connect them to developers that are active within the FMAC.



Example of mid-scale housing

4.2. Built Form and Design

4.2.1. Overview

The Vision promotes high quality architecture that contributes to attractive and engaging streets. This theme outlines initiatives to deliver high quality built form.

Figure 12 identifies the preferred building heights and other key built recommendations across the FMAC.

Refer to the Chapter 5 - Precincts for more detailed built form recommendations.



An articulated and green street wall





OBJECTIVE 5.

Provide high quality built form across the FMAC that contributes to the coastal character and responds to the preferred character of the precincts.

Strategy 5.1. Implement a range of building heights across the centre that reinforces the city core and responds to sensitive interfaces.

The proposed building heights will provide for a substantial increase in floor area across the FMAC enabling the land use forecasts to be delivered. The city centre and station areas will be reinforced as a focus for activity with taller buildings of up to 16 storeys. Building heights scale down towards the edges of the FMAC where sensitive interfaces exist including Kananook Creek, the foreshore reserve and in visually prominent locations such as Davey Street and Plowman Place.

The proposed building height approach will provide for a considered skyline and a clear delineation between the surrounding residential areas and the more intensified FMAC.

Strategy 5.2. Set a new standard for architecture and Environmentally Sustainable Design (ESD) that contributes to the creation of exciting and attractive streets in Frankston

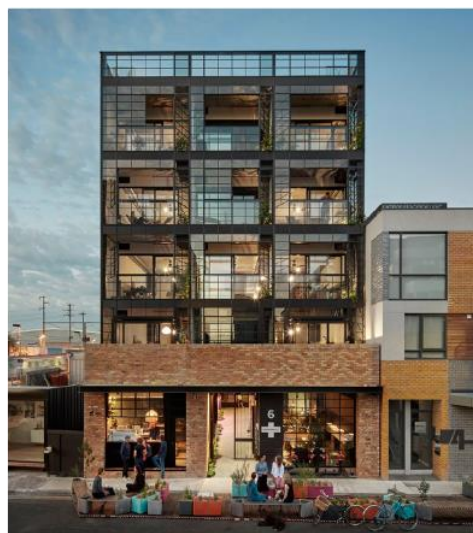
The design of buildings makes a significant contribution to the image and identity and experience of a place. Opportunities exist to significantly lift the design standard in new buildings and renovations and respond to the coastal character of the FMAC and define a contemporary and exciting character for the city centre.

Actions

Delivered in Action 2 - Planning Scheme Amendment

Action 8. FMAC Illustrative Guidelines Update

Update the 2018 FMAC Design Guidelines to reflect key recommendations of the Draft Structure Plan and best practice ESD outcomes.



High quality building with activated ground level



OBJECTIVE 6.

Strengthen visual and physical connections to the water.

Strategy 6.1. Provide strategic mid-block links to increase pedestrian access to Kananook Creek and the Foreshore.

Better connecting the city centre to the Foreshore and Kananook Creek has been a long held aspiration for planning in Frankston. The Draft Structure Plan proposes additional mid-block pedestrian links between Beach Street and Wells Street to make it easier to access Kananook Creek. These links will also provide for greater visual connection to the creek and foreshore.

Strategy 6.2. Provide visual breaks between upper levels of buildings to maintain views to the sky and reduce visual bulk.

New development should reflect the bayside location and protect long distance views to the water by providing visual breaks between buildings across the FMAC. This will allow for glimpses of the sky and water from surrounding areas and also reduce the visual impact of buildings when looking back from the Foreshore and Kananook Creek.

The Draft Structure Plan provides requirements for minimum upper-level breaks between buildings and tower widths to achieve this outcome.

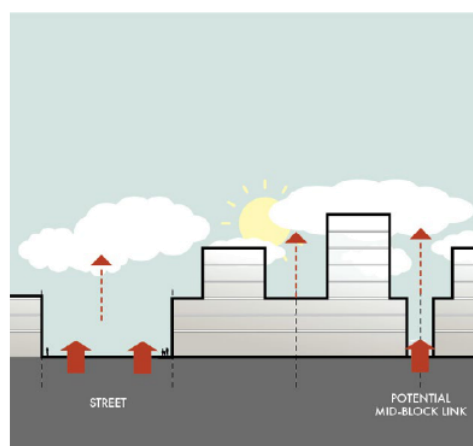


Figure 13. Diagram illustrating the physical and visual connections to the water.

Actions

Delivered in Action 2 - Planning Scheme Amendment

Prepare a Planning Scheme Amendment to implement built form controls that provide for visual breaks and deliver the identified mid-block links.



OBJECTIVE 7.

Protect streets, plazas and parks from overshadowing and wind impacts.

Strategy 7.1. Maintain sunlight to key streets, laneways, parks and public spaces.

The streets, parks and other public spaces within the FMAC will become more important as the centre grows and intensifies. Providing adequate sunlight to these spaces will ensure they remain attractive and comfortable places to be in. The proposed built form controls will ensure new development doesn't significantly overshadow streets, parks and other public spaces.

The following measures for solar access have been adopted for the Draft Structure Plan. These time periods will ensure sunlight is provided to the footpaths at the most active times of the day, which will help to support hospitality and retail uses. These measures were tested and considered to provide a balance between providing good solar access whilst not unreasonably limiting development opportunities across the FMAC:

- **For key footpaths:** The Draft Structure Plan recommends that sunlight is retained to southern, eastern and western footpaths between 10am and 2pm at the September 23 Spring equinox. This is a common benchmark used across activity centres in Victoria.
- **For public open space:** A more restrictive control is proposed which requires sunlight to be provided between 10am and 2pm at the June 22 Winter Solstice. This standard has been modified in some locations such as where a property directly abuts an adjoining public open space, in order to support feasible development outcomes.

Strategy 7.2. Reduce the wind impacts of taller buildings.

Another potential impact from new development is an increase in wind in spaces adjacent to the buildings. This occurs when buildings are not designed to deflect downward drafts. The Draft Structure Plan provides recommendations to mitigate the impacts of wind and requires wind impact assessments to be undertaken as part of the planning permit process.

Actions

Delivered in Action 2 - Planning Scheme Amendment

Prepare a Planning Scheme Amendment to implement overshadowing controls and recommendations to mitigate wind impacts.

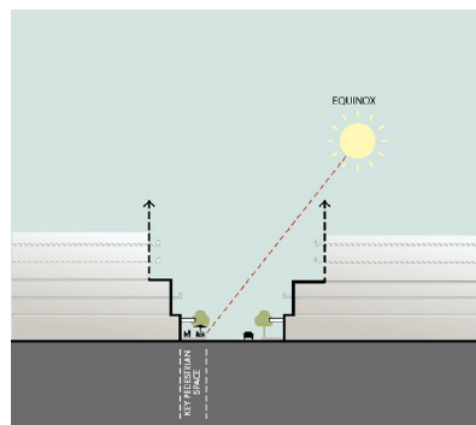


Figure 14. Diagram showing sunlight to footpaths



OBJECTIVE 8.

Ensure built form contributes to active and people focused streets.

Strategy 8.1. Provide development outcomes that contribute to human scaled streets through lower street wall heights and tower setbacks.

The Draft Structure Plan proposes planning measures to avoid visually dominant building forms adjacent to city streets and public spaces. This will be achieved through a lower scale podium at the street edge with a taller, tower building set back behind the podium. This will create a building scale that does not overwhelm the streetscape and better relates to pedestrians.

This approach is not appropriate for all streets and laneways within the FMAC, particularly where there is limited pedestrian activity or where a different character is sought. These areas will have a taller street wall that creates a higher density, more urban character.

Strategy 8.2. Create active city centre streets and laneways through engaging building frontages and weather protection.

Continuous retail and business activity across the FMAC is key to provide a positive pedestrian experience. The Draft Structure Plan identifies areas of Primary Active Frontages, where windows and open frontages will be provided at ground level, and uses at the front of the building will provide for customer engagement. These areas will also provide awnings for weather protection to pedestrians.



Examples of open and engaging ground level frontages

Strategy 8.3. Strengthen the fine-grain character of the FMAC

The narrow shopfronts across the FMAC are an important component providing visual interest and a greater diversity of uses and experiences. Only a small proportion of buildings within the FMAC reflect this character. It is recommended that the fine-grain character is continued through new development. However there is also an opportunity for wider frontages in some areas to create a variety of floor plates that support a diversity of land uses.

Actions

Delivered in Action 2 - Planning
Scheme Amendment



Example of fine-grain built form



OBJECTIVE 9.

Respond to sensitive interfaces and protect amenity of existing and future residents.

Strategy 9.1. Enhance the built form interface to Kananook Creek, the foreshore and other public open spaces.

New development will seek to enhance the interface to key public open spaces and draw people to these locations with activated ground level frontages. The building heights, setbacks and solar access requirements outlined in the Draft Structure Plan will ensure that these areas remain desirable places across the year.

Strategy 9.2. Strategy 9.2 - Provide appropriate building scale at existing residential interfaces

There are limited locations within the FMAC where commercial uses directly interface with low scale residential areas. A key location is the Long Island Residential area, situated on the west side of Kananook Creek. Development along Kananook Creek Boulevard will be visible from this area and will need to be designed to so that its visual dominance is minimised to residents. The proposed building heights of 10 storeys, significant upper-level setbacks from the edge of the building podium and visual breaks between buildings will provide for an appropriate interface to this area.

Strategy 9.3. Provide for equitable access to amenity

As the FMAC develops, it is important to have measures in place to ensure that the future development potential of adjoining sites is not significantly compromised by the first development. A key consideration in equitable access is ensuring adjoining buildings have sufficient separation, to limit overshadowing and ensure adequate privacy for apartments and access to daylight.

The Centre-Wide built form guidelines outlined in Chapter 5 provide a range of upper level setback requirements that will ensure adequate separation can be provided. This will not only ensure equitable amenity for development but also provide visual breaks between buildings across the FMAC.

Actions

Delivered in Action 2 - Planning Scheme Amendment

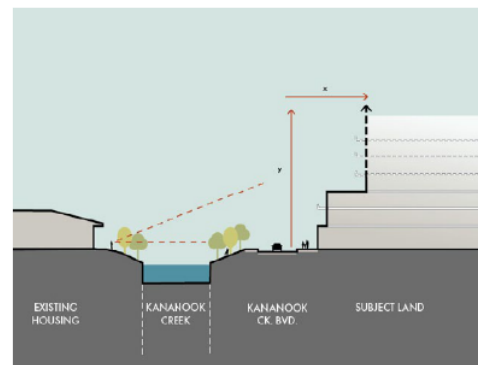


Figure 15. Diagram identifying Kananook Creek interface

4.3. Public Realm

4.3.1. Overview

The Vision aims to provide streets and public spaces that are inspiring and people oriented. This theme provides initiatives and identifies key projects for delivering the Vision.

Figure 16 reflects the future public realm framework for the FMAC identifying streetscape types, open space opportunities and key gateways.

Refer to the Chapter 5 - Precincts for more detailed Public Realm Projects.



Recently upgraded Station Street Mall



Figure 16. Public Realm Framework Plan



OBJECTIVE 10.

Provide a range of public and civic spaces that support community gathering, social interaction and passive and active recreation

Strategy 10.1. Deliver new public spaces within the heart of the FMAC

The Draft Structure Plan identifies the need for a new open space within the heart of the FMAC to provide new open spaces for residents, workers, students and visitors to relax, socialise and participate in community events. The following locations have been identified for providing new / expanded public spaces:

- **1. Sherlock and Hay's Site** - If redeveloped, the site provides an opportunity for a new, civic focused park.
- **2. City Park** - Potential expansion of the park into VicTrack land to provide a 1,600 sq.m space.
- **3. Signal Box Park** - Potential for new park occupying the car park in front of the Heritage protected Signal Box. The Signal Box would be re-purposed to activate the space.
- **4. Wells Street** - Potential for a new plaza or town square through private land acquisition in close proximity of Shannon Mall, or through partial closure of Wells Street to motor vehicles.

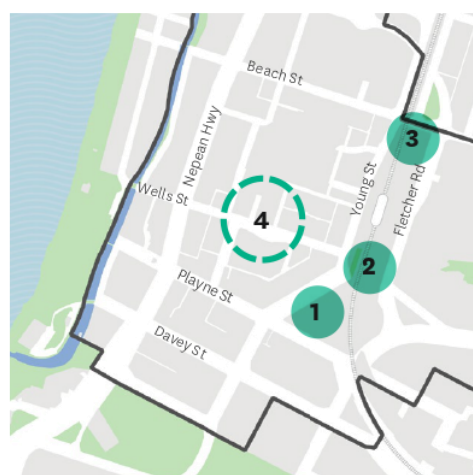
Actions

Sherlock and Hay's Park - Refer to Action P2-1 in Chapter 5 for further Details.

City Park Extension - Refer to Action P2-2 in Chapter 5 for further Details.

Signal Box Park - Refer to Actions P2-3 in Chapter 5 for further Details.

Wells Street Plaza / Square investigation - Refer to Actions P1-5 in Chapter 5 for further Details.



- Potential new / expanded open space
- Investigation area for new public space

Figure 17. Potential locations for new open space within the centre of the FMAC



Opportunity to extend City Park



Communal green spaces in Sydney's Central Park



OBJECTIVE 11.

Provide streets across the FMAC that are people focused and green.

Strategy 11.1. Upgrade key city centre streets.

The central FMAC streets are the primary places for economic and social activity and should be designed as places for people. Key streets across the City Centre will be upgraded to provide more greenery, high quality paving, and additional space for people to gather or enjoy outdoor dining. The key streets for upgrades will include:

- **Playne Street** - Create a spine for the arts and entertainment precinct. See Strategy 11.2.
- **Shannon Street Mall** - Reinforce its role as a key public plaza.
- **Thompson Street** - Enhance its convenience role and better connect Playne Street and Wells Street.
- **Young Street South of Wells Street** - Complete the streetscape upgrades along Young Street and enhance the connection between the station and the arts precinct.

Strategy 11.2. Develop Playne Street as the arts and entertainment spine.

Playne Street will be upgraded to increase its role as the spine for the arts and entertainment precinct connecting down to the foreshore. The street will be reconfigured to provide wider footpaths, bike lanes (connecting the Baxter Trail to the foreshore), additional street tree planting and Water Sensitive Urban Design (WSUD) treatments. This would be achieved through a reduction in the vehicle lane widths and reconfiguring car parking. As part of the project, the library forecourt would be extended and upgraded to integrate with the revitalised streetscape.

At the western end of Playne Street, the existing Comfort Station will be activated as a key destination along Nepean Highway.

Strategy 11.3. Transform the Nepean Highway into an Iconic Boulevard.

The Nepean Highway will be transformed into an iconic boulevard that forms an exciting entrance for the FMAC. The proposed upgrades will seek to increase pedestrian footpath space on both sides of the road, increase canopy tree planting and WSUD treatments, and provide bicycle lanes in each direction. To improve safety and connectivity to the foreshore, additional signalised crossing opportunities will be provided.



- City Centre Precinct Street upgrades
- Playne Street upgrade
- Nepean Boulevard Upgrade
- Kananook Creek Boulevard & Promenade upgrade

Figure 18. Proposed Streetscape Upgrades across the FMAC



The large fig trees are iconic elements of the Nepean Highway streetscape that should be retained.



Opportunities to improve and green the public realm, creating shading and lighting, with improved and continuous cycleways to promote active movement.

Strategy 11.4. Create a thriving Kananook Creek promenade.

Kananook Creek will be transformed into a thriving pedestrian focused area which is highly activated across the day and night. Between Beach and Wells Street, streetscape upgrades will provide for wider footpaths to support outdoor dining, additional tree planting, WSUD treatments and a shared pedestrian and vehicle pavement that enables easy movement across the boulevard. Further south, the Kananook Creek promenade will be continued through the Cheeky Squire site. These upgrades will provide for a continuous link along Kananook Creek from Beach Street through to the foreshore reserve.

Additional master planning of the creek corridor will seek to introduce additional on-water activities along the creek in strategic locations and provide enlarged public spaces in key areas providing lookouts and steps to access the water.

Strategy 11.5. Enhance and activate the laneways

The FMAC laneways are evolving into key public spaces offering unique public art and alternative hospitality experiences. The Frankston Laneway Action Plan was prepared in 2021 and identified a range of proposals to further enhance the laneways



Provide opportunities to better engage with the creek edge.



Artistic lighting opportunities in the laneways.

Strategy 11.6. Better integrate the Bayside Shopping Centre into the surrounding streets.

The Bayside Shopping Centre occupies a significant footprint within the City Centre and generates significant pedestrian activity. The Draft Structure Plan aims to provide for better integration of the shopping centre into the existing streets to encourage pedestrian movement through the centre into the adjoining retail streets. A close working relationship between Council and Vicinity Centres will be key to implement improvements.



Activated spaces at a shopping centre entry.

Actions

Shannon Street Mall Upgrade - Refer to Action P1-1 in Chapter 5 for further Details.

Thompson Street Upgrades - Refer to Action P1-2 in Chapter 5 for further Details.

Young Street Upgrades - Refer to Action P2-4 in Chapter 5 for further Details.

Playne Street Upgrade - Refer to Action P3-1 in Chapter 5 for further Details.

Nepean Boulevard Upgrade - Refer to Actions P4-1 and P5-1 in Chapter 5 for further Details.

Kananook Creek Improvements - Refer to Actions P4-2, P4-3 and P4-4 in Chapter 5 for further Details.

Laneway Activation - Refer to action P1-4 in Chapter 5 for further Details.

Bayside Shopping Centre Integration - Refer to action P1-6 in Chapter 5 for further Details.

4.4. Movement and Transport

4.4.1. Overview

The Vision seeks to enhance Frankston as a place where people can walk, cycle or use public transport for their daily needs. The Movement and Transport theme provides a range of Objectives and Strategies to achieve this aspiration as well as making vehicle and parking access more efficient.

Figure 19 reflects the future Movement and Transport Framework for the FMAC. It identifies a range of network and intersection improvements for walking and cycling along with public transport, vehicle movement and car parking improvements.

Refer to Chapter 5 - Precincts for more detailed Movement and Transport Projects.



Example of a pedestrian priority street

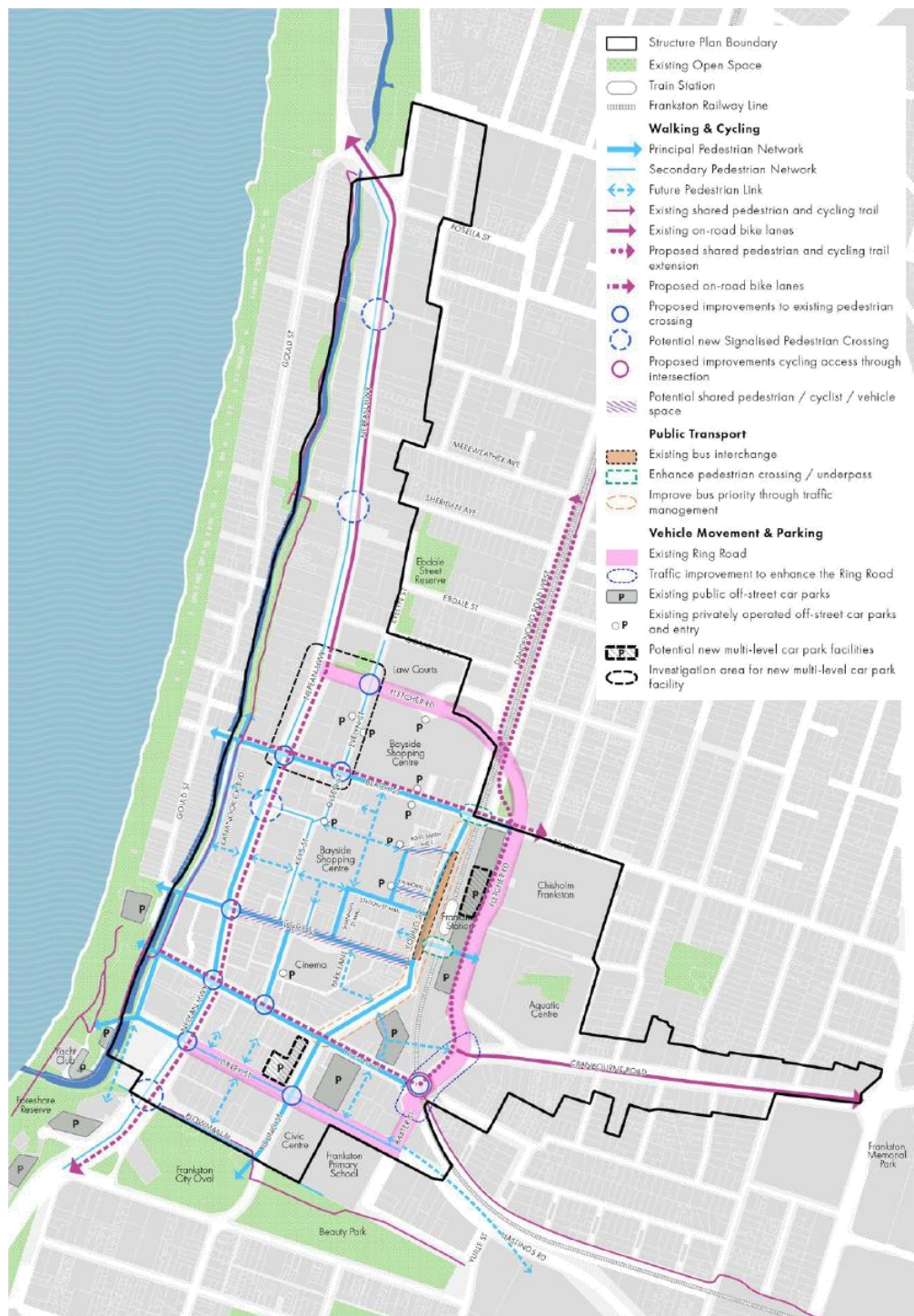


Figure 19. Movement and Transport Framework Plan



OBJECTIVE 12.

Prioritise walking across the FMAC.

Strategy 12.1. Develop a network of priority pedestrian routes.

The Principal Pedestrian Network identified in Figure 17 recognises the importance of pedestrians in contributing to the FMAC's local economy and street life. These routes will be designed in a way that prioritises pedestrian movement both along and across the street, and through key intersections.

Strategy 12.2. Increase the permeability of the walking network

Pedestrians will have a range of options for moving around the FMAC with new links aligning with key desire lines. The new walking links will make it easier for people to access shops, services and the foreshore, whilst creating new experiences.

Strategy 12.3. Create shared pedestrian, cyclist and motor vehicle zones in areas of high pedestrian activity

Key streets within the FMAC including Wells Street, Balmoral walk, and Ross Smith Avenue East will be redesigned as shared zones. A shared zone is an area all road users can use however vehicles and cyclists must give way to pedestrians. Redesigning these streets as shared zones will make it easier and more inviting for people to use the shops. Design changes would include changing from bitumen to pavers, eliminating the kerbs, and lowering the speed limit to allow pedestrians, cyclists and motorists to share the space safely.



Existing pedestrian links
New pedestrian links

Figure 20. Existing and proposed walking links



Example of a shared street

Strategy 12.4. Enhance pedestrian priority and safety at key intersections

Key intersections across the FMAC will be upgraded to make it easier and safer for people to get around. Providing longer crossing times, installing zebra crossings where possible, and reducing crossing distances will all help make it safer to cross the street. Figure 17 identifies a number of intersections where improvements are proposed.

Strategy 12.5. Make it safer and easier to cross the rail line

The Frankston Railway Line will no longer be a major barrier separating the FMAC. Improvements to the existing underpass will make the space feel safer by opening up view lines. A potential pedestrian bridge across the railway line through the Sherlock and Hay's site will improve access in the south of the FMAC and connect two key development sites. The dangerous Beach Street at-grade rail crossing will be removed in the longer term and replaced with an overpass that connects into the proposed multi-deck car park and a new northern entrance for the station.

Actions

Action 9. Principal Pedestrian Network

Undertake an audit of the identified Principal Pedestrian Network to assess the condition of the walking environment, intersection priority and activation from adjoining land uses. This should take into account proposed streetscape upgrades across the FMAC.

New Pedestrian Links - Refer to Actions P2-1, P3-4 and relevant Precinct Development Requirements in Chapter 5 for further Details.

Shared Pedestrian, Cyclist and Motor Vehicle Zones - Refer to Action P1-3 in Chapter 5 for further details.

Intersection Improvements - Refer to Actions P4-6 and P5-2 in Chapter 5 for further Details.

Railway Line Crossing Improvements - Refer to Actions P2-6 and P2-7 in Chapter 5 for further Details.



Example of a safe pedestrian crossing



OBJECTIVE 13.

Create a safe and convenient cycling network.

Strategy 13.1. Develop a network of connected cycling routes

The FMAC will be highly accessible by bike through the installation of bike lanes and shared user paths connecting residents and workers to key destinations. Bike lanes along Playne Street, Nepean Highway and Beach Street will provide for good city centre connections. Improved integration of the Baxter Trail into the city centre and a potential bike trail along Dandenong Road West will make it easier for surrounding residents and workers to access the FMAC.



Opportunity for new shared user path to connect the Frankston-Baxter Trail across the FMAC

Actions

Action 10. New Cycling Links

Prepare preliminary designs and assess the feasibility of providing new bike lanes / shared user paths along the following routes:

- **Playne Street** - On-road bike lanes in each direction to connect the Baxter Trail to the foreshore
- **Nepean Highway** - On-road bike lanes in each direction to connect into existing on-road bike lanes.
- **Beach Street** - On-road bike lanes in each direction to provide for an east-west cycle route in the norther part of the FMAC.
- **Dandenong Road West** - Shared user path along railway reserve side of the road to service existing employment areas.

This work will need to be undertaken in conjunction with the Department of Transport for roads that they manage.

[Baxter Trail Extension](#) - Refer to Action P2-5 in Chapter 5 for further Details.



OBJECTIVE 14.

Increase the use of the Ring Road and reduce traffic on city centre streets.

Strategy 14.1. Implement traffic measures to increase the use of the ring road

A range of traffic measures will be developed and implemented over time to increase the use of the Ring Road. This will reduce traffic on the city centre streets and the Nepean Highway making these places better for people.

These measures will be developed in consultation with the community, businesses and public transport providers.

Actions

Action 11. Ring Road Enhancements

Work with the Department of Transport to develop options to improve the efficiency of the Ring Road with a focus on the Cranbourne Road, Fletcher Road, Baxter Street and Playne Street junction. The options should consider potential road realignments and signal improvements whilst facilitating the Baxter Rail trail extension through the area.



- Existing Ring Road
- Location for Traffic Management improvements

Figure 21. Existing Ring Road & Location for Traffic Management Improvements



OBJECTIVE 15.

Provide car parking that is easy to locate and access.

Strategy 15.1. Provide car parking facilities at the edge of the FMAC.

Future car parking facilities will be provided in locations that are easily accessed from the Ring Road. This will reduce the number of cars accessing the central streets, making them safer and more inviting for pedestrians. Walking connections between the new car parks and key destinations will be enhanced to improve safety. Figure 19 identifies the existing at-grade car park at the corner of Davey Street and Young Street as a potential location and identifies an investigation area north of Beach Street for another facility.

Strategy 15.2. Provide real time signage for car parking.

Real time signage for car parking across the FMAC will direct people to available parking bays reducing unnecessary vehicle movements and reduce visitor frustration when looking for a park. This system has been successfully implemented for underground parking at the arts centre.

Strategy 15.3. Provide a consistent approach to parking time limits and costs.

A consistent framework for parking time limits and costs will reduce the need for people to circulate to find the best parking deal.

Actions

Action 12. New car park facility identification

Undertake investigations to identify and assess sites near the Ring Road for their suitability for a multi-level car parking facility. This will include Council owned land and privately owned land. Focus areas should include the northern and southern extents of the City Centre.

Refer to Action P3-4 in Chapter 5 for further details.

Action 13. Real time signage assessment

Undertake an audit of existing Council owned parks to assess their suitability for real time signage. Implement signage where appropriate.

Action 14. Parking time limit and cost assessment

Undertake an audit of existing car parking time limits and costs across the FMAC. Develop and implement a consistent framework for costs and time limits.



Example of real-time car parking signage.



OBJECTIVE 16.

Enhance the FMAC as a public transport hub for the region.

Strategy 16.1. Improve bus priority along key city centre streets

Buses will move efficiently along city centre streets contributing to a reliable public transport network. A number of traffic management initiatives will be developed and implemented to prioritise bus movement along key streets including Young Street and Playne Street

Strategy 16.2. Support the Baxter rail line electrification

Council will continue to support the electrification of the Baxter railway line. Electrification will open up significant opportunities for the FMAC and draw more people into the Centre. The future electrification will provide for a redesign of the Frankston station platforms potentially reclaiming extra open space / development land through a decommission of the station's current western platform.

Actions

Action 15. Bus network efficiency improvements

Work with the Department of Transport to develop traffic management measures for improving the efficiency of the bus network with a focus on Young Street and Playne Street. Community, trader and other stakeholder engagement should be undertaken as part of the project.

Action 16. Baxter Rail Line Electrification

Continue to advocate to State and Federal Governments for the electrification of the Baxter Rail Line. As part of the advocacy, develop material that succinctly outlines the benefits of electrification.



The existing bus interchange in Young Street

5. The Precincts



5.1. Overview

The Precincts section provides details on key actions and the Built Form and Design requirements that will help to achieve the Vision for the FMAC

Six precincts have been delineated as outlined in Figure 22 and are described in the following pages.



Figure 22. FMAC Precinct Plan

5.2. Precinct 1: City Centre

5.1.1. Precinct 1 - Overview

Activities and Land Use

The City Centre Precinct is the heart of Frankston. It will be a vibrant place for business, shopping, living, dining and entertainment. Bayside Shopping Centre will continue to provide a regional shopping role however, it is better integrated into the surrounding streets. Street based retail is boosted by a range of streetscape and public space upgrades enabling shoppers to move easily through interconnected urban spaces. Employment, residential, accommodation and community uses are provided across the precinct providing additional people in the city centre to support a day and night time economy.

Built Form and Design

New built form will strengthen the street based experience with open and engaging frontages that reflect the fine-grain subdivision patterns of existing shopfronts. A three storey street wall will provide a scale that does not overwhelm the streetscape and taller development will be set behind the street wall to minimise visual impact. Building heights will rise in locations where overshadowing impacts can be managed to key retail streets.

Existing blank walls to Keys Street, Olsen Street, Evelyn Street and key laneways will be gradually replaced with well designed buildings providing windows and activity at ground level.

Public Realm and Open Space

The Streets and laneways of the City Centre are people focused, safe and green providing high quality spaces for people to shop, enjoy outdoor dining and socialise. Shannon Street Mall is upgraded with new paving, lighting and additional tree planting to reinforce its importance connecting Wells Street to the Bayside Shopping Centre. Thompson Street is also upgraded as a key north-south link connecting into the Arts and Entertainment precinct. In the longer term, a new public square in Wells Street will provide a central space for festivals and public events.

Movement and Transport

Pedestrians can move around easily and safely in the City Centre enhancing its primary role as a retail precinct. A range of streetscape upgrades will seek to enhance pedestrian amenity and safety and improve pedestrian priority at intersections.

Wells Street will be redesigned to enable people and vehicles to share the road space in a safe and high amenity environment. This will strengthen retail activity by allowing people to move across and along the street more freely. Residents and workers will be able to access the city centre from the north through a safe pedestrian crossing on Fletcher Road.

New bicycle lanes along Beach Street will provide another key east-west access route for cyclists into the City Centre.

Car parking will be maintained in future streetscape upgrades and Council will seek to provide a multi-level car park facility north of Beach Street in a location accessible from the Ring Road.

5.2.1. Precinct 1 - Actions

Figure 23 identifies key actions and improvement across Precinct 1. These actions are outlined in the following pages.

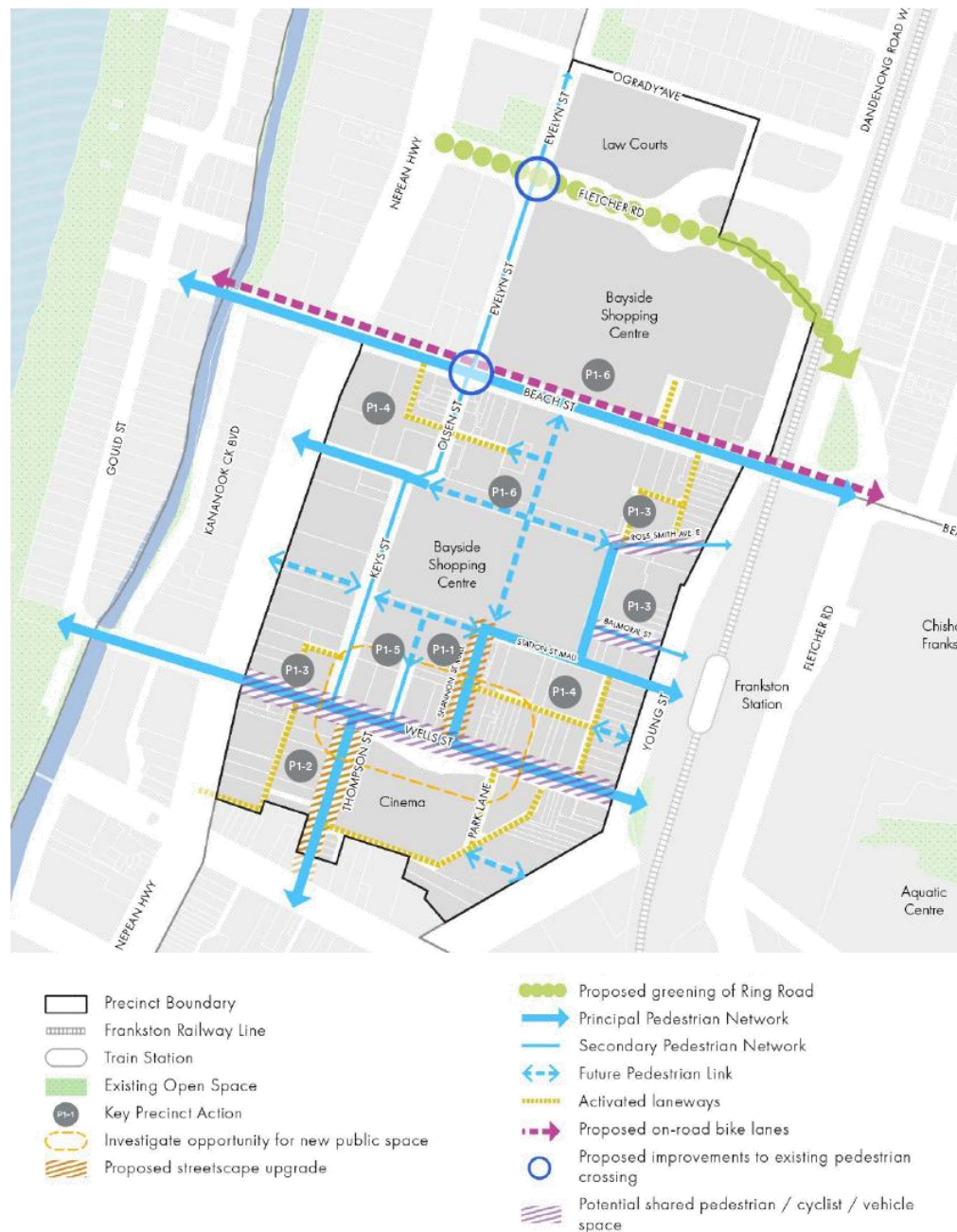


Figure 23. Precinct 1 - Key Actions

Precinct 1 - Key Actions

Action P1-1: Shannon Street Mall Upgrades

Shannon Street Mall is one of the most heavily used pedestrian links in the FMAC providing a key link between Wells Street and the Bayside Shopping Centre. A future upgrade will provide for:

- High quality surfaces with feature paving that integrates with the FMAC's wider streetscape palette.
- Pedestrian scale lighting.
- Additional street tree planting.
- Defined outdoor dining zones.

Action P1-2: Thompson Street Upgrades

An upgrade to Thomson Street will enhance it as a key connection between the arts precinct and retail core along Wells Street. The upgrade will provide for:

- High quality surfaces with feature paving that integrates with the FMAC's wider streetscape palette.
- A widened western footpath to enhance adjoining retail and hospitality uses. This will be achieved through the reduction in vehicle lanes and reconfiguring car parking.
- Additional street tree planting within kerb outstands.
- A shared cyclist and vehicle traffic lane.



Example of an activated and pedestrian focused plaza.



Example of pedestrian plaza spaces with landscaping, seating and engaging uses.

Precinct 1 - Key Actions

Action P1-3: Wells Street, Balmoral Walk and Ross Smith Avenue Shared Zones

Develop concepts for the creation of Wells Street, Balmoral Street and Ross Smith Avenue as shared zones. Key components of the design should include:

- Removal of kerbs so that the footpaths and road surface is at the same grade.
- Providing a unified paving treatment across the footpath and road space.
- Additional street tree planting.
- Retention of car parking within the streets
- Slowing motor vehicles and cyclists to 20 km/hr to enable them to give way to pedestrians.

The concepts will be developed on conjunction with traders and the community.

Action P1-4: Laneway Activation

Implement the Frankston Laneways Action Plan, July 2021.



Shared zone examples.

Precinct 1 - Key Actions

Action P1-5: Wells Street Plaza / Square investigation

Undertake investigations to identify a new public plaza / town square in the heart of the Wells Street retail strip. The investigation should consider:

- Acquisition of private land in close proximity to Shannon Mall to provide for the space.
- Potential closure of Wells Street to vehicle traffic between Park Lane and Thompson Street to create a pedestrianised plaza space. Westbound vehicle access along Wells Street would be maintained via Park Lane and Thompson Street. This could be trialled on a temporary basis to assess its success.



Example of an activated square.

Action P1-6: Bayside Shopping Centre Enhancements

Explore opportunities with Bayside Shopping Centre to achieve better integration of the shopping centre with the surrounding street. Key initiatives should focus on:

- Creating a safe pedestrian route through the centre independent of Shopping Centre / Balmoral Walk opening times, and improve physical safety and quality of public realm in laneways and access ways surrounding the centre.
- Determining the status of loading docks and car park access to potentially free up space for outdoor use at edges.
- Creating new arrival / welcome area at Beach street.
- Provide additional Activation on the south side of Beach Street and considering options for renovations to create active frontages on the north side of the street.
- Continuing the expansion of the city mural programme to enliven external facing walls.



Example of a shopping centre with externalised spaces.

5.2.2. Precinct 1 - Development Framework

Development Objectives

- To activate all streets and laneways across the Precinct with retail, restaurants and cafes, uses across the day and night.
- To support residential, office, accommodation and other uses on upper levels of buildings across the precinct.
- To encourage development to address laneways with active uses at ground level and surveillance from upper levels.
- To provide buildings with landscaped front setbacks north of Fletcher Road.
- To maintain the fine-grain rhythm of shopfronts across the city centre streets.
- To enhance the built form interface to improve activation and safety.
- To maintain adequate sunlight to key streets in the city centre.
- To establish additional east-west pedestrian links to improve connection between the City Centre Precinct and the Waterfront Precinct.
- To enhance the integration of the Bayside shopping centre with surrounding streets.
- To improve the pedestrian and walkability of the City Centre.
- To minimise the impact of driveway crossovers on key retail streets.

Precinct Development Requirements

Refer to Figure 24 for Sub-Precinct boundaries and other built form requirements for Precinct 1.

Element	Development Requirements
Preferred Building Heights	<ul style="list-style-type: none"> Sub-Precinct 1A – Preferred Maximum Building Height is 54.0m (16 storeys) above natural ground level. Sub-Precinct 1B – Preferred Maximum Building Height is 41.0m (12 storeys) above natural ground level. Sub-Precinct 1C – Preferred Maximum Building Height is 35.0m (10 storeys) above natural ground level. Sub-Precinct 1D – Preferred Maximum Building Height is 16.0m (4 storeys) above natural ground level. Sub-Precinct 1E – Preferred Maximum Building Height is 22.0m (6 storeys) above natural ground level.
Preferred Street Wall Heights	<ul style="list-style-type: none"> Sub-Precinct 1A,1B,1C,1D,1E – Preferred street wall height to Young Street, Wells Street, White Street Mall, Thompson Street, Beach Street, Nepean Highway, Fletcher Road, Keys Street, Olsen Street, Ross Smith Avenue East and West, Balmoral Street, Evelyn Street, O’Grady Avenue, Home Street and all laneways is 12.0m (3 storeys). Sub-Precinct 1A,1B,1C,1D – Preferred street wall height to Shannon Mall and Station Street Mall is 8.0m (2 storeys).
Preferred Street & Ground Level Setbacks	<ul style="list-style-type: none"> Sub-Precinct 1A,1B,1C, 1D – 0.0m to all streets Sub-Precinct 1A, 1C – Pedestrian links through the Bayside Shopping Centre: location and width of setback to be determined through future master planning. Sub-Precinct 1B – Future mid-block link between Keys Street and Nepean Highway - 4.5m ground level setback to the following: <ul style="list-style-type: none"> Northern property boundary of 433 Nepean Highway Southern property boundary of 431 Nepean Highway Sub-Precinct 1B – Pedestrian link through 76-78 Young Street: Ground level setback to provide a 4.0m wide laneway aligning with Stiebel Place. Sub-Precinct 1C – Pedestrian link through 122-124 Young Street: location and width of setback to be determined through future master planning. Sub-Precinct 1E – 3.0m to all streets to provide for landscaping.

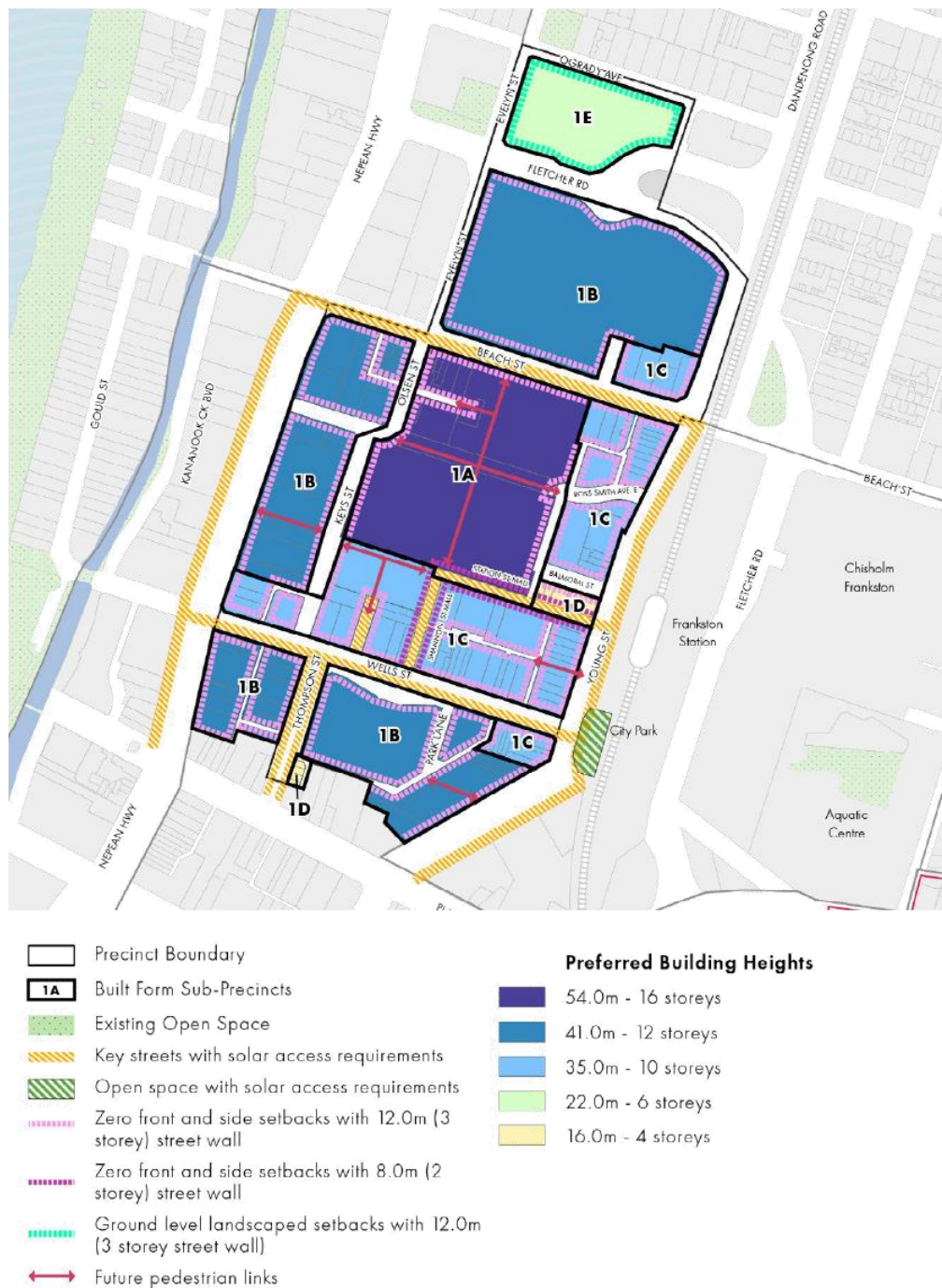


Figure 24. Precinct 1 - Built Form & Development Framework

Element	Development Requirements
Preferred Upper-Level Setbacks	<ul style="list-style-type: none"> • Sub-Precinct 1A, 1B, 1C, 1E - 5.0m setback from the street wall. • Sub-Precinct 1A, 1B, 1C, 1D - Upper level setbacks provided to maintain solar access as outlined below. • Refer to 5.8 Centre-Wide Guidelines for additional upper level setback requirements.
Solar Access	<p>Ensure solar access is maintained to the following:</p> <ul style="list-style-type: none"> • Within 7.0m of the western property boundary of Nepean Highway between 10am and 2pm at the equinox (September 23). This measurement accounts for future widening of the Nepean Highway footpath. • The entire southern footpath of Wells Street and Beach Street between 10am and 2pm at the spring equinox (September 23). • The entire eastern and western footpaths of Thompson Street between 10am and 2pm at the spring equinox (September 23). • The entire eastern footpath of Young Street between 10am and 2pm at the spring equinox (September 23). • City Park from 10am-1pm at the winter solstice (June 22). • Shannon Mall - No additional shadow beyond what would be cast by an 8.0m (2 storey) street wall between 10am and 1pm at the spring equinox (September 23). • Station Street Mall - No additional shadow beyond what would be cast by an 8.0m (2 storey) street wall at 10am at the spring equinox (September 23). • White Street Mall - No additional shadow beyond what would be cast by an 12.0m (3 storey) street wall between 10am and 1pm at the spring equinox (September 23).

Precinct Development Guidelines

Please also refer to Section 5.8 - Centre-wide Design Guidelines.

- Buildings should be designed to reinforce the pedestrian scale to with fine-grain building articulation and tenancies at ground and upper podium levels.
- Encourage architectural elements that assist in creating an interesting and varied skyline.
- Address existing laneways with active uses at ground level and provide surveillance of the laneway from upper levels of development.
- Encourage the consolidation of Bayside Shopping Centre car parks and loading areas to surrounding streets to enhance the pedestrian environment
- Provide publicly accessible and open to the air links through the Bayside Shopping Centre if redeveloped.
- Encourage the sleeving of existing and future car parks across the precinct with active uses.
- Provide Primary Active Frontages to Wells Street, Thompson Street, Young Street, Nepean Highway, and Beach Street. Refer to Centre-wide guidelines for details.
- Provide Active Frontages to Olsen Street, Keys Street, Evelyn Street, Fletcher Road, O'Grady Avenue, Evelyn Street and Home Street. Refer to Centre-wide guidelines for details.
- Provide vehicle access to loading areas and car parking from existing laneways or secondary streets. Where this is not possible, minimise the width of vehicle crossovers to primary active frontage streets.

5.3. Precinct 2: Transport Interchange, Community and Education

5.3.1. Precinct 2 - Overview

Activities and Land Use

This Transport Interchange, Community and Education Precinct is a highly active transport and mixed use hub that brings people to the heart of Frankston City via metropolitan and regional rail and bus routes. A range of retail, office, institutional, community and residential land uses will be provided across the precinct.

When redeveloped, the Sherlock and Hay's Site will provide a key land use anchor for the Precinct and inject a significant amount of people into the area. The gradual redevelopment of Victrack and Council owned land on the east side of the railway line will further strengthen the mixed-use role of the precinct and create active links between the City Centre and Chisholm Frankston.

Built Form and Design

Development within the Transport Interchange, Community and Education Precinct will seek to activate newly created public spaces and linkages with open and engaging building frontages. Development will be of substantial scale reflecting the importance of the precinct and the significant opportunities that exist on large development sites. Because of the significant scale, buildings will be designed in a way where they present with high quality facades from all views.

Public Realm and Open Space

The streets and public spaces will be welcoming creating a strong sense of arrival into the FMAC. The southern end of Young Street will be upgraded to create a green and people focused connection between the station and the Arts and Entertainment Precinct. Key public spaces will include an expanded and enhanced City Park, a new park in front of the rail signal box and an iconic Civic space created as part of the Council offices and Civic Centre development.

Movement and Transport

This precinct will connect the city centre across the rail line into the Chisholm Frankston campus and eastern residential precinct with new and improved linkages. The Transit Interchange will function efficiently within high quality public spaces that provide a memorable arrival and departure experience for residents, workers and visitors. Cycling access will be significantly enhanced by completing the missing link that connects the Frankston - Baxter Trail with the shared path along Dandenong Road East.

5.3.2. Precinct 2 - Actions

Figure 25 identifies key actions and improvement across Precinct 2. These actions are outlined in the following pages.

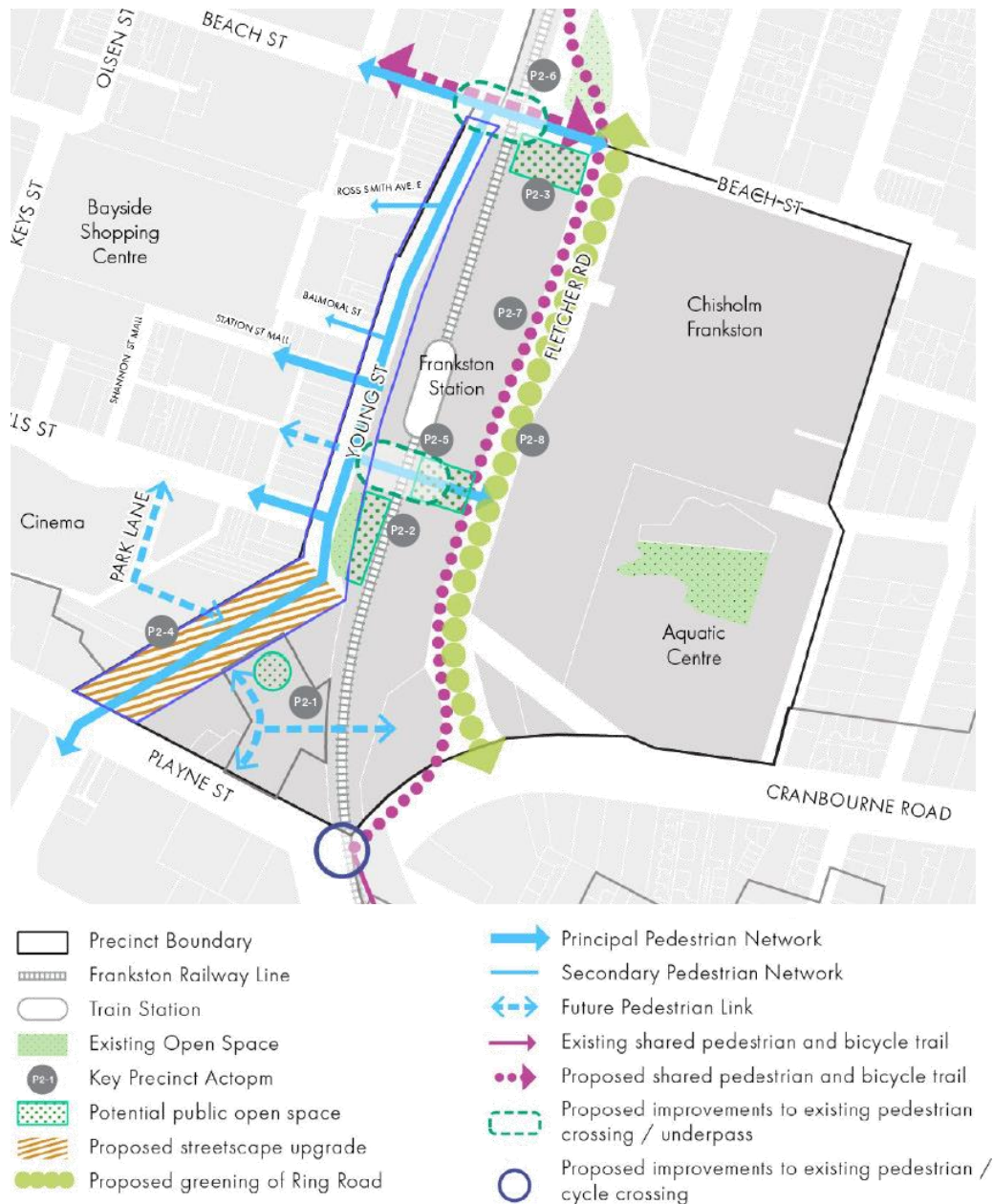


Figure 25. Precinct 2 - Key Actions

Precinct 2 - Key Actions

Action P2-1: Sherlock and Hay's Site

Explore options for the redevelopment of the Sherlock and Hay's Site. Options should explore the following on the site:

- New Council Offices, Civic Centre and other community facilities.
- A mix of land across the site including retail, hospitality and civic uses at ground level to activate the streets and new public spaces.
- Offices, institutional, accommodation or affordable housing on upper levels of development.
- A new civic focused open space that is accessible from ground level or upper levels.
- Potential connections through the site and across the railway line.
- A north-south pedestrian link to connect Young Street through to Playne Street and the Arts Centre.
- Integration with adjacent land holdings to form part of the development.



Opportunity for community gathering space.



High quality entry experience to a civic building



Community gathering spaces within the building.

Precinct 2 - Key Actions

Action P2-2: City Park Extension

The existing City Park space at the junction of Young Street and Wells Street is optimally located however it is limited in its function due to its size. There is an opportunity to expand into underutilised land within railway reserve to create a 1,600sq.m park. An additional space could be provided on the eastern side of the railway line adjacent to the existing underpass. This could connect across to Fletcher Road.

Work with VicTrack to plan for the extension of City Park into underutilised land within the rail reserve to provide:

- An expanded park space with an area of 1,600sq.m (total area of existing and expanded park).
- Plaza space and additional seating
- Picnic Lawn
- Children's water play
- Additional tree planting
- Opportunities for activation of the park



Activation of a public space.

Action P2-3: Signal Box Park

This Beach Street rail signal box is strategically located close to Chisholm Institute and would form a key part of the open space network east of the railway line. The opportunity will provide for a small park adjacent to the heritage protected signal box which could potentially be re-purposed to activate the space. This land is currently owned by VicTrack and would require Council to work collaboratively to see the land developed as a park.

Work with VicTrack and the Department of Transport to develop a concept for the conversion of the existing car park space in front of the existing signal box as a park. The park should provide:

- A landscape design response that complements the heritage significance of the signal box.
- Options for the adaptive re-use of the rail signal box to activate the adjoining public space.
- Picnic Lawn, seating and tables, and canopy tree planting.



Opportunity for lawn spaces and canopy tree planting.

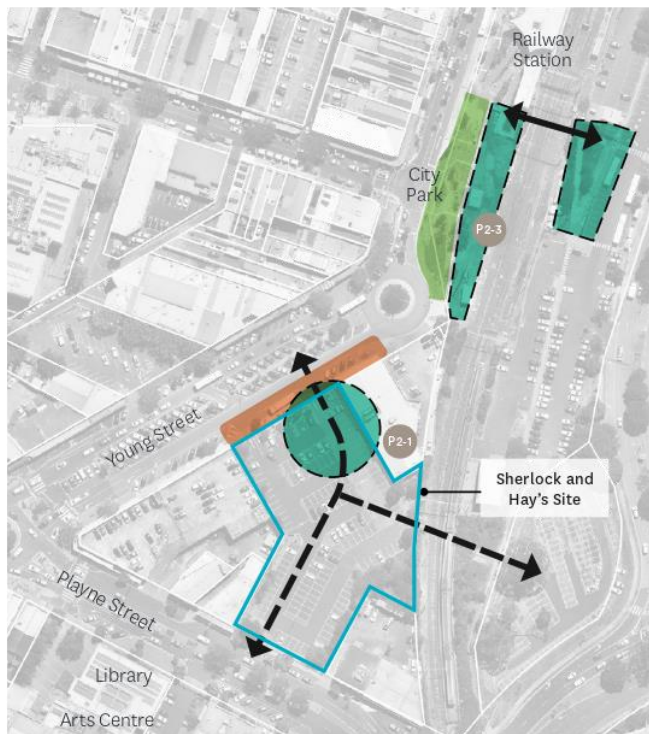


Figure 26. Sherlock and Hay's Site & City Park Plan



Figure 27. Signal Box Park Plan

Precinct 2 - Key Actions

Action P2-4: Young Street Upgrade (between Wells Street and Playne Street)

Young Street between Wells and Playne Street provides a key connection between the Arts, Entertainment and Government Services Precinct and the station. A future streetscape upgrade will re-balance the road space to create additional greenery and wider footpaths. Future detailed work will explore an opportunity to widen the public realm on the southern side of the street to integrate with a potential future open space on the Sherlock and Hay's site.

Undertake streetscape upgrade to Young Street to provide:

- Widened footpaths on the south side of Young Street.
- High quality surfaces with feature paving that integrates with the FMAC's wider streetscape palette.
- Additional street tree planting.
- A mid-block pedestrian crossing that connects the Sherlock and Hay's Site to the 122-124 Young Street.

Action P2-5: Baxter Trail Extension

Complete the missing link between the Baxter Trail and the shared pedestrian and cycle path along Dandenong Road East. The design of the trail should seek to:

- Utilise the Fletcher Road reserve where possible.
- Minimise conflict points between pedestrian / cyclists and vehicles.
- Provide for safe and convenient cycling connection across Cranbourne Road.
- Optimise passive surveillance from adjoining land uses.



Streetscape with generous footpaths and canopy trees.



An example of a shared user path.

Precinct 2 - Key Actions

Action P2-6: Rail underpass upgrade

Work with VicTrack and the Department of Transport to improve the safety and amenity of the existing rail underpass. Improvements should provide:

- Removal /relocation of objects and infrastructure that limit views into the underpass
- Flaring of the underpass entrances to expand lateral views
- The potential for a new public arrival plaza on the east side of the railway line that connects through to Fletcher Road.

Action P2-7: Beach Street Rail Crossing

Work with VicTrack and the Department of Transport to develop options for improving the safety and amenity of the Beach Street at-grade rail crossing. Options should consider:

- Short term improvements to the safety of the existing crossing
- Scenarios that plan for a future station re-build with a new northern station entrance and overpass that connects Beach Street to Young Street.

Action P2-8: Fletcher Road Greening

Implement additional canopy tree and understorey planting along Fletcher Road to create a green edge to the FMAC.

5.3.3. Precinct 2 - Development Framework

Development Objectives

- To create an active, safe and attractive transit interchange that welcomes people to a vibrant place for business, education, shopping, hospitality and housing.
- To activate Young Street and Playne Street with retail, hospitality and community uses across the day and night.
- To provide offices, institutional uses and housing the east side of the railway line with activated ground level uses.
- To strengthen the connections across the rail line between Young Street and Fletcher Road with activated links.
- To provide active frontages to new open space delivered across the precinct.
- To ensure new development along Fletcher Road contributes to creating a green edge to the FMAC.
- To enhance the eastern gateway to the FMAC with development of exemplary quality.
- To provide visual breaks between buildings that allows for views to the sky and supports sharing of views.
- To maintain adequate sunlight to the future widened southern footpath of Playne Street, the western footpath of Young Street and City Park at key times of the year.

Development Requirements

Refer to Figure 28 for Sub-Precinct boundaries and other built form requirements for Precinct 2.

Element	Development Requirements
Preferred Building Heights	<ul style="list-style-type: none"> Sub-Precinct 2A – Preferred Maximum Building Height is 48.0.m (14 storeys) above natural ground level. Sub-Precinct 2B – Preferred Maximum Building Height is 41.0m (12 storeys) above natural ground level. Sub Precinct 2C - Preferred Maximum Building Height is 22.0m (6 storeys) above natural ground level.
Preferred Street Wall Heights	<ul style="list-style-type: none"> Sub-Precinct 2A - Preferred street wall height to Young Street and Playne Street is 12.0m (3 storeys). Sub-Precinct 2B, 2C - Preferred street wall height to Fletcher Road and Cranbourne Road 19.0m (5 storeys).
Preferred Street & Ground Level Setbacks	<ul style="list-style-type: none"> Sub-Precinct 2A - Pedestrian Link through the Sherlock and Hay's Site: 9.0m ground level setback within 79R - 83R Young Street (location to be determined through future master planning). Sub-Precinct 2A - 0.0m to Playne Street and Young Street. Sub-Precinct 2B, 2C - Provide a mix of setbacks to Fletcher Road to provide opportunities for landscaping and tree retention.
Preferred Upper-Level Setbacks	<ul style="list-style-type: none"> Sub-Precinct 2A, 2B, 2C - 5.0m upper level setback from the street wall Sub-Precinct 2A, 2B - Upper level setbacks provided to maintain solar access as outlined below
Solar Access	<p>Ensure solar access is maintained to the following:</p> <ul style="list-style-type: none"> The entire southern footpath Playne Street between 10am and 2pm at the spring equinox (September 23). The entire eastern footpath of Fletcher Road between 10am and 2pm at the spring equinox (September 23). The entire eastern and western footpath of Young Street between 10am and 2pm at the spring equinox (September 23). City Park including proposed expansion area between 10am and 1pm at the winter solstice (June 22). The platforms of Frankston Station between 10am and 2pm at the spring equinox (September 23).

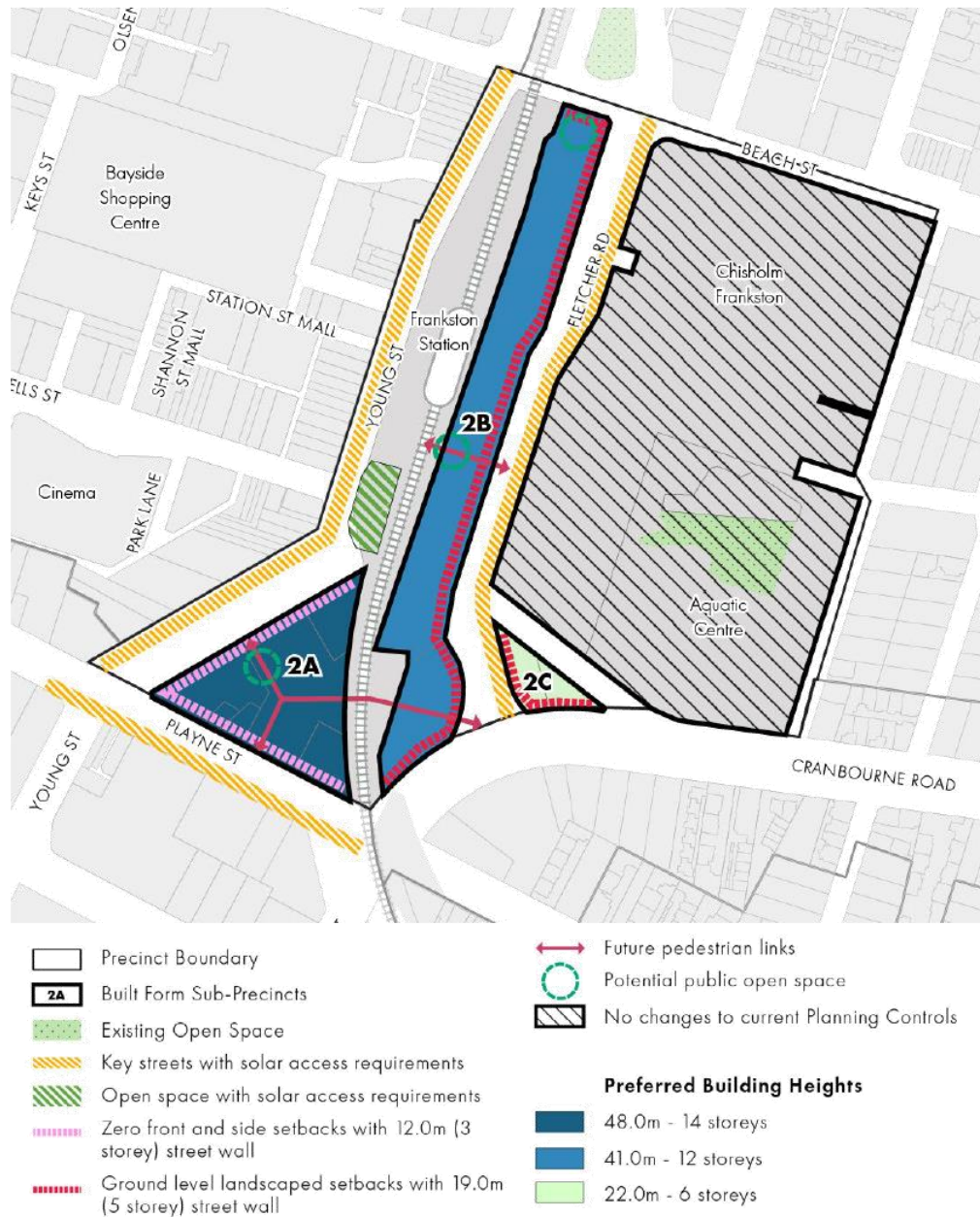


Figure 28. Precinct 2 - Built Form and Design Framework

Precinct Development Guidelines

Please also refer to Section 5.8 - Centre-wide Design Guidelines.

- Enhance the eastern gateway to the FMAC along Cranbourne Road with development of exemplary architectural quality with forms that create an interesting skyline.
- Provide for a substantial east-west pedestrian link through the station car park to connect the existing underpass to the existing pedestrian crossing on Fletcher Road.
- Provide for a public space on the east side of the railway line near the entrance to the existing underpass to create a welcoming space for Ensure all new pedestrian links are enhanced with active ground level uses.
- Provide for a public space adjacent to the existing signal box and ensure activation from adjoining uses.
- Provide a new public open space on the Sherlock and Hay's site as part of its redevelopment.
- Multi-deck car parks should be sleeved with uses to the first two levels of the building to activate Fletcher Road and other key pedestrian and cycling links.
- Provide for a mix of setbacks to Fletcher Road to support landscaping and courtyard opportunities for development.
- Ensure buildings along Fletcher Road are no greater than 45m in length and provide substantial gaps between each building form.
- Primary Active Frontages to be provided to Young Street and Playne Street, the future pedestrian link through the Sherlock and Hay's Site and future pedestrian connections between the railway line and Fletcher Road. Refer to Centre-wide guidelines for details.
- Active Frontages to be provided to other streets and spaces across the precinct. Refer to Centre-wide guidelines for details.
- Seek to retain existing canopy trees where practical.

5.4. Precinct 3: Arts, Entertainment and Government Services

5.4.1. Precinct 3 - Overview

Activities and Land Use

The Arts, Entertainment and Government Services Precinct will become the premier arts and entertainment destination for the south east region and an iconic part of Frankston's identity. Playne Street will be the key activity spine connecting between the Arts Centre and the foreshore. It will provide for a range of entertainment, arts, hospitality and retail uses that support activity across the day and night. Along both sides of Davey Street, ground level and podium development will have a stronger office and commercial focus providing employment opportunities close to the Frankston Hospital. Plowman Place will continue to transform with a higher density residential focus.

Built Form and Design

Built form within the precinct will respond to the arts and entertainment theme providing creative architectural responses. Building heights will increase in Playne Street capturing the proximity to the railway station and foreshore. The southern footpath of Playne Street will remain in sunlight at key times of the year by applying upper-level setbacks on the north side of the street.

Building heights will decrease towards Davey Street and Plowman Place, responding to the high visibility of this area, its location further away from the city centre, the sensitive open space interfaces to the south, and the transition to the detached residential areas of Frankston.

Along the northern side of Davey Street, development will reinforce the city centre edge with buildings extending up to the street boundary. The southern side of Davey Street and Plowman Place will have a different character, providing landscaped front setbacks and opportunities for landscaping between new buildings and the retention of significant trees.

Streetscapes and Open Space

Playne Street will be developed as spacious, green street providing an interesting journey connecting the arts centre to the foreshore. Large street trees will line the generous footpath spaces that support a range of activities including outdoor dining and incidental gathering spaces.

The library forecourt will be upgraded and expanded to better connect with Playne Street and provide an inspiring northern entrance to the Arts Centre. On Davey Street, the Arts Centre forecourt will also be upgraded to better reflect the importance of this key destination within the FMAC.

Davey Street will retain its iconic Norfolk Island Pines that provide a key visual landmark for the FMAC. New street tree planting will be supplemented by landscaped setbacks on the southern side of the road to create a green edge to the City Centre.

Movement and Transport

Pedestrian priority will be focused along Playne Street reinforcing it as a key link to the Foreshore. This will be delivered through wider footpaths, pedestrian priority at street crossings and a higher level of comfort and amenity provided through additional street tree planting and furniture. Bicycle lanes along Playne Street will create a key east-west cycling link providing access into the city centre and connecting the Baxter Trail to the foreshore.

Pedestrian amenity along Davey Street will be enhanced through additional street tree planting however Davey Street will retain its key role as part of the Ring Road providing peripheral access into the city centre and car parking facilities (one potential multi-deck car park is identified within this precinct).

5.4.2. Precinct 3 - Actions

Figure 30 identifies key actions and improvement across Precinct 3. These actions are outlined in the following pages.

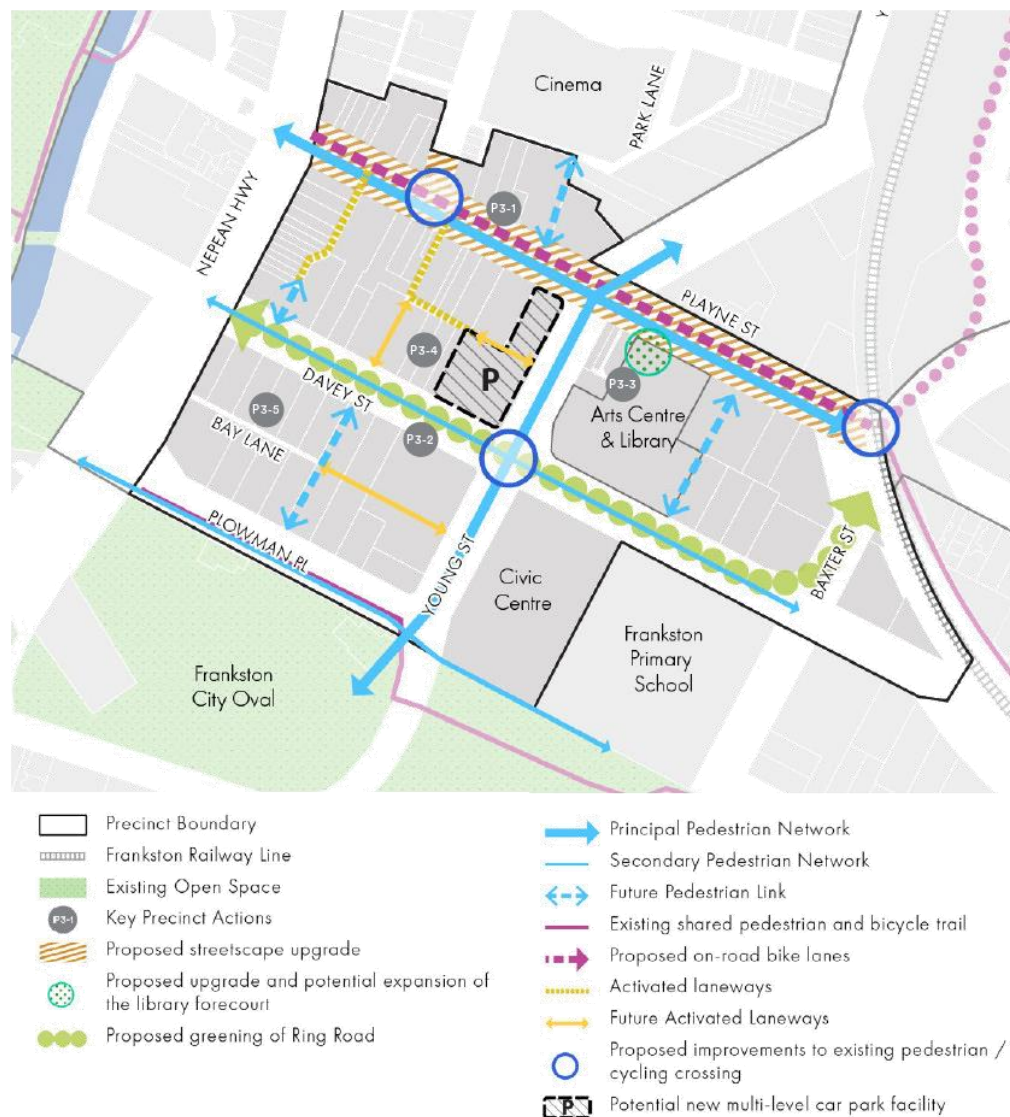


Figure 29. Precinct 3 - Key Actions

Precinct 3 - Key Actions

Action P3-1: Playne Street Upgrades

Upgrade Playne Street to create a spacious, green street providing an artistic journey connecting the arts centre to the foreshore. The upgrade should provide:

- Wider footpaths paved with high quality surfaces that integrate with wider streetscape palette.
- On-road bicycle lanes in each direction.
- Re-configuration of parking and narrower traffic lanes.
- Additional tree planting and extended vegetated median.
- Water Sensitive Urban Design treatment to passively irrigate vegetation.
- Additional pedestrian crossings.
- Public art and a gateway treatment at Nepean Highway.

Action P3-2: Davey Street Greening

Implement additional canopy tree and understorey planting along the northern side of Davey Street to create a lush and green edge to the FMAC.



A civic forecourt extending into the street



Pedestrian priority in the street

Precinct 3 - Key Actions

Action P3-3: Arts Centre and Library Master planning

Develop a masterplan for the Arts Centre and the Library to enhance it as the premier arts and entertainment destination in the south east region and provide for better integration into the City Centre Precinct. The masterplan should consider:

- Future expansion requirements for existing facilities
- Complimentary uses that could be provided on the site i.e. gallery spaces that would make the facility a regional destination.
- Ground level uses that would activate the street and adjoining spaces.
- Enhanced forecourts to Davey and Playne Street.
- The potential to integrate adjacent land holdings into any future expansion of the facilities and forecourt spaces.
- Improved physical connections from Playne Street into the Library and Arts Centre.

Action P3-4: Multi-Deck Car Park

Develop concepts for the delivery of a multi-deck car park on 170R Young Street. Key components should include:

- Primary access from the Car park from Davey Street
- Ground level activation to Young Street and Playne Street
- Potential for offices or affordable housing on the upper levels of development

Action P3-5: Widen Bay Lane

Prepare a planning scheme amendment to apply a Public Acquisition Overlay to achieve the widening of Bay Lane.



The Frankston Arts Centre

5.4.3. Precinct 3- Development Framework

Development Objectives

- To activate Playne Street with retail, restaurants, cafes, arts and entertainment uses during the day and night.
- To provide for employment, community, government services and residential uses along Davey Street and Plowman Place
- To provide residential, accommodation and office uses on upper levels of buildings across the precinct.
- To better integrate the Frankston Arts Centre and Library with Playne Street and Davey Street.
- To protect and enhance heritage places along Davey Street
- To encourage exemplary built form that reflects the arts character of the Precinct.
- To ensure built form south of Davey Street is not visually dominant and enhances the backdrop when viewed from surrounding areas.
- To provide landscaped front setbacks south of Davey Street to provide a built form transition into the adjoining residential areas.
- To maintain adequate sunlight to the southern footpaths of Playne Street and Davey Street, Frankston Oval and Beauty Park at key times of the year.
- To reinforce the green edge to the FMAC south of Davey Street.
- To provide design responses that retain and integrate existing significant trees.
- To minimise impacts of development on the Davey Street Norfolk Island Pines.
- To ensure development can be adequately serviced from Bay Lane.
- To minimise the disruption of footpaths along Playne Street with vehicle crossovers.

Development Requirements

Refer to Figure 30 for Sub-Precinct boundaries and other built form requirements for Precinct 3.

Element	Development Requirements
Preferred Building Heights	<ul style="list-style-type: none"> Sub-Precinct 3A – Preferred Maximum Building Height is 41.0m (12 storeys) above natural ground level. Sub-Precinct 3B – Preferred Maximum Building Height is 35.0m (10 storeys) above natural ground level. Sub-Precinct 3C – Preferred Maximum Building Height is 35.0m (10 storeys) above natural ground level. Sub-Precinct 3D – Preferred Maximum Building Height is 22.0m (6 storeys) above natural ground level.
Preferred Street Wall Heights	<ul style="list-style-type: none"> Sub-Precinct 3A, 3B, 3D – Preferred street wall height is 12.0m (3 storeys). Sub-Precinct 3C – Preferred street wall height is 8.0m (2 storeys).
Preferred Street & Ground Level Setbacks	<ul style="list-style-type: none"> Sub-Precinct 3A, 3B, 3D – 0.0m to all streets. Sub-Precinct 3A – Laneway extensions – 3.0m ground level setback to 15-17 Davey Street and 170R Young Street to provide for 3.0m wide laneway. Sub-Precinct 3A – Pedestrian Links – 6.0m ground level setback to the following sites to provide for the new links: Frankston Arts Centre, 62-66 Playne Street, 35 Playne Street and 499 Nepean Highway Sub-Precinct 3C – 4.0m street setback Young Street and Plowman Place. 0.0m street setback to Nepean Highway. Sub-Precinct 3C – Ground level setback of at least 7.0m to Davey Street to respect heritage places. Sub-Precinct 3C – Bay Lane Widening – 3.0m rear setback to 1N,1R,1,2 Bay Lane. Sub-Precinct 3C – Bay Lane Extension – 3.0m rear setback to 16 & 18 Davey Street & 3.0m rear setback to 3 & 4 Plowman Place to provide for 6.0m wide laneway. Sub-Precinct 3C – Bay Lane Extension – Setback to provide for 6.0m wide laneway through 20-24 Davey Street. Alignment of Laneway to be determined through future master planning. Sub-Precinct 3C – Civic Centre Site – 10.0m rear setback. Ground level setbacks to avoid the tree protection zones of Significant Trees identified in Figure 30.
Preferred Upper-Level Setbacks	<ul style="list-style-type: none"> Sub-Precinct 3A, 3B, 3C, 3D – 5.0m upper level setback from the street wall. All Precincts – Provide upper-level setbacks as required to achieve the solar access requirements outlined below.

Element	Development Requirements
Solar Access	<p>Ensure solar access is maintained to the following:</p> <ul style="list-style-type: none">• Within 7.0m of the western property boundary of Nepean Highway between 10am and 2pm at the equinox (September 23). This measurement accounts for future widening of the Nepean Highway footpath.• The entire southern footpath Playne Street between 10am and 2pm at the spring equinox (September 23).• The entire southern footpath of Davey Street between 10am and 2pm at the spring equinox (September 23).• The entire eastern and western footpath of Young Street between 10am and 2pm at the spring equinox (September 23).• Beauty Park beyond northern edge of the existing shared path park between 10am and 2pm at the winter solstice (June 22).• Frankston Oval beyond a distance of 30m from the northern property boundary between 10am and 2pm at the winter solstice (June 22).

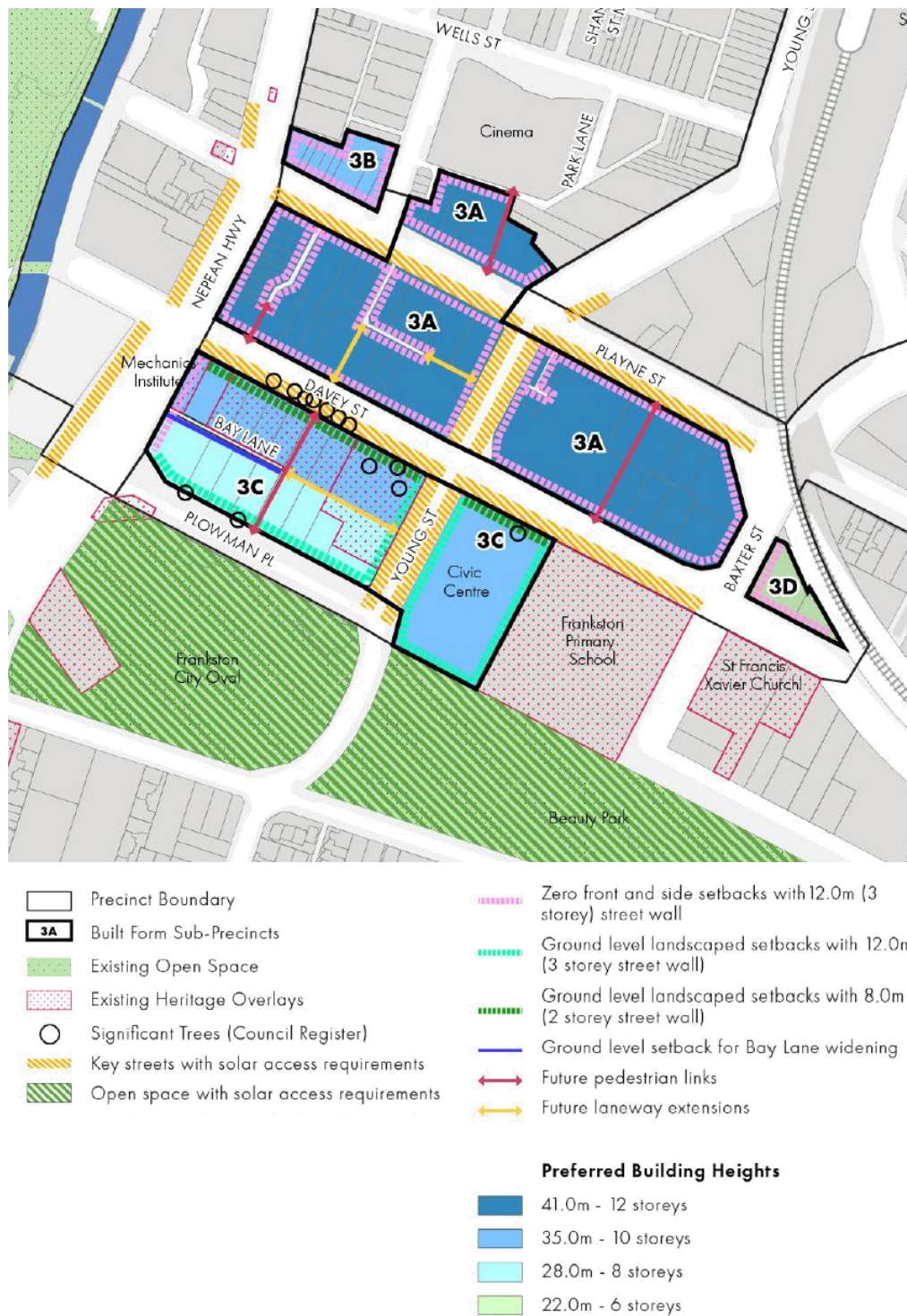


Figure 30. Precinct 3 - Built Form and Design Framework

Development Guidelines

Please also refer to Section 5.8 - Centre-wide Design Guidelines

- Buildings should be designed to enhance views to the precinct from surrounding areas and incorporate architectural elements that create an interesting and varied skyline.
- Design buildings to respond to the topography and provide accessible ground levels from each street frontage.
- Provide fine-grain tenancies to Playne Street, Nepean Highway and Young Street to strengthen street activity.
- Provide for wider tenancies along Davey Street to suit a variety of employment uses.
- Development on land within a Heritage Overlay or adjoining a Heritage Overlay should not dominate the heritage building and streetscape, utilise materials and finishes that are recessive in texture and colour, and incorporate simple architectural detailing that does not detract from the heritage buildings and streetscape.
- Landscaped setbacks south of Davey Street should incorporate canopy trees and complimentary coastal landscaping. Avoid privacy fencing to the street.
- Development should be designed to integrate identified Significant Trees through appropriate setbacks, building recesses and courtyard spaces.
- Primary Active Frontages to be provided to Playne Street, Nepean Highway and Young Street north of Davey Street. Refer to Centre-wide guidelines for details.
- Active Frontages to be provided to Davey Street, Baxter Street and Plowman Place. Refer to Centre-wide guidelines for details.
- Ensure development is designed to protect existing significant trees both within the road reserve and private land.
- For properties with frontages to both Playne Street and Davey Street, provide vehicle access from Davey Street where practical.
- For properties that abut Bay Lane, provide vehicle access from the lane.

5.5. Precinct 4: Waterfront

5.5.1. Precinct 4 - Overview

Activities and Land Use

The Waterfront precinct will transform into a bustling hub of activity and recreation reinforcing the foreshore and Kananook Creek as the jewel in the crown for the FMAC. It will be lively all year round with regular events and markets, that celebrate the area's history and its natural values. The precinct will be a focus for high quality, mixed use development, embracing Kananook creek, the foreshore and Nepean Highway with cafes, restaurants, entertainment and tourism uses activating ground level spaces. Above the ground level, housing, accommodation and offices spaces will capture the high level of amenity and accessibility offered by the precinct.

Built Form and Design

Built form within the precinct will be of significant quality recognising the importance of this location within the FMAC. Development will support significant transformation of this precinct whilst balancing the sensitive interfaces to Kananook Creek, the Foreshore reserve and residential uses within the Long Island neighbourhood. Upper levels of buildings will be designed with significant gaps, reducing the visual bulk of buildings when viewed from the foreshore and other surrounding areas and also allowing views to the sky when viewed from Nepean Highway. Appropriate upper level setbacks will ensure Kananook Creek, key streets and the foreshore reserve receive adequate sunlight across the year.

Public Realm

Kananook Creek and Nepean Highway will be a focus for revitalisation within the FMAC. Streetscape upgrades to Kananook Creek Boulevard between Beach Street and Wells Street will provide more space for pedestrians and outdoor dining, more greenery whilst supporting vehicle movement and parking. The Kananook Creek Promenade will be continued south of Davey Street providing connections into the foreshore reserve and future park on Melbourne Water owned land. Across the precinct, the creek environment will be enhanced with additional planting to enhance its environmental role. This will be balanced with opportunities to better engage with the creek through stronger visual and physical connections to the water and an increase in on-water activities.

Nepean Highway will be developed into a green boulevard maintaining its iconic Fig trees within the central median but enhanced by substantial tree and understorey planting along the eastern and western footpaths. Vehicle lanes will be reduced and footpaths will be widened to provide greater opportunities for outdoor dining and social interaction.

Movement and Transport

Pedestrians and cyclists will be prioritised across the precinct through streetscape upgrades to Kananook Creek Boulevard and Nepean Highway. The connection to the foreshore will be strengthened with new mid-block links providing additional access points to Kananook Creek. Waiting times for pedestrians and key crossings will be shorted to reduce Nepean Highway as a key barrier in accessing the foreshore. Bike lanes along Nepean Highway will fill a key gap in the cycling network allowing safe travel between the south eastern suburbs and the Mornington Peninsula.

The role of private motor vehicles for accessing businesses and future developments is recognised. Although the traffic role of Nepean Highway will be reduced through the removal of one vehicle lane in each direction, appropriate parking will be provided along the highway and along Kananook Creek Boulevard to support businesses.

5.5.2. Precinct 4 - Actions

Figure 31 identifies key actions and improvement across Precinct 3. These actions are outlined in the following pages.

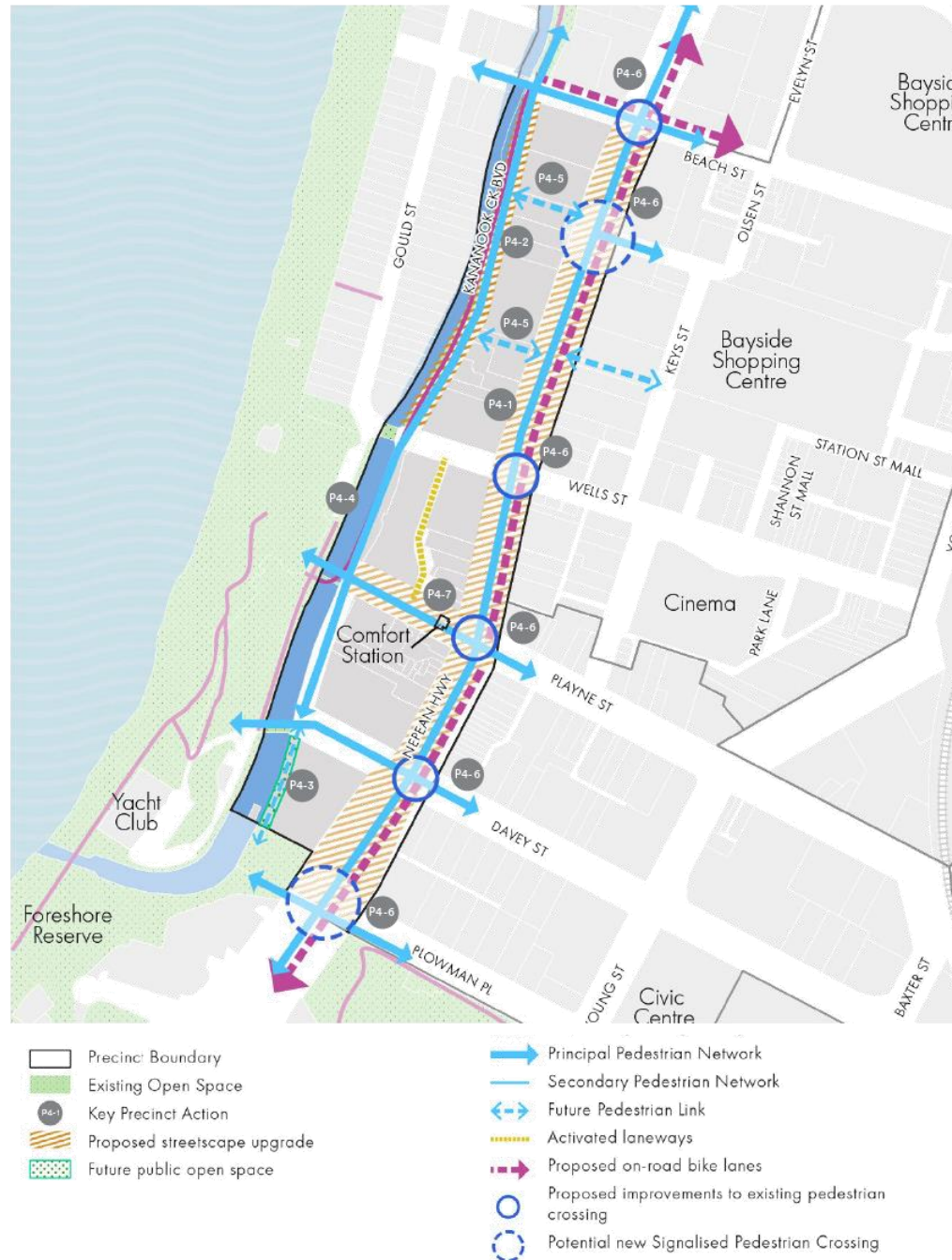


Figure 31. Precinct 4 - Key Actions

Precinct 4 - Key Actions

Action P4-1: Nepean Boulevard Upgrade

Transform Nepean Boulevard to become a vibrant pedestrian focused precinct. The upgrade should provide:

- Increased footpath space to support outdoor dining enable retail uses to spill out into the street space.
- A distinctive sense of place, with high quality pavements, furnishings, lighting and signage
- Additional tree planting within the median and along the retail edge to reinforce the iconic Fig trees.
- WSUD treatments to improve environmental performance of the highway.
- Bike lanes in each direction.
- Retention of on-street parking.

Figures 32 and 33 provide an impression of how Nepean Highway could be transformed. Key elements include widened footpaths supporting outdoor dining, additional street tree planting, water sensitive urban design treatments and bike lanes. The median and existing fig trees remain in their current location.

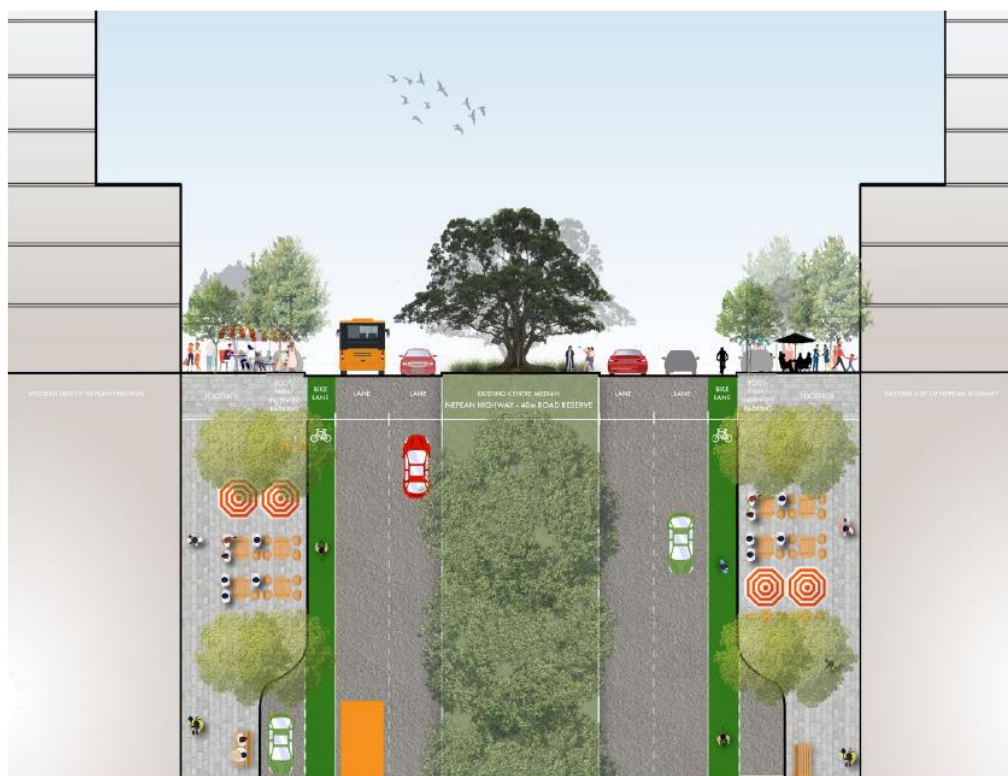


Figure 32. Example plan and cross section showing how Nepean Highway could be transformed



Figure 33. An artists impression of the Nepean Highway Boulevard



Precinct 4 - Key Actions

Action P4-2: Kananook Creek Boulevard Upgrade

Develop Kananook Creek Boulevard to become a pedestrian focused street that capitalises on its unique position adjacent to Kananook Creek. The road reserve maintain its current width however a 3.0m ground level setback for development will provide for outdoor dining space clear of the footpath. The upgrade will provide:

- Large kerb outstands inbetween parking bays to provide increased footpath space and tree planting.
- Canopy tree planting.
- Integration of a water sensitive urban design treatments.
- A shared pedestrian and vehicle pavement that enables easy movement across the boulevard.
- Retention of the shared path in its current location.
- Creation of activity and landscape nodes along the corridor at key access points.

Figures 34 and 35 provide an impression of how Kananook Creek Boulevard could be transformed. Key elements include widened footpaths through kerb outstands, outdoor dining spaces within the development setback, a shared vehicle and pedestrian space allowing people to move comfortably across the road and additional street tree planting. The shared path remains in its current location.



Figure 34. Example plans and cross sections showing how Kananook Creek could be enhanced



Figure 35. An artists impression of Kananook Creek Boulevard



Precinct 4 - Key Actions

Action P4-3: Kananook Creek Promenade continuation

Prepare a planning scheme amendment to implement a Public Acquisition Overlay for the continuation of the Kananook Creek Promenade through 510 Nepean Highway. This promenade continuation will provide:

- A total promenade width of approximately 12.0m. This includes the existing 3.0m creek reserve and a 9.0m ground level setback to 510 Nepean Highway.
- Paved surfaces of sufficient width to allow for outdoor dining, seating and observation locations adjacent to the creek and movement of pedestrians.
- Canopy tree planting
- Water sensitive urban design treatments.
- Locations with stairs or viewing platforms to provide greater engagement with the creek.
- Activation from uses on the adjoining site.

Figures 36 provide an impression of how the Kananook Creek promenade could be extended further south to connect to the Melbourne Water owned land. It shows a wide promenade with space for outdoor dining, pedestrian movement and tree planting.

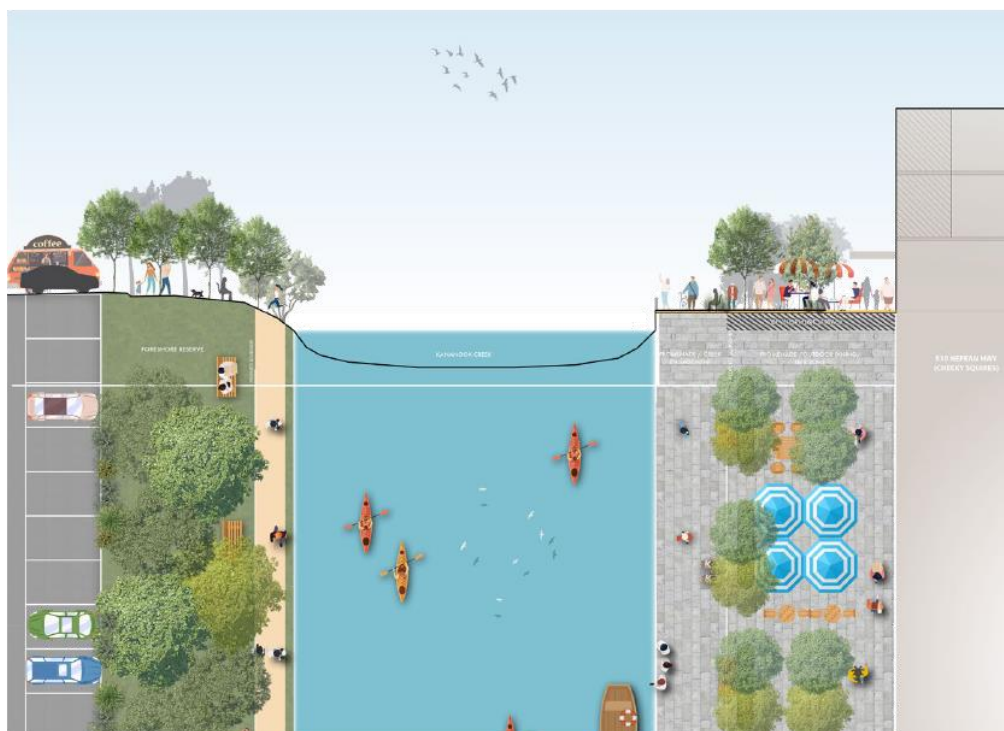


Figure 36. Example plans and cross sections showing how Kananook Creek Promenade could be extended

Precinct 4 - Key Actions

Action P4-4: Kananook Creek Corridor Masterplan

Develop a masterplan for the Creek corridor between Mile Bridge and the Foreshore. The masterplan should be developed in partnership with the Traditional Owners and provide:

- Interpretation opportunities along the creek.
- Improvements to the environmental performance of the creek.
- Unified streetscaping standards and landscaping treatments along the corridor.
- Identification of activity nodes and creek engagement opportunities.
- Improved connections to the foreshore reserve and the City Centre
- A range of supportable uses within the creek

Action P4-5: New mid-block Links

Deliver two public mid-block links between Beach Street and Wells Street that provide a connection between Nepean Highway and Kananook Creek Boulevard. The links will be a total of 9.0m in width and provide:

- 24 hour public accessibility
- Open to the air connection with weather protection adjacent to the building.
- Activation along the majority of the link from adjoining ground level uses. The focus for activity will be provided closer to the Nepean Highway and Kananook Creek Boulevard Frontages
- Vertical landscaping to soften unarticulated walls, where non-active frontages are proposed.
- Stair access to address the changes in levels between Nepean Highway and Kananook Creek Boulevard
- Passive surveillance will be provide from upper levels of development

Action P4-6: Nepean Boulevard Crossing Improvements

Work with Department of Transport to improve pedestrian crossing opportunities along Nepean Highway. This should focus on:

- Reducing crossing waiting times for pedestrians at existing signalised intersections
- Providing additional signalised crossing(s) between Beach Street and Wells Street that generally align with existing and proposed links.

Action P4-7: Comfort Station Activation

Work with the community and businesses to explore options for activating the Comfort Station building. This should consider alternative uses for the which will activate the building and adjoining footpath spaces.

5.5.3. Precinct 4 - Development Framework

Development Objectives

- To activate Kananook Creek, Nepean Highway, Beach Street, Wells Street, Playne Street and Davey Street with retail, restaurants, cafes, arts and entertainment uses across the day and night.
- To support residential and office uses on upper levels of buildings.
- To provide for a mix of fine-grain and wider frontage shopfronts along Nepean Highway to support a diversity of land uses.
- To ensure development responds to the topography and addresses all streets with active and accessible frontages.
- To activate new pedestrian links with ground level retail and hospitality uses.
- To encourage exemplary built form that creates a high quality backdrop when viewed from the foreshore reserve and Kananook Creek.
- To minimise the visual dominance of development when viewed from the foreshore reserve and Gould Street residences
- To maintain adequate sunlight to Kananook Creek, Melbourne Water land, southern footpaths of Wells Street, Playne Street and Davey Street and the eastern footpath of Nepean Highway at key times of the year.
- To soften the visual impact of buildings with vertical landscaping and visible courtyard spaces.
- To protect the environmental qualities of Kananook Creek
- To minimise the impact of vehicle access from Kananook Creek Boulevard and Nepean Highway.

Development Requirements

Refer to Figure 37 for Sub-Precinct boundaries and other built form requirements for Precinct 4.

Element	Development Requirements
Preferred Building Heights	<ul style="list-style-type: none"> Sub-Precinct 4A, 4C, 4D – Preferred Maximum Building Height is 41.0m (12 storeys) above natural ground level. Sub-Precinct 4B – Preferred Maximum Building Height is 35.0m (10 storeys) above natural ground level.
Preferred Street Wall Heights	<ul style="list-style-type: none"> Sub-Precinct 4A, 4B, 4C, 4D – Preferred street wall height is 12.0m (3 storeys).
Mandatory Street & Ground Level Setbacks	<ul style="list-style-type: none"> Sub-Precinct 4A, 4B - 3.0m ground level setback to Kananook Creek Boulevard to provide an outdoor dining / activation zone for new development. Sub-Precinct 4D - Extension of Kananook Creek Promenade at 510 Nepean Highway – 9.0m ground level setback to the western property boundary to create the future public open space. Sub-Precinct 4A - Future pedestrian links between Nepean Highway and Kananook Creek Boulevard - 4.5m ground level setback to the following: <ul style="list-style-type: none"> Northern property boundary of 446 Nepean Highway Southern property boundary of 438 – 444 Nepean Highway Northern property boundary of 432 Nepean Highway Southern property boundary of 428-430 Nepean Highway
Preferred Street & Ground Level Setbacks	<ul style="list-style-type: none"> Sub-Precinct 4A, 4B, 4C, 4D - 0.0m to Nepean Highway, Beach Street, Wells Street, Playne Street, Davey Street, Kananook Creek Boulevard South and Kananook Creek promenade.
Preferred Upper-Level Setbacks	<ul style="list-style-type: none"> Sub-Precinct 4A, 4B, 4C, 4D - Kananook Creek interface - 10.0m setback for upper-level development from the street wall. Sub-Precinct 4A - Development above 35m (10 storeys) should be set back so it has minimal visibility from the opposite Gould Street properties. The level of visibility should be measured from a distance of 10.0m from the rear boundary of the Gould Street properties. Sub-Precinct 4A - Future pedestrian links - 3.0m setback for upper-level development from the future laneway street wall to create a total of 15.0m building separation. Sub-Precinct 4C - McCombs Reserve Interface - 10.0m setback for upper-level development from the street wall. Sub-Precinct 4C, 4D - Development above 35m (10 storeys) should be set back so it has minimal visibility from the Kananook Creek trail within the foreshore reserve opposite. Sub-Precinct 4A, 4B, 4C, 4D - 5.0m setback upper-level development from the street wall to Beach Street, Wells Street, Playne Street, Davey Street and Nepean Highway. Sub-Precinct 4A, 4B, 4C, 4D - Provide upper-level setbacks as required to achieve the solar access requirements outlined below.

Element	Development Requirements
Solar Access	<p>Ensure solar access is maintained to the following:</p> <ul style="list-style-type: none"> • The eastern edge of Kananook Creek and the entire foreshore reserve between 10am and 2pm at the winter solstice (June 22). • The Kananook Creek trail between 10am and 2pm at the spring equinox (September 23). • Kananook Creek Boulevard South - Beyond a distance of 9.0m from the eastern boundary of the road reserve between 10am and 2pm at the spring equinox (September 23). • Future Kananook Creek Promenade (510 Nepean Highway) - Beyond a distance of 7.0m from the eastern edge of the future promenade between 10am and 2pm at the spring equinox (September 23). • McCombs Reserve - Beyond a distance of 20.0m from the northern property boundary of the reserve between 10am and 2pm at the spring equinox (September 23). • Within 7.0m of the eastern property boundary of Nepean Highway between 10am and 2pm at the spring equinox (September 23). This measurement accounts for future widening of the Nepean Highway footpath. • The entire southern footpath of Wells, Playne Street and Davey Street between 10am and 2pm at the spring equinox (September 23).

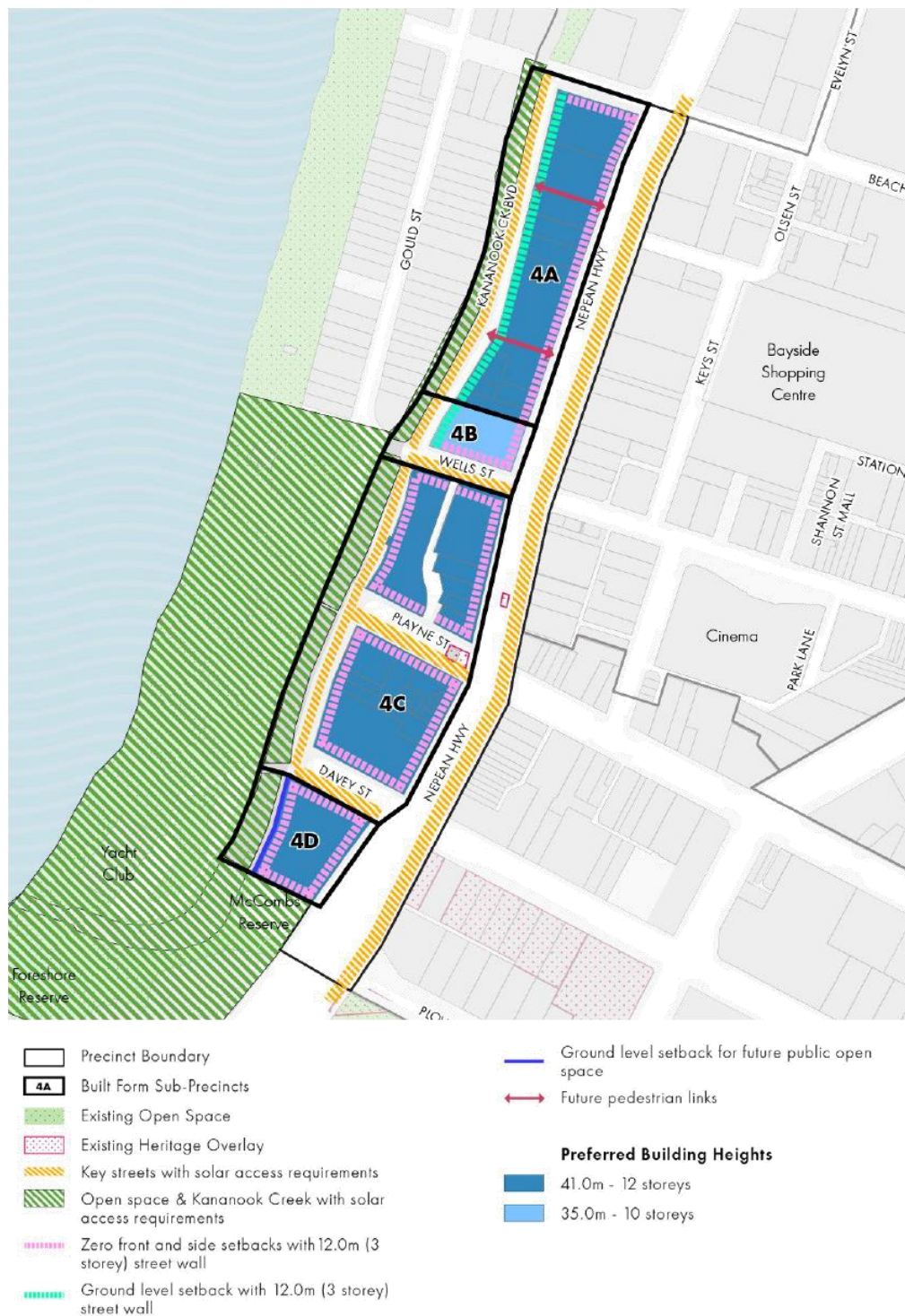


Figure 37. Precinct 4 - Built Form and Design Framework

Development Guidelines

Please also refer to Section 5.8 - Centre-wide Design Guidelines

- Enhance the southern gateway to the FMAC along Nepean Highway with development of exemplary architectural quality with forms that create an interesting skyline.
- Buildings should be designed to enhance views from Kananook Creek and Foreshore Reserve.
- Encourage architectural elements that assist in creating an interesting and varied skyline
- Towers should be designed with slender forms with bulk minimised to the sensitive interfaces including of the foreshore reserve and Gould Street.
- Design buildings to respond to the topography so that ground level of the buildings meets the existing footpath level at both the Kananook Creek and Nepean Highway frontages.
- Development should provide a mix of fine-grain and wider tenancies along Nepean Highway to support a variety of land uses.
- Primary Active Frontage to be provided all streets within the precinct. Refer to Centre-wide guidelines for details.
- Provide plaza spaces along the Kananook Creek frontage to provide high quality space for pedestrian amenity and outdoor dining and assist in reducing wind speeds.
- Provide embedded balcony spaces within the podium of developments to enhance surveillance and provide for landscaping opportunities.
- Provide landscaping and planting that relates to the native habitat planting within the Kananook Creek Corridor
- Provide vehicle access to basement car parks from Beach Street, Wells Street, Playne Street and Davey Street rather than from Nepean Highway and Kananook Creek Boulevard. Where this is not possible, minimise the width of the car park entries and impact on street trees.

5.6. Precinct 5: Nepean Boulevard Gateway

5.6.1. Precinct 5 - Overview

Activities and Land Use

The Nepean Boulevard Gateway will provide for a range of commercial, accommodation and residential uses at increased densities that enhance the northern gateway into the FMAC. Businesses will benefit from significant exposure provided along the Boulevard.

Built Form and Design

Development will provide for a high quality address to the boulevard set behind landscaped gardens with canopy trees that complement the boulevard planting. Building heights will increase closer to the FMAC and on the eastern side of the Nepean Highway. On the west side of the highway, development will be of a lower scale and set back from Kananook Creek to respond to this sensitive interface.

Streetscapes and Open Space

The arrival into the Nepean Boulevard Gateway Precinct will be a memorable experience, with iconic planting and public art highlighting the Mile Bridge crossing. Large canopy trees lining the Boulevard will provide for a green outlook complemented by lush planting in front setbacks. The Kananook Creek and foreshore are key open space assets for the precinct and will be made more accessible to people living, working or visiting the precinct.

Movement and Transport

Nepean Boulevard will provide for a higher level of pedestrian amenity and priority with wider footpaths and additional canopy planting providing shade. Two new signalised crossings aligned with Kananook Creek bridges will enable people to cross safely and conveniently. The existing bike lanes along the Boulevard enable easy access into the FMAC and to the south eastern suburbs of Melbourne.

5.6.2. Precinct 5 - Actions

Figure 38 identifies key actions and improvement across Precinct 5. These actions are outlined in the following pages.

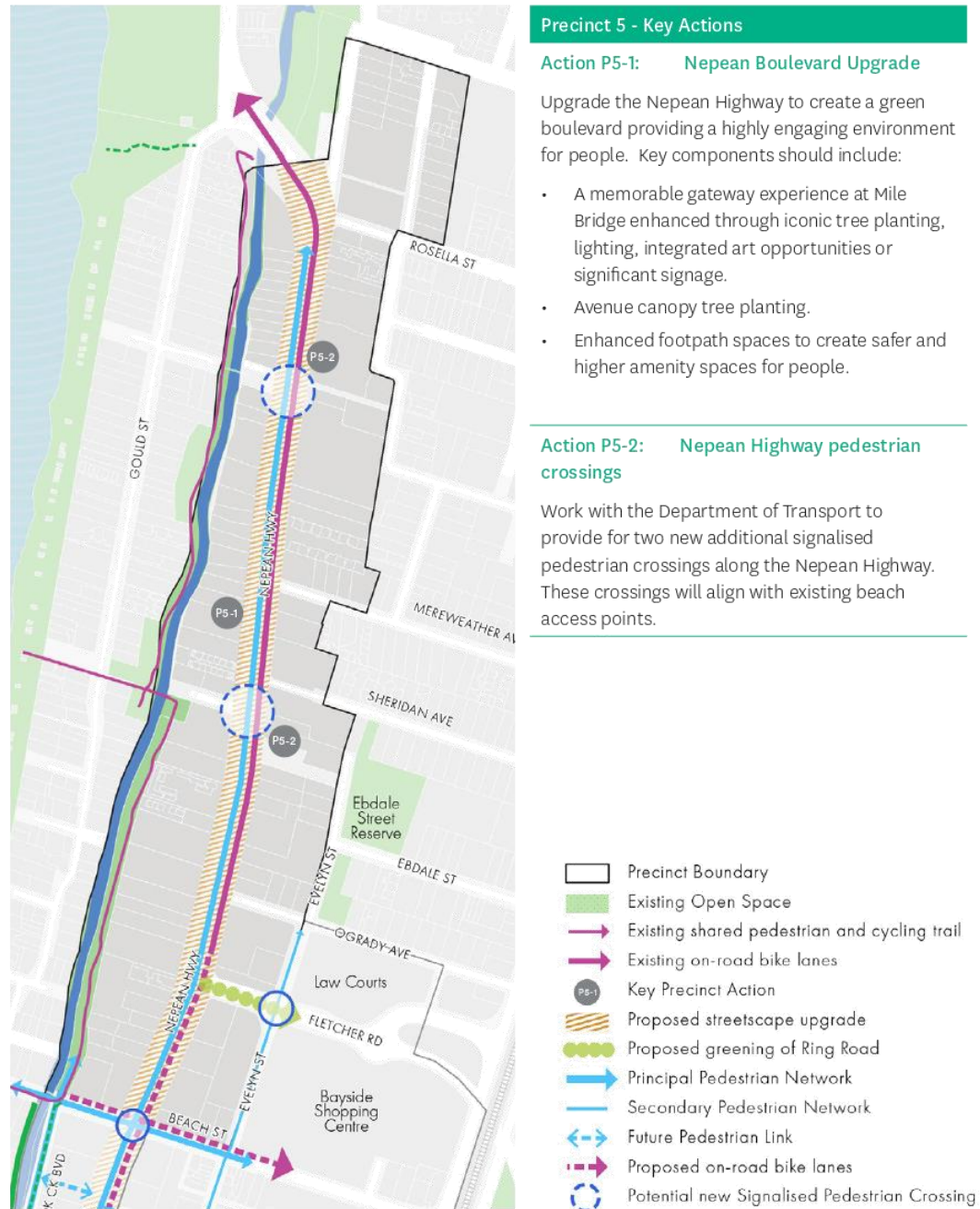


Figure 38. Precinct 5 - Key Actions

5.6.3. Precinct 5 - Development Framework

Development Objectives

- To encourage development along the Nepean Highway Boulevard that is responsive to its role as a gateway to the City Centre.
- To provide for a range of commercial and residential uses that complement the mixed-use function of the precinct.
- To support mid-scale apartment and townhouse development across the precinct.
- To ensure development respects the environmental qualities and amenity of Kananook Creek.
- To create a new, high quality and visually permeable built form edge along the west side of Nepean Highway that provides visual links to Kananook Creek
- To encourage building interfaces that promotes surveillance of adjoining streets through activated frontages.
- To provide high quality landscaping and canopy trees within private land to complement the Nepean Boulevard landscape.
- To retain existing canopy trees.
- To ensure that the location and design of car parks, loading bays and services areas promotes active street frontages, does not dominate public spaces and supports safe use and access.

Development Requirements

Refer to Figure 40 for Sub-Precinct boundaries and other built form requirements for Precinct 5.

Element	Development Requirements
Preferred Building Heights	<ul style="list-style-type: none"> Sub-Precinct 5A, 5F – Preferred Maximum Building Height is 12.0m (3 storeys) above natural ground level. Sub-Precinct 5B, 5D, 5E – Preferred Maximum Building Height is 28.0m (8 storeys) above natural ground level. Sub-Precinct 5C – Preferred Maximum Building Height is 41.0m (12 storeys) above natural ground level.
Preferred Street Wall Heights	<ul style="list-style-type: none"> Sub-Precinct 5A, 5B, 5C, 5D, 5E, 5F – Preferred street wall height is 12.0m (3 storeys).
Preferred Street & Ground Level Setbacks	<ul style="list-style-type: none"> Sub-Precinct 5A, 5E, 5F – 5.0m ground level setback Nepean Highway. 3.0m ground level setback to all other streets. Sub-Precinct 5D – 3.0m ground level setback to all streets. Sub-Precinct 5B, 5C – 0.0m ground level setback to Nepean Highway, Beach Street, Fletcher Road and Evelyn Street Sub-Precinct 5B – Where properties abut Kananook Creek Reserve: 5.0m from the rear boundary or to a surface level above the 1.7m AHD contour, whichever is greater.
Mandatory Rear Ground Level Setbacks	<ul style="list-style-type: none"> Sub-Precinct 5A – Where properties abut Kananook Creek Reserve: Minimum 5.0m from the rear boundary or to a surface level above the 1.7m AHD contour, whichever is greater. Sub-Precinct 5A – Where properties abut Kananook Creek: Minimum 10.0m from the 1.15m AHD contour (2 year Annual Recurrence Interval) or to a surface level above the 1.7m AHD contour, whichever is greater.
Preferred Upper-Level Setbacks	<ul style="list-style-type: none"> Sub-Precinct 5B, 5C, 5D, 5E – 5.0m upper-level setback for development above 12.0m. Sub-Precinct 5A – Where a site abuts Kananook Creek or Kananook Creek Reserve, the second and third levels should be set back 3.0m from the level below. Private open space is permitted within this setback.
Solar Access	<ul style="list-style-type: none"> Design and site buildings at 383-389 Nepean Highway to minimise overshadowing to Evelyn Reserve. <p>Ensure solar access is maintained to the following:</p> <ul style="list-style-type: none"> The eastern edge of Kananook Creek between 10am and 2pm at the winter solstice (June 22). The eastern and western footpaths of Nepean Highway south of Fletcher Road between 10am and 2pm at the spring equinox (September 23). Ebdale Street Reserve between 10am and 2pm at the winter solstice (June 22).

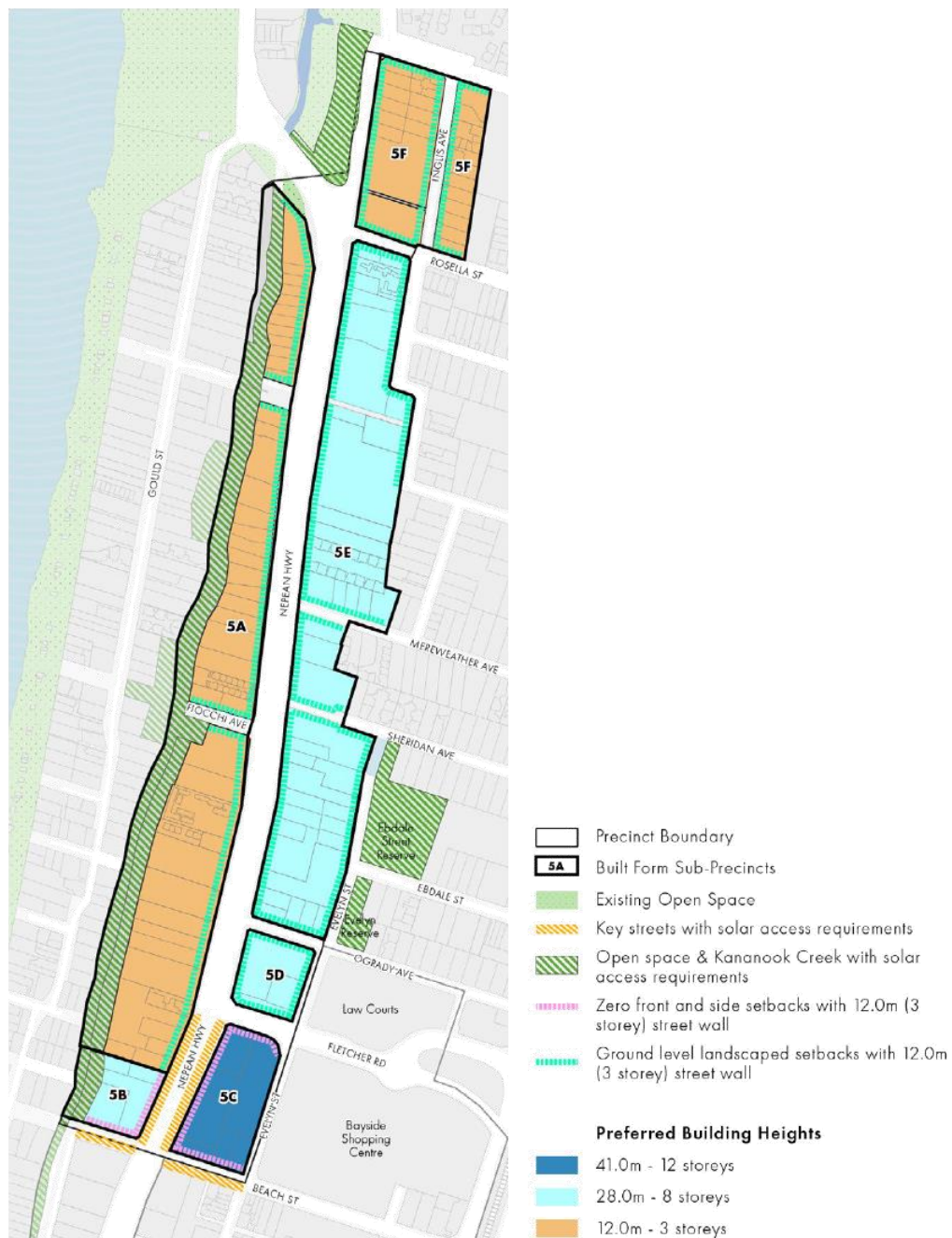


Figure 39. Precinct 5 - Built Form and Design Framework

Development Guidelines

Please also refer to Section 5.8 - Centre-wide Design Guidelines

- Development should enhance the northern Gateway to the FMAC across Mile Bridge with development of exemplary architectural quality.
- Encourage screening of basement or semi-basement parking from the street and Kananook Creek
- At grade car parking areas should be located away from street interfaces and not within front setbacks. Appropriate landscaping must be incorporated within at grade parking areas.
- Provide opportunities for engagement with the street through ground level occupation and the presence of habitable rooms and balconies at all levels. Inactive uses, such as laundries, garages and bathrooms, should be located away from street-facing facades where practicable.
- On corner allotments both street frontages should provide activated and landscaped interfaces. This may include separate entries to individual dwellings
- Directional and promotional signage should be of appropriate scale and incorporated into the building design.
- Within Sub-precincts 5A and 5F, a minimum of 30% of the site area should be permeable unless on-site stormwater runoff is managed through alternative methods such as green roofs, rain gardens and on-site bio-retention.
- Provide deep soil planting zone in accordance with Better Apartments Design Standards to support canopy trees. These should be provided within the front and rear setbacks.

- Landscaping within front setbacks should complement the Nepean Boulevard landscaping
- Front fencing to Nepean Highway should provide for a level of visual permeability to allow for passive surveillance and views to vegetation.
- Prioritise the retention of significant and large canopy trees on private land. Where there are a number of trees on the site, the retention of high value canopy trees is to be prioritised over lower value canopy trees.
- Within Sub-Precinct 5A, development must respond appropriately to the sensitive residential, open space and Kananook Creek interface by:
 - Maintaining and enhancing the natural landscape character of the creek corridor, in which the topography of the creek and its banks, and a naturalistic corridor of canopy trees, are the dominant features in public views of the creek and its setting.
 - Minimising the visual intrusion of new development when viewed from paths, bridge crossings and public open space
 - Ensuring that all building elevations, materials, colours and finishes demonstrate a positive interface with Kananook Creek, its landscape and environmental character.
 - Minimising visual bulk and allow views to Kananook Creek and its vegetated corridor by providing space between buildings.
 - Set back development from the creek edge to protect the landscape, topography and vegetation as the dominant visual elements.
 - Ensuring public views of new development are filtered through vegetation and trees.
 - External materials visible from Kananook Creek should complement the landscape setting and be softened with indigenous screen planting where practical.
 - Ensuring development provides passive surveillance of public areas.



Example of positive street interface with canopy tree planting



Example of large trees retained and incorporated into open space.

5.7. Precinct 6: Cranbourne Road Gateway

5.7.1. Precinct 6 - Overview

Activities and Land Use

The Cranbourne Road Gateway will provide for a mix of medical, office, commercial and complimentary residential uses. Businesses will benefit from convenient access to the Moorooduc Highway, the Frankston Hospital and the FMAC.

Built Form and Design

New development will help to revitalise the precinct through the gradual replacement of existing housing stock with high quality multi-level buildings enhancing the eastern entry to the FMAC. Development will be of a scale and density that is compatible with surrounding residential areas and increase moderately towards the city centre.

Streetscapes and Open Space

Cranbourne Road will provide for a welcoming entry to the FMAC. Large canopy trees will line the road side and existing medians providing for a green outlook. This will be complemented by landscaped setbacks and canopy tree planting in private lots.

Movement and Transport

Cranbourne Road will provide for a higher level of pedestrian amenity delivered through additional planting and street furniture providing for a pleasant walking journey into the city centre. Existing bike lanes along Cranbourne Road will support safe bicycle access. Convenient vehicle access to businesses will continue to be provided from Cranbourne Road.

5.7.2. Precinct 6 - Actions

Figure 40 identifies key actions and improvement across Precinct 6. These actions are outlined in the following pages.

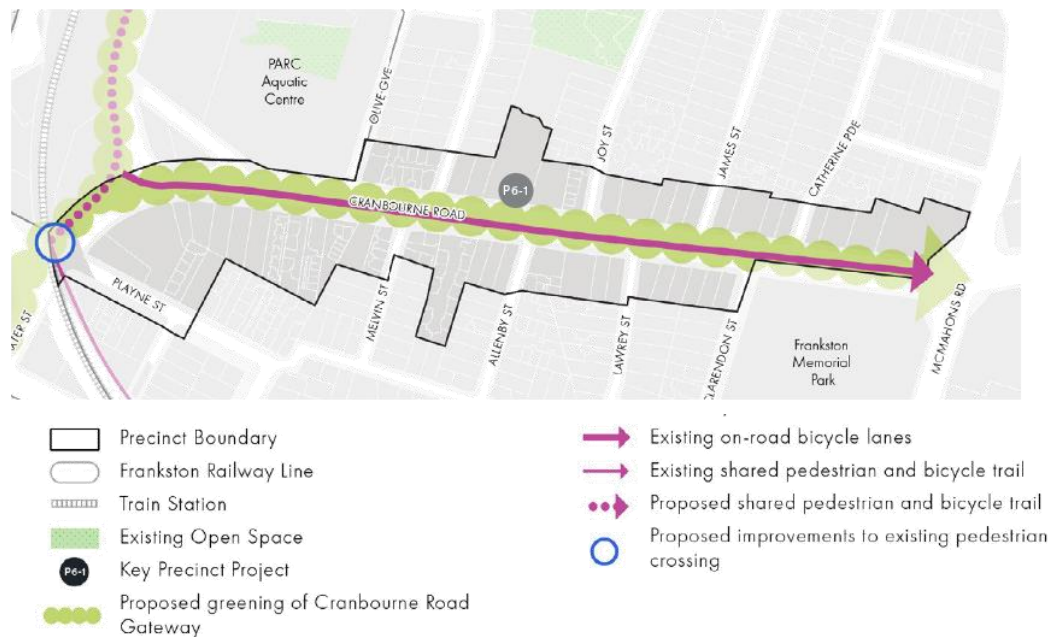


Figure 40. Precinct 6 - Key Actions

Key Projects - Precinct 6

Action P6-1: Cranbourne Road Greening

Implement understorey planting along Fletcher Road to complement recent tree planting and create a green edge to the FMAC.

5.7.3. Precinct 6 - Development Framework

Precinct Objectives

- To provide for a range of commercial and residential uses that complement the mixed-use and commercial function of the precinct including the development of office suites along Cranbourne road, increased housing densities on upper levels of new development and the integration of health and education uses as part of mixed use development.
- To encourage built form that enhances Cranbourne Road as a gateway to the FMAC.
- To encourage building interfaces that promotes surveillance of adjoining streets through activated frontages.
- To provide landscaping and canopy trees within private land that contributes to a high quality entry experience into the FMAC.
- To retain existing canopy trees.
- To ensure that the location and design of car parks, loading bays and services areas promotes active street frontages, does not dominate public spaces and supports safe use and access.

Development Requirements

Refer to Figure 41 for Sub-Precinct boundaries and other built form requirements for Precinct 6.

Element	Development Requirements
Preferred Building Heights	<ul style="list-style-type: none"> Sub-Precinct 6A - Preferred Maximum Building Height is 22.0m (6 storeys) above natural ground level. Sub-Precinct 6B - Preferred Maximum Building Height is 16.0m (4 storeys) above natural ground level.
Preferred Street Wall Heights	<ul style="list-style-type: none"> Sub-Precinct 6A, 6B - Preferred street wall height is 12.0m (3 storeys).
Preferred Street & Ground Level Setbacks	<ul style="list-style-type: none"> Sub-Precinct 6A, 6B - 3.0m ground level setback to Cranbourne Road.
Preferred Upper-Level Setbacks	<ul style="list-style-type: none"> Sub-Precinct 6A - 5.0m upper-level setback for development above 12.0m.

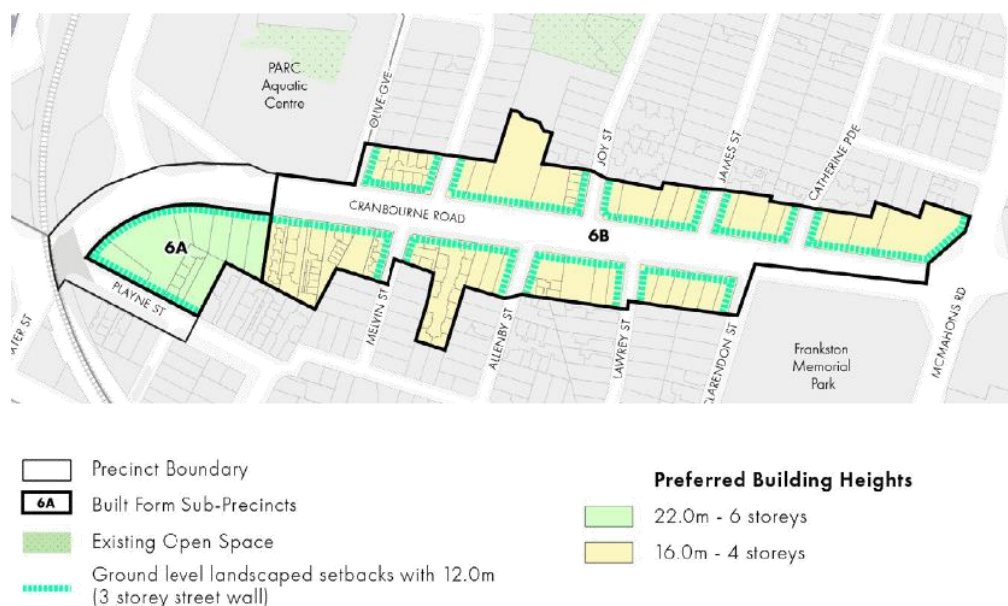


Figure 41. Precinct 6 - Built Form and Design Framework

Development Guidelines

Please also refer to Section 5.8 - Centre-wide Design Guidelines

- Development should enhance the eastern gateway to the FMAC across with development of high architectural quality.
- Provide opportunities for engagement with the street through ground level occupation and the presence of habitable rooms and balconies at all levels. Inactive uses, such as laundries, garages and bathrooms, should be located away from street-facing facades where practicable.
- Provide deep soil planting zone in accordance with Better Apartments Design Standards to support canopy trees. These should be provided within the front and rear setbacks.
- Front fencing to Cranbourne Road should provide for a level of visual permeability to allow for passive surveillance and views to vegetation.
- Prioritise the retention of significant and large canopy trees on private land. Where there are a number of trees on the site, the retention of high value canopy trees is to be prioritised over lower value canopy trees.
- Where a neighbouring development includes residential use, separation between buildings should utilise a 9.0m distance where possible to avoid overlooking between habitable rooms.
- Buildings on corner allotments should present as activated and articulated to the side elevation with opportunities for landscaping within the side setback.
- Buildings should maximise solar access by orientating buildings and associated open space areas to the north.
- Larger developments should incorporate communal outdoor space for staff, residents and visitors.
- Encourage screening of basement or semi-basement parking from the street.
- At grade car parking areas should be located away from street interfaces and not within front setbacks. Appropriate landscaping should be incorporated within at grade car parking areas.
- Utilities and services should not be located within the street frontage and should be screened.
- A minimum of 30% of the site area should be permeable unless on-site stormwater runoff is managed through alternative methods such as green roofs, raingardens and on-site bio-retention.
- Directional and promotional signage should be of appropriate scale and incorporated into the building design.

5.8. Centre-wide Design Guidelines

5.8.1. Centre-wide Objectives

- To develop Frankston Metropolitan Activity Centre as the commercial, civic, cultural, creative, community and entertainment destination for the South Eastern metropolitan area.
- To encourage high quality built form that contributes to safe, engaging and attractive streets.
- To facilitate development at a scale that accommodates a mix of uses while respecting the coastal character of Frankston and sensitive interfaces.
- To provide visual breaks between buildings that allows for views to the sky and supports sharing of views.
- To encourage a diverse range of housing choices that provide for on and off site amenity including affordable housing options.
- To encourage environmentally sustainable development.
- To encourage building interfaces that promote the safety of adjoining streets through activated frontages and surveillance at upper levels.
- To ensure that the location and design of car parks, loading bays and services areas promotes active street frontages, does not dominate public spaces and supports safe use and access.

5.8.2. Centre-wide Design Guidelines

Building heights & Setbacks

- The preferred maximum building height excludes rooftop services which should be hidden from view from any adjoining public space or designed as architectural roof top features. Roof top services includes but is not limited to plant rooms, air conditioning, lift overruns and roof mounted equipment.
- Architectural features may exceed the preferred building heights.
- To support a high level of internal amenity and adaptation to other uses over time, buildings should provide the following minimum floor to floor heights:
 - Ground level – 4.0m
 - Above ground level up to street wall height (including car parking) – 3.5m
 - Residential uses – 3.2m
 - Non-residential uses – 3.5m

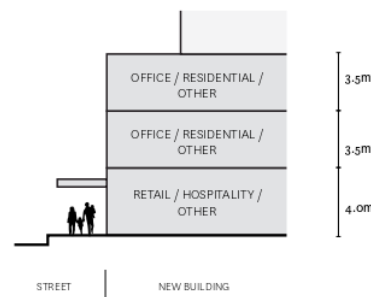


Diagram showing the minimum floor to floor heights for the podium levels of buildings.

- Development that exceeds the identified Preferred Heights should demonstrate each of the following:
 - The development meets or does not significantly exceed the overshadowing requirements outlined in the Precinct Development Requirements.
 - Levels above the preferred maximum height are set back further behind the street wall.
 - The development provides significant public realm benefits. This could include:
 - Provision of a new public pedestrian link through the site including those identified in the Structure Plan.
 - Expansion of the adjoining footpath space for public use.
 - The provision of new or expanded public open space within the development.
 - A demonstrable benefit to the broader community.
 - Provides for affordable housing within the development.

Setbacks and Building separation

- Projections such as balconies, building services and architectural features should not intrude into the preferred ground level and upper-level setbacks.
- Development should avoid repetitive stepped building forms by providing a common street and rear setback for the majority of the upper levels above street wall.
- Where development shares a common boundary and no interface treatment is identified in the Precinct Requirements, the following side and rear setbacks should be provided to achieve adequate sunlight, outlook and privacy for habitable rooms and reduce the visual bulk of development:
- Where the common boundary is a laneway, the setback is applied from the centre of the laneway.

Overall Building Height	Preferred minimum side and rear setback above the street wall
Up to 28.0m	4.5m
Between 28.0m and 42.0m	6.0m
Above 42.0m	10.0m

Building form and design

- Building facades should be articulated through the design of openings, balconies, varied materials, recessed and projected elements, and revealing structural elements.
- Building facades should not rely on excessive use of materials to achieve visual interest.
- Where buildings that includes a tower component that is separated from adjoining boundaries, ensure the building is designed to be read 'in the round' with articulated facades to each interface.
- Upper levels above the podium and roof forms should be integrated with the overall building design.
- Building design should minimise the visual bulk of large buildings through significant breaks and recesses in building massing.
- Buildings should have a maximum tower length of 45 metres to reduce visual bulk and allow for sharing of views.
- Buildings should utilise materials that do not generate glare, and can withstand the effects of weathering.

- Where fine-grain subdivision patterns are recommend, development should narrow shopfronts within the shopping strip by incorporating separate ground floor tenancies and vertically and horizontally modulated forms that integrate with the streetscape context.

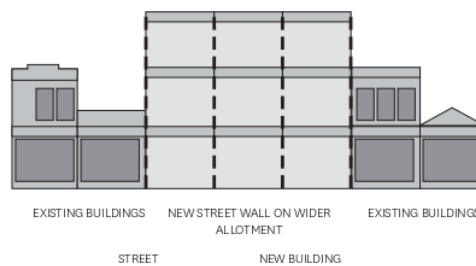


Diagram demonstrating fine-grain articulation on wider allotments.

Street interface

- **For Primary Active Frontage Areas** - A minimum of 75% of the ground level frontage should incorporate clear glazing or building entries. Provide ground level uses that engage with the adjoining public realm.
- **For Active Frontage Areas** - A minimum of 40% of the ground level frontage should incorporate clear glazing or building entries. Provide ground level uses that support surveillance of the adjoining public realm.
- Materials within podium levels should be tactile and visually interesting to reinforce the human scale. Avoid long expanses of floor to ceiling glazing.
- Buildings on corner sites should be designed to actively address both frontages at both the street and upper levels.
- Upper levels of buildings should be designed to provide habitable rooms with windows or balconies that overlook the public realm.
- Avoid the presentation of blank walls to the public realm. Wall on boundaries that will eventually be built out should still have some form of articulation while awaiting adjoining development - i.e. art, pre-cast patterned concrete etc.
- Provide embedded balconies within the podium levels above ground floor to support surveillance of the streets and adjoining public spaces.
- Provide basement car parking where possible to avoid inactive building frontages. Where this not possible and parking needs to be provided above ground in the podium level, ensure parking levels are sleeved with active uses.
- Building entries should directly front the street and be clearly defined and legible from the public realm.



Examples of Primary Active Frontages

Weather protection

- Provide verandahs on all buildings located in the Primary Active Frontage Areas and Active Frontage Areas.
- Verandahs should be at an appropriate height above the footpath to avoid damage whilst still providing effective weather protection, generally between 3.0 and 4.0m and consistent with adjoining sites.
- Verandahs should be designed to mitigate the potential for visual clutter effects from light fittings, service cables and under awning signage.
- Undertake a wind assessment for buildings over 20 metres in height to assess the impact of wind on the safety and comfort of the pedestrian environment on footpaths and other public spaces.

Access and services

- Pedestrian entries to buildings should be clearly visible and easily identifiable from the street and accessible for all abilities.
- Residential entries should be distinguished from retail and commercial entries.
- Loading, service access and car park access should be provided from laneways and secondary streets. Where this not possible, vehicle crossovers should be minimised to reduce disruption to the footpaths and located to avoid street trees if present.
- Provide appropriate setbacks at the rear of the building to laneways ensure adequate space for car park access and servicing. Further details at Clause 52.06 of the Frankston Planning Scheme.
- Screen air conditioning services, antennas and other utilities from public view using balcony treatments / roof structures / architectural elements. Avoid using walls to screen services.
- Avoid and minimise building services and utilities at ground floor street frontages to prioritise active frontages at these locations. Integrate services and utilities with the building design.

Landscaping

- Communal garden spaces should be provided at podium and rooftop levels where appropriate to create amenity for residents, workers and visitors. The gardens should take into consideration, aspect, materials and solar orientation.
- Utilising green roofs, walls and balconies to provide additional landscaping and soften the visual impact of buildings.



Examples of green balconies

Environmental Sustainable Design

- All new buildings are to incorporate best practice Environmentally Sustainable Development (ESD) principles. Refer to the Frankston Ecologically Sustainable Development Design Guide - Buildings, 2009.

6. Implementation



6.1. Next Steps

6.1.1. Draft Structure Plan Consultation

The Draft Structure Plan will be available for public comment for a six week period. During this period there will be a range of ways to provide comment on the contents of the document.

6.1.2. Finalisation of the Structure Plan

Following the consultation period comments and feedback on the Draft Structure Plan will be collated and considered in the finalisation of the Structure Plan

6.1.3. Implementation Plan

An implementation plan will be developed following the finalisation of the Structure Plan.

The Implementation Plan will outline the steps required to implement each of the actions in this document including implementation responsibilities, priorities and timing. This will ensure that the aspirations of the Vision will be realised through projects on the ground.

6.1.4. Council Adoption

The Final Structure Plan and Implementation Plan will be issued to Council for formal adoption.

6.1.5. Planning Scheme Amendment

Once the final Structure Plan is adopted by Council, a planning scheme amendment will be prepared to implement elements of the Structure Plan into the Frankston Planning Scheme. This will undergo an additional phase of consultation.

The recommended approach for implementing the Structure Plan into the Planning Scheme is outlined in Section 6.2

6.2. Statutory Implementation

The implementation plan contains a set of statutory actions that are necessary to implement the vision for the FMAC.

6.2.1. Frankston Planning Scheme

The following amendments to the Frankston Planning Scheme are proposed to ensure the vision for the FMAC is realised.

Activity Centre Zone

It is recommended that the Activity Centre Zone (ACZ) be applied to the majority of land within the Structure Plan (Activity Centre) boundary. A schedule to the zone will provide a tailored Table of Uses and associated development requirements.

The ACZ provides a fully customisable and comprehensive control that can facilitate use and development outcomes to realise the vision for the FMAC.

The ACZ builds on existing policy in the Frankston Planning Scheme at Clause 02.03-1 (Frankston Metropolitan Activity Centre) and 11.03-1L-02 (Frankston Metropolitan Activity Centre) that underline the importance of the centre and seek to (among others): Encourage and facilitate the continued role and development of the Frankston MAC as the major community, employment and commercial focal point for the municipality and region.

The ACZ allows for a precinct based approach to use and development of land. This ensures that each precinct will be able to be developed in a way that gives effect to the Frankston Structure Plan.

It is further recommended that land outside of the FMAC currently affected by Schedule 2 to the Comprehensive Development Zone (Kananook Creek Comprehensive Development Plan, May 1999) be rezoned to Public Park and Recreation Zone (PPRZ). This will affect the foreshore reserve land.

Mandatory or Discretionary Controls

It is recommended that the objectives and directions of the Frankston Structure be implemented via discretionary controls.

Planning Practice Note 59 (The Role of Mandatory Provisions in Planning Schemes) states that: Mandatory provisions in the VPP are the exception. The VPP process is primarily based on the principle that there should be discretion for most developments and that applications are to be tested against objectives and performance outcomes rather than merely prescriptive mandatory requirements.

Mandatory requirements should only be applied where they are necessary to achieve preferred built form outcomes. In addition, it would need to be demonstrated that exceeding development requirements set by the relevant provision would result in unacceptable built form outcomes that would compromise the strategic vision underpinning the provision.

The introduction of mandatory provisions can also create additional administrative burden for Council in that they need to be regularly updated to ensure they are aligned with updates to census data or changes to state and local planning policy.

When taking into account the strategic vision for the FMAC and the role of Metropolitan Activity Centres outlined by Plan Melbourne 2017-2050 it is considered that mandatory provisions are not appropriate. In particular Plan Melbourne 2017-2050 identifies that: Plans for metropolitan activity centres will need to accommodate significant growth and infrastructure, while increasing amenity and connectivity for a regional catchment.

Introducing mandatory controls in a location that is strategically identified in both the state and local policy for significant growth would undermine the intended outcomes for the FMAC. The complex nature of use and development in the FMAC requires a level of flexibility that mandatory provisions cannot provide.

Funding Mechanisms

It is recommended funding mechanisms are explored in order to deliver the required physical infrastructure to achieve the FMAC Vision and Actions that are proposed. This will include a review existing funding mechanisms and identify whether or not they require a review, and if additional mechanisms need to be explored and developed.

Public Acquisition Overlay

It is recommended that the Public Acquisition Overlay be applied to give effect to actions in this Structure Plan relating to road widenings and the creation of mid-block access.

The purpose of the Public Acquisition Overlay is:

- To implement the Municipal Planning Strategy and the Planning Policy Framework.
- To identify land which is proposed to be acquired by a Minister, public authority or municipal council.
- To reserve land for a public purpose and to ensure that changes to the use or development of the land do not prejudice the purpose for which the land is to be acquired.
- To designate a Minister, public authority or municipal council as an acquiring authority for land reserved for a public purpose.

The Public Acquisition Overlay is considered the most effective mechanism to ensure that land is set aside for the specified public purpose. It also requires planning permission for both Section 1 & 2 uses and buildings and works allowing the responsible authority to ensure that the use and development of land will not prejudice future outcomes.

6.3. Monitoring and Review

As part of the implementation process, Frankston City Council will provide a progress report on the implementation of the Structure Plan. The Structure Plan review process will occur every five years. This will identify and analyse:

- The actions and projects that have been undertaken or underway.
- The success of key actions or projects.
Consistency of all projects with the vision for the FMAC.
- Any blockages preventing successful implementation.

This process will allow Council to measure the success of the program and allocated future resources as necessary and allow for the implementation program to be adjusted to ensure the vision is being achieved



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Executive Summary**12.2 Governance Matters Report for 15 March 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. Notes its tangible steps towards serving the community with good governance and integrity through transparency and accountability, which includes:
 - a. An astounding reduction in Council decisions made at Council Meetings closed to the public:

2.94%*	2022-2023*
5.86%	2021-2022
8.92%	2020-2021
18.84%	2019-2020
28.00%	2018-2019
*As at December 2022	
 - b. Establishing a Transparency Hub, which is leading local government sector and allows the community to explore and visualise data, providing an overview of Council's decision-making and activities;
 - c. Publication of a quarterly report from the Chief Executive Officer that provides a transparent, timely and open overview of the organisation and its key activities;
2. Receives the Council Resolution Status update, including:
 - a. Notice of Motion Cost Summary and Notice of Motion Report for 15 March 2023;
 - b. Urgent Business Status Update for 15 March 2023;
 - c. Notes there is one Notice of Motion actions reported as complete:
 - 2023/NOM2 - Release of Closed Council Report on Proposed Long St Kindergarten and MCH;
 - d. Notes there are four reports delayed in its presentation to Council:
 - Statutory Planning Progress Report – Jan 2023 & Planning Application Submitters and Objectors Engagement Procedure, Statutory Planning Processes Guide, and Community Engagement Framework - delayed to 3 April 2023; and
 - Adoption of the Climate Change Strategy and Action Plan - delayed to 3

12.2 Governance Matters Report for 15 March 2023

Executive Summary

April 2023

- Presentation of Terms of Reference for Internal Committees, where a Councillor is a delegate - delayed to a future Council Meeting
- Response to 2022/NOM11 - Exploration of the establishment of a South Eastern Councils Biodiversity Network – delayed to 22 May 2023
- e. Notes since the Council Meeting held on 20 February 2023, 12 resolutions have been completed, as listed in the body of the report;
- 3. a. Appoints the officers listed in the Instruments 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. Notes the MAV State Council Meeting will be held in Melbourne on 19 May 2023 and the annual National General Assembly (NGA) conference will be held in Canberra from 13 June until 16 June 2023;
- a. Endorses the below Motions to be submitted to the respective meetings:
MAV State Council Meeting:
 - Private Health Insurance Lifetime Health Cover (LHC)
 - Social and Affordable HousingNGA Conference:
 - Addressing disadvantage to prevent homelessness;
 - Increased Federal funding support for the Victorian Local Government sector;
 - Increased Federal Funding Support for Roads for metro and regional roads;
- b. Endorses Cr Suzette Tayler to replace the Mayor, Cr Nathan Conroy as the Councillor delegate to attend the NGA Conference in Canberra, with an estimated travel cost of \$2,500, to be funded from the existing budget;
- 5. Awards a Certificate under Seal to Cr Kris Bolam, who has served as Councillor for 10 years. The Certificate is to be presented at the next Council Meeting, to be held on 3 April 2023;
- 6. Approves for \$20,000 to be re-directed from the 2022-2023 Community Grants program to the Frankston Social Enterprise Hub to support its continued valuable work within the Frankston City community; and
- 7. Resolves that Attachments D to remain confidential indefinitely on the grounds that it includes 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 Attachments E, F, G & H to remain confidential indefinitely on the grounds that they include 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)).

12.2 Governance Matters Report for 15 March 2023**Executive Summary****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 was 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.

Governance Matters reported for this meeting

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

- Steps taken to serve the community with integrity through transparency, good governance and accountability;
- Council Resolution Status Update;
- Recommendation to appoint officers listed in the attached Instruments as an Authorised officer under *Planning and Environment Act 1987*; and
- Approval on the proposed motions for the MAV State Council Meeting and NGA Conference; and
- Recognition of Councillor Years of Service
- Funding request from Frankston Social Enterprise Hub

Integrity through transparency, good governance and accountability

Council continues to serve its community with integrity through transparency, good governance and accountability, by actions which include:

- An astounding reduction in the percentage of Closed to the Public Council reports, represented by 28% (2018/19), 18.84% (2019/20), 8.92% (2020/21) and 5.86% (2021/22) with a further reduction expected to be reported in 2022/23.
- The establishment of its local government sector leading Transparency Hub, which allows the community to explore and visualise data, providing an overview of Frankston City Council's decision-making and activities.
- The publication of a quarterly report from the Chief Executive Officer that provides a transparent, timely and open overview of the organisation and its key activities.

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

12.2 Governance Matters Report for 15 March 2023**Executive Summary**

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*
 - 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 20 February 2023, the following 12 resolution actions have been reported as 'complete'. A detailed report has been provided at **Attachment D (CONFIDENTIAL)**.
 - Proposed Acquisition of Land by Compulsory Process
 - Response to 2022/NOM22 Kananook Station Precinct Advocacy
 - 2022/NOM9 - Nature Strip Guidelines
 - Further response to 2022/NOM2 Kananook Station Precinct: Advocacy Update
 - 2022/NOM10 - Letter Under Seal
 - Accountability and Transparency Reform (ATR) supplementary items
 - Further response to 2022/NOM2 Kananook Station Precinct: Advocacy Update
 - Frankston Business Collective update
 - E-bikes trial progress report
 - 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).
 - Council Plan and Budget Quarterly Report - including Peninsula Leisure - Q2 - October to December 2022
 - 2022-23 Mid-Year Budget Review
- One Notice of Motion action has have been reported as complete:
 - 2023/NOM2 - Release of Closed Council Report on Proposed Long St Kindergarten and MCH
- 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:
 - Statutory Planning Progress Report – Jan 2023 & Planning Application Submitters and Objectors Engagement Procedure, Statutory Planning Processes Guide, and Community Engagement Framework

12.2 Governance Matters Report for 15 March 2023**Executive Summary**

This report has been delayed to 3 April 2023 Council Meeting due to the updated status of 15 March 2023 Council Meeting to allow Hearing of Submitters regarding the FMAC community consultation.

- Adoption of the Climate Change Strategy and Action Plan

This report has been delayed to a future Council Meeting due to the updated status of 15 March 2023 Council Meeting to allow Hearing of Submitters regarding the FMAC community consultation.

- Presentation of Terms of Reference for Internal Committees, where a Councillor is a delegate

This report has been delayed to a future Council Meeting due to further consultation with stakeholders of the various committees and to harmonise the requirements within the Terms of Reference documents.

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

This report has been delayed to the 22 May 2023 Council Meeting due to ongoing stakeholder engagement commitments with surrounding Councils to better inform and determine the best framework for the Network.

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, G & H (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.

MAV State Council Meeting and National General Assembly 2023

MAV State Council Meeting:

- Each year, Councils across Victoria are invited to submit Motions to be heard at the MAV State Council Meeting. This provides Council with the opportunity to highlight specific topics and projects at a State level to clearly demonstrate the level of commitment of Frankston City Council to both Local and State issues.
- This year, the State Council Meeting is scheduled for Friday 19 May 2023.
- The MAV Rules 2022 require motions to be of strategic relevance to the MAV or of such significance to local government that they ought to be considered at the State Council meeting (refer to **Attachment I**).
- As per MAV Rules motions to be submitted to State Council must be subject of a council resolution.

12.2 Governance Matters Report for 15 March 2023**Executive Summary**

- Motions should be submitted electronically no later than midnight on 20 March 2023.
- Requests for motions was sought from Councillors and further input provided by Council officers. The following Motions have been submitted for Council's endorsement and are provided in **Attachment J**:
 - Private Health Insurance Lifetime Health Cover (LHC); and
 - Social and Affordable Housing.

National General Assembly:

- The NGA is convened by Australian Local Government Association (ALGA) as a service to the National Local Government Community. Resolutions of the Assembly help to inform ALGA and State/Territory Local Government Associations when developing National priorities and policies on behalf of Local Government.
- The NGA conference will be held in Canberra from 13 June until 16 June 2023 and the theme for this year's NGA is 'Our Communities, Our Future'.
- To be eligible for inclusion in the NGA Business Papers, and be debated on the floor of the NGA, motions must meet the criteria outlined in the National General Assembly 2023 Discussion Paper (**Attachment K**).
- Motions should be submitted electronically and received by the ALGA no later than 24 March 2023.
- Requests for motions was sought from Councillors and further input provided by Council officers. The following Motions have been submitted for Council's endorsement and are provided in **Attachment L**:
 - Addressing disadvantage to prevent homelessness;
 - Increased Federal funding support for the Victorian Local Government sector; and
 - Increased Federal Funding Support for Roads for metro and regional roads.
- The Mayor, Cr Nathan Conroy, has called on Councillors for an alternate representative to attend the National General Assembly in Canberra.
- It is recommended that Council endorse the Motion and appoint Cr Suzette Tayler as the delegate for the NGA Conference.

Recognition of Councillor Year of Service Certificate under Seal

- At its meeting on 18 November 2019, Council adopted the Letter under Seal Policy (Policy).
- The Policy establishes procedures for recognising Councillors upon significant completion of significant years of service to Local Government.
- Cr Kris Bolam has served as Councillor for 10 years at Frankston City Council, and includes serving two years as Mayor (2011-2012 and 2020-2021) and one year as Deputy Mayor (2010-2011). This Certificate under Seal is recommended to be presented to Cr Bolam as an acknowledgement for his dedicated service and gives recognition for the significant contribution to the City of Frankston over the past 10 years.
- It is recommended that Council awards a Certificate under Seal to Cr Bolam and that the presentation take place at the next Council Meeting on 3 April 2023.

12.2 Governance Matters Report for 15 March 2023**Executive Summary****Funding request from Frankston Social Enterprise Hub**

The Frankston Social Enterprise Hub is based at the Chisolm Frankston campus and operates under the auspices of Peninsula Health. Its purpose is to establish Frankston and the Southern Metropolitan region of Melbourne as a region renowned for flourishing enterprise doing good for people and the planet. To achieve this, the mission of FSEH is to enable organisations and individuals to start up and scale social enterprises in our area.

In late February 2023, the Frankston Social Enterprise Hub (FSEH) approached Council to request some funding to contribute towards its continued operations as it seeks to establish a sustainable model in the longer term. Arising from this, a future report will be submitted for Council to consider adding FSEH to the group of organisations in 23/24 and 24/25 FY that receive an annual Partnership Grant. However, in order to provide more immediate support and certainty for the service, it is proposed that Council divert some available funds from its existing 22/23 FY community grants program without having any adverse impact on other recipients. There is \$20,000 that could be made available for this purpose due to the consolidation of various monies that have either been returned or are expected to be under-expended by EOFY within the current budget.

Social enterprises are businesses that exist to make the world a better place. The Victorian Government defines social enterprise as organisations that:

- are driven by a public or community cause, be it social, environmental, cultural or economic
- derive most of their income from trade, not donations or grants
- use the majority (at least 50%) of their profits to work towards their social mission.

The FSEH has been operating for one year now and have already built some very strong partnerships and connections. In this establishment year, the FSEH has worked hard to build a profile and attract and support a range of existing and new Social Enterprises in the local area. The services delivered by FSEH includes:

- Co-working desks at the Hub;
- Hands-on support from experienced social enterprise mentors/advisers;
- Access to existing social entrepreneurship learning programs from across Australia;
- Connection with a broad network of innovative like-minded professionals, wanting to make a positive difference

The primary issue that FSEH has been faced with upon commencement is the limited amount of ongoing operational funding. This has meant that FSEH have only been able to have a hub manager operating 2 days a week – which is therefore not maximising the impact opportunities of the service and facility. Far greater community outcomes could be achieved if the hub manager was operating longer hours and on a longer term tenure. The FSEH presently receive approximately \$130-\$150K in State Government funds, and a further \$320K in philanthropic funds. To date, Council has just provided a small amount of funds to FSEH as a sponsor of an event (approximately \$3K) along with in kind officer time and expertise. The FSEH have been pursuing a range of other funding options and are presently in promising talks with a number of other key philanthropic bodies. The additional financial support from Council would support their continued operations and their work to establish an ongoing sustainable model.

Financial Impact

There are financial costs associated with the travel and attendance to the National General Assembly in Canberra, however, these costs can be accommodated within existing budgets and will be assigned to the expenses budget of the attending

12.2 Governance Matters Report for 15 March 2023**Executive Summary**

Councillor. The expenditure for Councillor is estimated at \$2,500 per Councillor as follows:

- Registration: \$895 per registration;
- Accommodation: approximately \$250-350 per night per room;
- Flights: approximately \$500 per Councillor.

Consultation**1. External Stakeholders**

With respect to the MAV State Council Meeting and the NGA Conference, Council officers have reviewed the external event organiser's details calling for motions. The registrations for the conference and uploading of motions are managed on-line.

2. Other Stakeholders

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

The Mayor, Councillors, Chief Executive Officer and EMT have been engaged regarding the finalisation of the Motions for the MAV State Council Meeting and the NGA Conference.

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.

Conclusion

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

12.2 Governance Matters Report for 15 March 2023**Executive Summary**

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

ATTACHMENTS

- Attachment A: [↓](#) Notice of Motion Cost Summary
- Attachment B: [↓](#) Notice of Motion Report
- Attachment C: [↓](#) Urgent Business Status Update
- Attachment D: Completed Actions since 20 February 2023 - **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: S11A - Draft Instrument of Appointment and Authorisation - Statutory Planner (c) - **CONFIDENTIAL**
- Attachment H: S11A - Draft Instrument of Appointment and Authorisation - Statutory Planner (d) - **CONFIDENTIAL**
- Attachment I: [↓](#) MAV Strategy 2021-25
- Attachment J: [↓](#) Proposed Motions - MAV State Council Meeting May 2023
- Attachment K: [↓](#) NGA 2023 Discussion Paper - Our Communities Our Future
- Attachment L: [↓](#) Proposed Motions - NGA Conference

A4852039 Notice of Motion Report - 2023 - CM3 - for the 15 March Council Meeting.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	\$500	\$0	\$0	3
Cr Kris Bolam	6	\$10,000	\$0	\$0	1
Cr Nathan Conroy	0	\$0	\$0	\$0	0
Cr Claire Harvey	6	\$7,155	\$0	\$0	2
Cr Brad Hill	4	\$0	\$0	\$0	2
Cr Liam Hughes	2	\$800	\$0	\$0	1
Cr Steven Hughes	3	\$0	\$0	\$0	0
Cr Suzetter Tayler	1	\$0	\$0	\$0	1
TOTAL	24	\$ 18,455	\$ -	\$ -	11

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 12.2 Attachment B: Notice of Motion Report

Notice of Motion Report - 2023 - CM3 - for the 15 March Council Meeting (A4852039).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	<p>Council Decision; Moved: Councillor Bolam Seconded: Councillor Baker</p> <p>That Council:</p> <ol style="list-style-type: none"> 1. Note the letter from the Victorian Multicultural Sports Association seeking a \$10,000 contribution from Council for humanitarian support in Fiji; 2. Note that Frankston and Suva (Fiji) have provisionally agreed to form a Friendship City relationship; 3. Given 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. Note 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. Note 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: <ul style="list-style-type: none"> • Coles Karingal - \$100 gift card; • Woolworths Karingal - \$100 gift card; • Woolworths Frankston - \$100 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 - \$800 cash donation; • Monash University - \$800 cash donation 8. 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: <ul style="list-style-type: none"> • Target Frankston – bulk discount; • Ubra (Adele Care) – bulk discount; • Australian Dairy Park, Carrum 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 \$6000 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 Hero's' 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. Premila Kumar, the Local Government Minister Fiji, the Fijian High Commissioner to Australia His Excellency Luke Daunivalu and the Australian High Commissioner to Fiji, His Excellency Mr John Peakes; to advise of Council's decision and note the total donation of \$14,400 (comprising \$8,400 community donations and \$6000 Frankston City Council donation) plus donated wholesale product/aid that comfortably represents an overall charitable effort surpassing \$15,000. <p>Carried</p>	Fiona McQueen	1 March 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	<p>Council Decision</p> <p>Moved: Councillor Bolam Seconded: Councillor Hill</p> <p>That Council:</p> <ol style="list-style-type: none"> 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. <p>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.</p> <p>Following the initial interaction with new clients/rough sleepers, the service provider is to:</p> <ol style="list-style-type: none"> 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. <p>Carried Unanimously</p>	Tammy Beauchamp	17 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 September 2023 to enable officers to engage and work with a consultant to assist with the social research.	
24-Oct-22	14.1	2022/NOM11 - Exploration of the establishment of a South Eastern Councils Biodiversity Network Cr Harvey	<p>Council Decision</p> <p>Moved: Councillor Harvey Seconded: Councillor Baker</p> <p>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:</p> <ol style="list-style-type: none"> 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	01 Mar 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	14.2	2023/NOM2 - Release of Closed Council Report on Proposed Long St Kindergarten and MCH Cr Hill	<p>Council Decision</p> <p>Moved: Councillor Hill Seconded: Councillor Harvey</p> <p>That Council:</p> <ol style="list-style-type: none"> 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. Authorizes 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: <ol style="list-style-type: none"> (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). <p>Carried Unanimously</p>	Brianna Alcock / Claire Benzie	27 Feb 2023 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 was released with the draft minutes of the 30 January 2023 Council meeting. This action is requested for closure by the Director CCS. 3. Completed - Council report was submitted for 20 February meeting, all information has now been released to the public. Request closure	

Item 12.2 Attachment C: Urgent Business Status Update

A4852039 Notice of Motion Report - 2023 - CM3 - for the 15 March Council Meeting.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 Cr 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	21 Feb 2023 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 Cr 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	Byron Douglas	18 Jan 2023 Letter sent to GIVIT 1 December 2022. Request to close.
20-Feb-23	Urgent Business - Councillor Conduct Panel	Council Decision Moved: Councillor Hill Seconded: Councillor Bolam That the matter of seeking to bring an application for a Councillor Conduct Panel to make a finding of serious misconduct against Cr Steven Hughes in relation to his failure to comply with a direction given by an Arritter, and his social media posts on 30 January 2023, be accepted as urgent business. Carried Unanimously	Brianne Alcock	27 Feb 2023 In progress. Council resolved to bring an application for a Councillor Conduct Panel to make a finding of serious misconduct against Cr Steven Hughes. An application is currently being prepared by Council's lawyers for the Mayor as Council's representative to submit it to the Registrar (RCCB) at Local Government Victoria.

MAV STRATEGY 2021-25

THE VOICE OF LOCAL GOVERNMENT

The Municipal Association of Victoria (MAV) is the legislated peak body for Victoria's 79 councils. The MAV is a membership association, accountable to its constituent members through State Council and an elected Board. The MAV was formed in 1879, with the Municipal Association Act 1907 officially recognising us as the voice of local government in Victoria. We are a driving and influential force behind a strong and strategically positioned local government sector.

Our role is to:

- Represent and advocate local government interests
- Promote the role of local government
- Build the capacity of councils
- Facilitate effective networks
- Provide policy and strategic advice
- Support for Mayors and Councillors
- Provide insurance and procurement services.



ACKNOWLEDGEMENT OF COUNTRY

We acknowledge the traditional custodians of the land on which we live. We recognise their continuing connection to land, waters and culture and pay our respects to their Elders past, present and emerging.

VISION MISSION VALUES

INFORMED
INFLUENTIAL
CREDIBLE
CAPABLE

RESPONSIVE
ACCESSIBLE
CONNECTED
TRUSTED



MEMBER PRIORITIES

- Financial sustainability
- COVID-19 relief and recovery
- Health and well-being
- Waste and resource recovery
- Transport and infrastructure
- Planning and building
- Business and digital transformation
- Climate impacts and emergency management

MEMBER SERVICES

- Advocacy and representation
- Issue analysis and policy development
- Collaborative strategic procurement
- Resources and advice
- Network support and collaboration
- Insurance services
- Communications and engagement
- Representation of Victorian sector federally
- Training and professional development

A MESSAGE FROM THE MAV PRESIDENT AND CEO



CR DAVID CLARK
President



MS KERRY THOMPSON
Chief Executive Officer

Our 2021-25 Strategy will guide the MAV's policy and advocacy activities over the next four years. It outlines the priorities and actions that are needed to ensure we can continue to deliver for our communities and local businesses.

It is a commitment to serve the interests of our member Councils and their communities by representing and advocating for local government. This commitment will involve raising the sector's profile and providing strategic policy advice and capacity building programs as well as insurance and procurement services to local government.

This strategy has evolved from the achievements of the previous one, which was delivered in the most challenging of circumstances as the MAV was among those to respond to both bushfire emergencies and the COVID-19 pandemic. It also takes into account the current dynamic circumstances facing Victorian councils.

The bushfires of 2019-20 and the COVID-19 pandemic have highlighted the resilience of Victoria councils and their communities. Despite consistent hits to councils' financial positions throughout last year, councils have demonstrated an ability to innovate and lead in times of uncertainty. The consistent challenges of the past two years are likely to remain in some form over the next four years. The pandemic has engendered us with an understanding of what uncertainty truly means for our sector and beyond.

With this comes the opportunity to harness our experience to strengthen our work and our communities.

The economic impacts of COVID have given cause to an even greater focus on the need to support local business and develop regional economies. We acknowledge the financial sacrifices made by councils during the pandemic and will continue to call on other levels of government to make certain councils are not forced to fill shortfalls in state and federal funding.

Despite these challenges, nationally, our passion and appreciation for community has well and truly been re-invigorated.

Two examples of the value of locally-led policy delivering high quality outcomes for community can be seen in the Royal Commissions into Aged Care and Victoria's Mental Health System. Both Royal Commissions acknowledged the integral role community connections play in ensuring people have access to services when they need them most.

Strengthening our communities and local business in every region of Victoria will rely on councils' local knowledge and expertise. The MAV remains committed to advocating for councils' on the issues that affect them. Significant investments into current and future State Government reforms, such as social and affordable housing, kindergarten expansion and waste resource recovery, will rely on strong, constructive, and open partnerships. Top-down approaches to reform have time and time again fallen short of meaningful long-term improvements.

The MAV continues to advocate to other levels of government to acknowledge the central role of councils in the successful development and implementation of reforms affecting our communities.

As we move beyond the pandemic's immediate impacts, climate change will remain a concern for our sector.

*The potential for meaningful
intergovernmental
action is considerable.*

Councils have shown their commitment to tackling climate change, putting in place local adaptation and mitigation actions. Strong partnerships will be vital for encouraging whole of government commitments to addressing climate change and its impacts on waste recovery, planning, the natural environment, health, transport and emergency management.

The MAV will continue to support councils to navigate new legislative frameworks, including the new principle-based Local Government Act and the Gender Equality Act. These Acts place greater emphasis on local decision-making, equity and inclusion.

Through facilitating collaboration within our sector and influencing the decisions that affect our members, the MAV will ensure councils are ready to navigate changing legislative landscapes.

In the next four years and recognising that there remain uncertainties that may challenge intentions, the MAV will continue to deliver positive outcomes for its members.

This strategy sets out our intentions through objectives and actions, in line with the key themes of:

- Economically sound councils
- Healthy, diverse and thriving communities
- Well planned, connected and resilient built environment
- Changing climate and a circular economy
- Sector capability and good governance
- Effective and responsive MAV

Through this strategy, it will expand our deliverables to build sector capacity, engagement and resilience. This strategy is not just outwardly focused. It is part of our commitment to members to ensure that MAV also reflects, collaborates and improves its systems and processes.

So, among the priorities will be further organisational improvements, engagement with member Councils for the review of the MAV rules and the implementation of actions arising from our inaugural Staff Engagement Survey.

Through this approach, the MAV seeks to balance our planned activities with the unforeseen issues that will emerge. This will be essential to both our success and our members' success.



Cr David Clark
President



Ms Kerry Thompson
Chief Executive Officer

HOW WE GO ABOUT OUR BUSINESS

The MAV's purpose is to advance the interests of local government in Victoria. We do this in two primary ways. First, through advocacy and policy development and secondly, through providing member-focussed services.

Our advocacy and policy development is focussed on:

- influencing decision-makers with informed, data-driven and realistic policy positions
- highlighting future opportunities and challenges facing councils and communities
- leveraging local government's expertise to inform our advocacy activities
- developing relationships with stakeholders to build understanding of local government
- collaborating with governments to shape new initiatives and reform programs.

We deliver services to our members focussed on:

- building the capacity and capability of the local government sector
- offering commercial services and programs that meet council needs
- highlighting best practice and sharing knowledge from across Victoria and nationally
- engaging with member councils on emerging needs in relation to procurement and insurance services.



MAV President
Cr David Clark
Pyrenees Shire Council



Deputy President Metro
Cr Rohan Leppert
Metro Central Region
City of Melbourne



Deputy President Rural
Cr Ruth Gstrein
Rural South West Region
Corangamite Shire Council



BOARD



Cr Joseph Haweil
Interface Region
Hume City Council



Cr Brett Tessari
Rural Gippsland Region
Bass Coast Shire Council



Cr Tom Melican
Metro East Region
City of Banyule



Cr Jennifer Anderson
Rural North Central Region
Macedon Ranges Shire Council



Cr Jami Klisaris
Metro South East
City of Stonnington



Cr Aaron Scales
Rural North East Region
Towong Shire Council



Cr Kristopher Bolam
Metro Southern Region
City of Frankston



Cr Murray Emerson
Rural North West Region
Northern Grampians Shire
Council



Cr Kathy Majdlik
Metro West Region
City of Melton



Cr Kylie Grzybek
Rural South Central Region
City of Greater Geelong

PREPARATION OF THIS STRATEGY

The MAV 2021-25 strategy was been developed in collaboration with our members. The aim is to capture our strategic objectives as a sector and how the MAV will deliver enhanced services and outcomes.

There were a number of opportunities for member input and feedback to validate and prioritise objectives. Key activities included:

- **Regional consultation.** Meetings of the MAV's regional groups, including MAV representatives, Mayors and CEOs, were held in April 2021.
- **Member survey.** Members were asked to complete a wide-ranging survey on their perceptions of the opportunities and challenges facing the sector over the next four years. They were also able to identify priorities areas of focus for MAV-led activities.
- **Engagement activities.** Ongoing work by MAV board members, MAV staff, councillors and council officers is reflected in this strategy. This includes consideration of national local government issues as well as the policy and reform activities of external stakeholders, primarily Federal and State Governments.
- **MAV board deliberations.** The MAV board held a number of discussions on the emerging opportunities for the sector and the MAV's role in pursuing these opportunities. This included a board workshop to endorse the draft Strategy for consideration at State Council.
- **Current MAV priorities.** A number of the priorities and actions of the 2019-21 MAV Strategy continue to be a major focus of this Strategy. This includes relevant resolutions from past State Council meetings.

MONITORING AND REPORTING ON PERFORMANCE

The MAV strategy will be reviewed annually through reporting to State Council and the Annual Report over the next four years. Based on these reviews, the Strategy will be updated to reflect our performance and incorporate emerging issues.

After the second year of the MAV Strategy, the intention will be to refresh the priorities and actions in annual with the next board elections in 2023. The aim is to ensure that all MAV activities contribute to the delivery of our strategic objectives.

Using the measures identified for each activity, we will assess and report on the outcomes in our Annual Report to members. We will also report on the factors influencing the outcome, including our progress in building our capability and improving our processes.



STRATEGIC OUTCOMES



THEME 1

Economically sound councils



THEME 2

Healthy, diverse and thriving communities



THEME 3

Well-planned, connected and resilient built environment



THEME 4

Changing climate and a circular economy



THEME 5

Sector capability and good governance



THEME 6

Effective and responsive MAV



THEME 1 Economically sound councils

STRATEGIC OUTCOMES

To secure long term financial viability for Victoria's 79 councils

OBJECTIVES

Assist councils to provide COVID-19 recovery activities that enhance economic recovery and their communities

Undertake advocacy to protect the integrity of councils' rates base and financial position from unfair and unfunded decisions by State and Federal government

Support Australian Local Government Association (ALGA) national advocacy campaigns to secure additional Federal Government financial support for councils, including defending and extending Federal Financial Assistance Grants for Victorian councils

Support improvements to council asset management capacity and capability through policy development, advocacy and strategic partnerships

Support a range of business improvement and transformation activities for councils, particularly in the digital and technology area

INITIATIVES FOR 2021-22

- Council COVID-19 recovery examples shared with Members of Parliament (MPs), Ministers and key State Government departments
- Participation in Department of Jobs, Precincts and Regions (DJPR) forums on employment and economic development
- Undertake a review of the current financial health of Victoria's councils, including changes to council revenue over the past five years
- Provide a regular report on the impact of State Government decisions on councils' financial position
- Renegotiate an increased maternal and child health unit cost and a new contemporary funding model to maintain the 50:50 partnership funding between State and local government
- Implements national advocacy actions agreed through ALGA
- Maintain relationship with the Victorian Local Government Grants Commission regarding Victoria's share of national Financial Assistance Grants
- Complete survey and sector forum to confirm priority issues
- Advocate for fair outcome from urban stormwater and drainage infrastructure reforms
- Establish a Local Government Innovation Taskforce comprised of Council CEOs to champion digital leadership across the sector
- Advocate for equitable access to digital infrastructure and services, including new strategic procurement opportunities
- Coordinate multi-council digital committees on innovation and best practice across service delivery, information management and data governance



THEME 2

Healthy, diverse and thriving communities

STRATEGIC OUTCOMES

Councils have the capacity and capability to both plan for ongoing community need and deliver a range of services to meet that need

OBJECTIVES

Strengthen the ability of councils to undertake community well-being planning, implementation and partnership development through key strategic activities

Advocate for councils' role in current, emerging, and future policy directions in ageing, disability, and aged and community care

Continue to represent council's statutory role in the delivery of the Victorian Maternal and Child Health (MCH) Service

INITIATIVES FOR 2021-22

- Participate in development of a new Victorian Disability Act and associated strategy
- Facilitate council networks and leadership around the Gender Equity and Prevention of Violence against Women Network, the Local Government Disability Planners Network and the emerging area of mental health and wellbeing
- Represent councils in the development of new State Government Strategies for Youth and for LGBTI+
- Participate in the finalisation of the Local Government Victoria's Victorian Local Government Aboriginal Strategy
- Actively participate in the Federal Government Victorian Community Care Advisory Committee (VCCAC) and responded through ALGA to the next 10-year National Disability Strategy
- Participate in the advisory group supporting the Commissioner for Older Victorians
- Maintain regular council network meetings to continue communication to the sector regarding policy and advocacy issues
- Secure a new four year 2022-25 MCH MOU with the State Government on behalf of local government
- Influence new State Government policy and guidelines to ensure council's priorities and challenges are addressed

OBJECTIVES

Continue to work with the state and federal governments to advocate and represent council's role in early years education and care services

Advocate for councils' interests and activities in the areas of community safety and public health regulation

Represent the interests of councils with the emergency management sector, including through ongoing reform programs

INITIATIVES FOR 2021-22

- Advocate for council priorities at the State Government Ministerial Kindergarten Reform Consultative Committee
- Continue MAV network meetings with councils to ensure advocacy and representation of early educational and care services is targeted in State Government advisory and working groups
- Liaison undertaken regarding councils' role supporting the COVID-19 health response and vaccine rollout
- Convene the Local Government Gambling, Alcohol and Other Drugs Issues Forum
- New Department of Health/MAV tobacco control service agreements implemented
- Participate in the third phase of Department of Jobs, Precincts and Region's Councils and Emergencies project
- Collaborate with councils to influence and implement State Government reforms flowing from emergency management reviews, including the Royal Commission into National Natural Disaster Arrangements
- Participate in the development of the Whole-of-Government Bushfire Management Strategy and support council input



THEME 3

Well-planned, connected and resilient built environment

STRATEGIC OUTCOMES

Councils continue to play a central role in creating and maintaining a well-planned, connected and resilient built environment

OBJECTIVES

Advocate for an effective Victorian planning system, which has local decision making at the centre

Advocate for a building regulatory system that puts community safety first and equitably assigns responsibilities and resources among regulators

Work with councils, State Government and non-government stakeholders to meet Victoria's current and future housing needs

Strengthen advocacy and partnerships to influence key investments in freight productivity, first and last mile impediments, transport connectivity and road safety by all levels of government

Improve the capability of local government to plan, design and deliver walking and riding programs and projects

INITIATIVES FOR 2021-22

- Secure commitment from Department of Environment, Land, Water and Planning (DELWP) to strengthen engagement and consultation with councils on planning reforms
- Pursue reforms to the planning scheme amendment process to reduce delay and improve efficiencies
- Establish a regular forum for council engagement and knowledge-sharing on planning issues
- Secure commitments from the State Government for an increased role and funding for local government in building reform
- Strengthen dialogue and engagement with key building regulation agencies, including the Victorian Building Authority
- Influence development of a Local Government Housing Compact to support delivery of social and affordable housing
- Secured commitment from Victorian Government for mandatory affordable housing contributions
- Explore streamlining of land supply process to meet growing demand in regional Victoria
- Develop and commence a local roads funding advocacy plan
- Support Department of Transport (DoT) to engage effectively with local government to deliver Victorian Freight Plan and road safety priorities
- Hold at least three forums on walking and riding, and share information via an online resource hub



THEME 4

Changing climate and a circular economy

STRATEGIC OUTCOMES

Councils are supported to reduce emissions, manage the impacts of a changing climate and continue their transition to a circular economy

OBJECTIVES

Advocate for practical leadership and investment to support councils to reduce emissions and build resilience to climate change impacts

Advocate to the State Government for greater support for councils and greater flexibility in the implementation of State-led waste and recycling reforms

Partner with the Environment Protection Agency (EPA) to develop and promote resources to support councils to implement the Environment Protection Act 2019 and relevant regulation

Work with the State Government to protect and enhance the natural environment

INITIATIVES FOR 2021-22

- Climate change advocacy evident across MAV activities and communications
- Deliver forums and resources that build council capacity and share practical learnings in climate adaptation and mitigation
- Strengthen collaboration with other organisations working to accelerate the transition to net zero emissions and a circular economy
- Actively influence State Government recycling reforms, including kerbside waste and e-waste
- Deliver forums that build council capacity in transitioning to a circular economy
- Represent local government on relevant reference groups including the Container Deposit Scheme Advisory Group and the High Risk and Hazardous Waste working group
- Establish an Memorandum of Understanding with EPA to support the role of EPA and councils as co-regulators under the Environment Protection Act
- Develop joint resources and guidance to support councils to meet the requirements of the new EPA Act and regulations
- Represent the sector on relevant reference and advisory groups including the Environmental Sustainability Commissioner's Reference Group, the Native Vegetation Advisory Group and Electric Line Clearance Consultative Committee
- Deliver forums and resources that build councils' knowledge and capacity in natural resource management



THEME 5

Sector capability and good governance

STRATEGIC OUTCOMES

A diverse, engaged and highly capable local government sector grounded in good governance and connected to its community

OBJECTIVES

INITIATIVES FOR 2021-22

Strengthen local government's capacity to deliver good governance

- Represent council interests on the oversight board for the implementation of the Local Government Act
- Deliver capacity building activities in relation to good governance practices
- Prepare a positioning paper about future professional development pathways for governance professionals

Influence the development and implementation of State Government legislation that impacts local government

- Monitor the implementation of key legislation, particularly implementation of the government's response to the rates review
- Advocacy to the State Government to ensure the MCH qualification legislation regulations do not affect councils current MCH workforce.
- Represent and advocate for local government in the role out of new regulations affecting maternal child health and other community services

Develop a strategic framework to support the design and delivery of MAV learning and events activities

- Develop MAV Learning and Events Strategy
- Implement a learning management system and digital learning platform to support the design and delivery of online learning content
- Commence a review and update the 2006 MAV Councillor Capability Framework

Deliver a relevant and contemporary learning and events program that builds sector capacity and capability

- Deliver the agreed events program for 2021-22
- Achieve overall participant satisfaction of greater than 70% for learning and events programs



THEME 6

Effective and responsive MAV

STRATEGIC OUTCOMES

An MAV that is an influential voice for local government, providing effective advocacy and value-adding services

OBJECTIVES

Modernise the constitution of the MAV

Invest in a proactive relationship program with Victorian Parliamentarians and State Government agencies

Continue to build an effective communications and engagement experience for members

Provide insurance and procurement services that offer high quality and value for money outcomes for councils

INITIATIVES FOR 2021-22

- Commence the MAV Rules review with a target completion of May 2022
- Advocate to the State Government to update the Municipal Association Act
- Deliver engagement program targeting major political parties and influential upper house MPs in the State Parliament
- Renegotiate the Victorian State-Local Government Agreement
- Redevelopment of Partnership Agreements with the new departments of Health (DH) and Families, Fairness and Housing (DFFH) and the Department of Education and Training (DET)
- Develop a new MAV communications and engagement strategy in consultation with councils
- Create advocacy campaign templates for Council communicators in the lead up to the State and Federal elections and on priority issues
- Establish an annual communications plan to promote the benefits of MAV procurement and insurance to increase opportunities for council participation
- Complete negotiations with State Government on the future structure of LMI insurance
- Renew a range of key procurement vendor panels for councils
- Explore new procurement opportunities for councils in new and emerging markets

COUNCIL REPRESENTATIVES

Alpine Shire Council
Cr John Forsyth

Ararat Rural City Council
Cr Jo Armstrong

Ballarat City Council
Cr Amy Johnson

Banyule City Council
Cr Tom Melican

Bass Coast Shire Council
Cr Brett Tessari

Baw Baw Shire Council
Cr Tricia Jones

Bayside City Council
Cr Alex del Porto

Benalla Rural City Council
Cr Danny Claridge

Boroondara City Council
Cr Lisa Hollingsworth

Brimbank City Council
Cr Ranka Rasic

Buloke Shire Council
Cr Daryl Warren

Campaspe Shire Council
Cr Colleen Gates

Cardinia Shire Council
Cr Brett Owen

Casey City Council
Ms Noelene Duff

Central Goldfields Shire Council
Cr Grace La Vella

Colac Otway Shire Council
Cr Stephen Hart

Corangamite Shire Council
Cr Ruth Gstrein

Darebin City Council
Cr Susan Rennie

East Gippsland Shire Council
Cr Mendy Urie

Frankston City Council
Cr Kris Bolam

Gannawarra Shire Council
Cr Travis Collier

Glen Eira City Council
Cr Neil Pilling

Glenelg Shire Council
Cr Anita Rank

Golden Plains Shire Council
Cr Owen Sharkey

Greater Bendigo City Council
Cr Rod Fyffe

Greater Dandenong City Council
Cr Sean O'Reilly

Greater Geelong City Council
Cr Kylie Grzybek

Greater Shepparton City Council
Cr Seema Abdullah

Hepburn Shire Council
Cr Lesley Hewitt

Hindmarsh Shire Council
Cr Ron Ismay

Hobsons Bay City Council
Cr Matt Tyler

Horsham Rural City Council
Cr Robyn Gulline

Hume City Council
Cr Joseph Haweil

Indigo Shire Council
Cr Jenny O'Connor

Kingston City Council
Cr Steve Staikos

Knox City Council
Cr Lisa Cooper

Latrobe City Council
Cr Sharon Gibson

Loddon Shire Council
Cr Gavan Holt

Macedon Ranges Shire Council
Cr Jennifer Anderson

Manningham City Council
Cr Stephen Mayne

Mansfield Shire Council
Cr Mark Holcombe

Maribyrnong City Council
Cr Simon Crawford

Maroondah City Council
Cr Mike Symon

Melbourne City Council
Cr Rohan Leppert

Melton City Council
Cr Kathy Majdlik

Mildura Rural City Council
Cr Jason Modica

Mitchell Shire Council
Cr Rhonda Sanderson

Moira Shire Council
Cr Libro Mustica

Monash City Council
Cr Brian Little

Moonee Valley City Council
Cr Narelle Sharpe

Moorabool Shire Council
Cr Tom Sullivan

Moreland City Council
Cr Oscar Yildiz

Mornington Peninsula
Shire Council
Cr Despi O'Connor

Mount Alexander Shire Council
Cr Tony Cordy

Moyne Shire Council
Cr Daniel Meade

Murrindindi Shire Council
Cr Sandice McAulay

Nillumbik Shire Council
Cr Peter Perkins

Northern Grampians
Shire Council
Cr Murray Emerson

Port Phillip City Council
Cr Tim Baxter

Pyrenees Shire Council
Cr Damian Ferrari

Queenscliffe Borough Council
Cr Ross Ebbels

South Gippsland Shire Council
Ms Julie Eisenbise

Southern Grampians
Shire Council
Cr Bruch Colliton

Stonnington City Council
Cr Jami Klisaris

Strathbogie Shire Council
Cr Chris Raeburn

Surf Coast Shire Council
Cr Adrian Schonfelder

Swan Hill Rural City Council
Cr Les McPhee

Towong Shire Council
Cr Aaron Scales

Wangaratta Rural City Council
Cr Dean Rees

Warrnambool City Council
Cr Vicki Jellie

Wellington Shire Council
Cr Malcolm Hole*

West Wimmera Shire Council
Cr Bruce Meyer

Whitehorse City Council
Cr Andrew Munroe

Whittlesea City Council
Ms Lydia Wilson

Wodonga City Council
Cr Kev Poulton

Wyndham City Council
Cr Sahana Ramesh

Yarra City Council
Cr Claudia Nguyen

Yarra Ranges Shire Council
Cr Fiona McAllister

Yarriambiack Shire Council
Cr Graeme Massey



*Cr Hole sadly passed away on 10 April 2021.
Cr Scott Rossetti was the Substitute Representative at the time of printing.

Municipal Association of Victoria

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Email: inquiries@mav.asn.au Website: www.mav.asn.au

Draft Motions – 2023 MAV State Council

Relevant Director – Angela Hughes, Director Communities

Motion 1 - Private Health Insurance Lifetime Health Cover (LHC)

Proposed Motion (max 1700 characters)

That the MAV call upon the State Government to advocate for the removal of the Australian Government, Private Health Lifetime Insurance levy to allow more people access to private health insurance and improve the waiting period for public medical treatments and Local Government in home supports.

For a motion to be considered at State Council, the motion or item must be of strategic relevance to the MAV

MAV Strategy Priority - Healthy, diverse and thriving communities

Rationale for Motion (max 350 words or 2400 characters).

Currently there are lengthy wait times for specialist appointments and elective surgery in public hospitals. Furthermore, Local Government Aged Care providers are experiencing high demand for in home support services, which may be attributed to additional support required whilst awaiting medical treatments.

The private health Lifetime Health Cover levy is applied from the age of 30 and increases each year thereafter. The average age of mothers has been rising over time, from 30.0 in 2010 to 30.9 in 2020. The rise in cost of living, along with the pressure of having a new young family may mean families are not in a position to financially afford private health cover.

The Australian Prudential Regulation Authority, quarterly Private Health Insurance membership coverage report for September 2022, shows a decrease in the number of memberships for people aged 60-64 onwards.

The Lifetime Health Cover levy increases up to 70% from the age of 60-64 onwards. This cost is in addition to the private health cover premium, which may cost on average up to an additional \$1000 for each annual membership.

Removing the Lifetime Health Cover levy will allow more people the opportunity to access proactive medical interventions, which will subsequently improve waiting periods for treatment in both public and private hospital settings. This will also reduce the demand on Local Government Aged Care providers of in home support services.

Similarly, removing the levy will encourage the number of private health cover memberships at an earlier age. This will also reduce the burden on the public health system and allow for early access to treatment for parents and their children.

Draft Motions – 2023 MAV State Council

Relevant Director – Angela Hughes, Director Communities

Motion 2 - Social and Affordable Housing

Proposed Motion (max 1700 characters)

The MAV calls on the Victorian Government to:

- establish regional targets for the supply of social housing to better match the number of vulnerable households;
- expand the *Big Housing Build* to further increase the supply of social and affordable housing;
- conduct an audit of state government land for social housing development opportunities;
- review the private rental assistance programs as they are not currently supporting people to maintain tenancies;
- undertake immediate legislative reform to strengthen minimum standards for rooming houses;
- recognise that private market mechanisms are not fit-for-purpose for many people experiencing homelessness to secure long-term private rental housing, and explore innovative models to support people from rough sleeping into social and affordable housing; and
- improve the homelessness service system to prevent people from experiencing acute homelessness by rolling out the Zero model across the state, supported by state government funding.

For a motion to be considered at State Council, the motion or item must be of strategic relevance to the MAV

MAV Strategy Priority - Well-Planned, connected and resilient built environment

Rationale for Motion (max 350 words or 2400 characters).

The significant shortage of social and affordable housing across Victoria is a cause for considerable concern. All communities are impacted, whether it be young people not able to consider owning their own home, those unable to secure alternative housing as their needs change, or those who can't find a bed for the night.

Housing stress is increasing. The number of people who are sleeping rough is growing. Waiting lists for housing for people on low and very low incomes continue to grow. While housing affordability has always been an issue for low-income households, it is now extending to moderate income households seeking either to rent or buy housing.

Key drivers of housing affordability involve all three levels of government. At the federal level, Commonwealth tax and income support policies and specific purpose funding to the states have a direct impact. The Victorian Government's investment in social housing dwellings, policy and community programs support direct provision of housing for people on the Housing Register, state supported residential services and crisis accommodation. It also sets state-wide planning frameworks which influence supply and requirements councils need to comply with in their local planning frameworks and policies.

Draft Motions – 2023 MAV State Council

Despite their lack of direct influence over Commonwealth and state policy and investment decisions, many councils, often working in partnership with the Victorian Government and community agencies, have developed innovative solutions to local housing problems. In many cases councils have contributed their own funds, assets and expertise to facilitate an increase in affordable housing and improve outcomes for social housing tenants.

The Victorian Government's Big Housing Build is a substantial start towards addressing some of these issues. Its long-term success relies on alignment with local strategic planning frameworks, undertaken by councils in consultation with their communities to ensure that social and affordable housing is well connected to existing and planned public transport, infrastructure and services.

A coordinated response across governments, the private sector, the community housing sector, industry groups and the community is critical. It requires ambitious, bold decisions and an ongoing and shared commitment to housing equity.



AUSTRALIAN
LOCAL GOVERNMENT
ASSOCIATION

2023 NGA

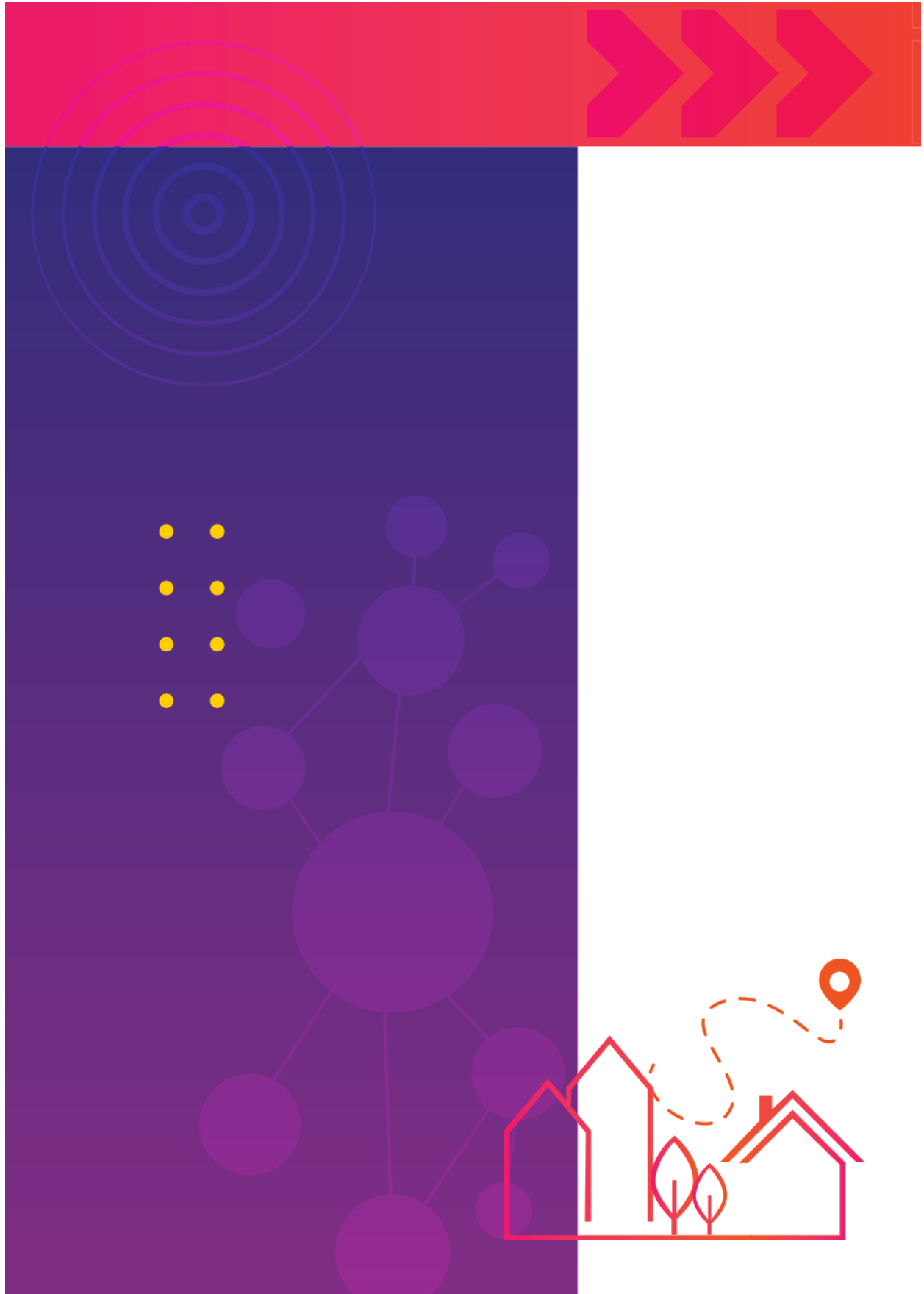
OUR COMMUNITIES OUR FUTURE

DISCUSSION PAPER Call for Motions

JUNE 2023

NATIONAL CONVENTION CENTRE
CANBERRA







The Australian Local Government Association (ALGA) is pleased to convene the 29th National General Assembly of Local Government (NGA), to be held in Canberra mid June 2023.

This discussion paper contains essential information for Australian councils considering submitting motions for debate at the 2023 NGA.

It is recommended that all councils and delegates intending to attend this event familiarise themselves with the guidelines for motions contained in this paper.

Key Dates

December 2022	24 March 2023	June 2023 *	June 2023 *
Opening of Call for Motions	Acceptance of Motions	Regional Cooperation & Development Forum	National General Assembly

* Dates are subject to change depending on timing of Australian Council of Local Government

**To submit your motion,
visit: alga.com.au**



Background to ALGA and the NGA

ALGA was established in 1947, and its structure is a federation of member state and territory local government associations.

Its mission is to champion and strengthen Australian councils by representing the agreed position of ALGA members, the seven local government associations from around Australia, who represent 537 Australian councils.

In 1994, the ALGA Board, in consultation with its member associations, established the NGA as a unique forum to engage with councils directly at the national level.

The purpose of the NGA was to build the profile of local government on the national stage and demonstrate to the Australian Government the strength and value of working with local government nationally.

As part of the NGA, debate on motions was introduced as a vehicle for councils from across the nation to canvas ideas, and solutions to the challenges facing Australia's councils and communities.

Outcomes of debate on motions (NGA Resolutions) could then be used by participating councils to inform their own policies and priorities, as well as their own advocacy to the Federal Government and Federal MPs.

At the same time, they assist ALGA, and its member state and territory associations to gain valuable insight into council priorities, emerging national issues, and gauge the level of need and support for emerging policy and program initiatives and advocacy.

Changes for 2023

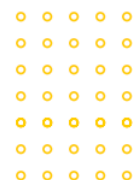
The ALGA Board has undertaken a comprehensive review of the motions process.

As a result, ALGA has allocated additional time for debate on motions at the 2023 NGA and amended the criteria with a view to improving the quality and relevance of motions included in the Business Papers.

The updated criteria for motions is listed on page 6.

ALGA's policies and priorities will continue to be informed by motions and determined by the ALGA Board and based on the positions of its member associations.

ALGA's Board thanks all councils for attending the NGA, and those that will take the time to submit motions for debate at this event.





Submitting Motions

The theme of the 2023 NGA: Our Communities, Our Future.

This theme conveys the critical importance of our communities, how they are the focus of our attention, and how they are at the centre of all our work.

Our communities are the reason that local governments exist, and it is the health and wellbeing of our communities that will shape Australia's future.

This discussion paper is a call for councils to submit motions for debate at the 2023 NGA, to be held in Canberra mid June 2023.

A notice of motion to this year's NGA should either:

- Focus on practical and deliverable programs and policies that the Australian Government can support and work directly with the local government sector to build our communities; or
- New program ideas that would help the local government sector to deliver national objectives.

Motions should be concise, practical and able to be implemented.

They must also meet the guidelines for motions outlined in this paper.

You are encouraged to read all the sections of the paper but are not expected to respond to every issue or question. Your council's motion/s should address one or more of the issues identified in the discussion paper.

Motions must be lodged electronically using the online form available at www.alga.com.au and be received no later than 11:59pm on Friday 24 March 2023.

All notices of motions will be reviewed by the NGA Subcommittee to ensure that they meet the criteria included in this paper.

The Subcommittee reserves the right to select, edit or amend notices of motions to facilitate the efficient and effective management of debate on motions at the NGA.

All NGA resolutions will be published on www.nationalgeneralassembly.com.au.

As the convener of the NGA, the ALGA Board will communicate resolutions to the relevant Australian Government Minister and publish Ministerial responses as they are received on this website.

If your council does submit a motion, there is an expectation that a council representative will be present at the NGA to move and speak to that motion if required.

We look forward to hearing from you and seeing you at the 2023 NGA.





Criteria for motions

To be eligible for inclusion in the NGA Business Papers, and subsequent debate on the floor of the NGA, motions must meet the following criteria:

1. Be relevant to the work of local government nationally.
2. Not be focused on a specific jurisdiction, location or region – unless the project or issue has national implications.
3. Be consistent with the themes of the NGA.
4. Complement or build on the policy objectives of ALGA and your state or territory local government association.
5. Be submitted by a council which is a financial member of their state or territory local government association.
6. Propose a clear action and outcome ie call on the Australian Government to act on something.
7. Not be advanced on behalf of external third parties that may seek to use the NGA to apply pressure to Board members, or to gain national political exposure for positions that are not directly relevant to the work of, or in the national interests of, local government.
8. Address issues that will directly improve the capacity of local government to deliver services and infrastructure for the benefit of all Australian communities.
9. Not seek to advance an outcome that would result in a benefit to one group of councils to the detriment of another.
10. Be supported by sufficient evidence to support the outcome being sought and demonstrate the relevance and significance of the matter to local government nationally.

Motions must commence with the following wording:

This National General Assembly calls on the Australian Government to ...



Other things to consider

Please note that it is important to complete the background section on the form. Submitters of motions should not assume that NGA delegates will have background knowledge of the proposal.

The background section helps all delegates, including those with no previous knowledge of the issue, in their consideration of the motion.

Motions should not be prescriptive in directing how the matter should be pursued.

Try to keep motions practical, focussed, relatively simple and capable of being implemented to ensure that relevant Australian Government Ministers provide considered, thoughtful and timely responses.

Multi-point motions that require cross portfolio coordination have not historically received meaningful responses from the Government.

All motions submitted will be reviewed by the NGA Subcommittee, in consultation with state and territory local government associations, to determine their eligibility for inclusion in the NGA Business Papers.

When reviewing motions, the Subcommittee will consider the motions criteria, clarity of the motion and the importance and relevance of the issue to local government.

If there are any questions about the substance or intent of a motion, ALGA will raise these with the nominated contact officer. With the agreement of the submitting council, these motions may be edited before inclusion in the NGA Business Papers.

To ensure an efficient and effective debate where there are numerous motions on a similar issue, the Subcommittee will group motions together under an overarching strategic motion.

The strategic motions will have either been drafted by ALGA or will be based on a motion submitted by a council which best summarises the subject matter.

Debate will occur in accordance with the rules for debate on motions published in the Business Papers and will focus on the strategic motions.

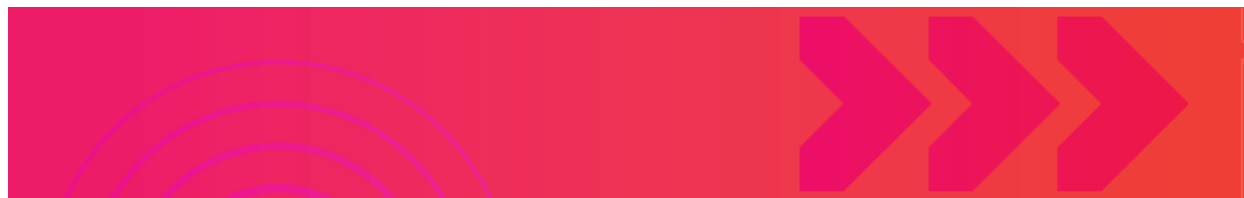
Associated sub-motions will be debated by exception only or in accordance with the debating rules.

Any motion deemed to be primarily concerned with local or state issues will be referred to the relevant state or territory local government association and will not be included in the NGA Business Papers.

Motions should be lodged electronically using the online form available on the NGA website at www.alga.com.au.

All motions require, among other things, a contact officer, a clear national objective, a summary of the key arguments in support of the motion, and endorsement of your council.

> **Motions should be received no later than 11:59pm on Friday 24 March 2023.**



Setting the scene

‘Through a devastating pandemic, through a succession of dangerous and damaging natural disasters, through global uncertainty and painful price rises – The Australian people have demonstrated the best of our national character. Resolute and resilient in hard times. Practical and pragmatic about the challenges we confront. Optimistic and confident in a better future. And ready to work together to build it’

The Hon Jim Chalmer MP, Federal Treasurer Budget Speech 2022-23

The opening statement of the Federal Treasurer’s first Budget Speech describes the backdrop against which the 2023 NGA will be held.

The 2022 NGA was held just weeks after the change in the Federal Government on 21 May 2022. On 25 October 2022, the new Government handed down its first Budget which updated the economic outlook, realigned priorities and outlined how the Government was to meet its election promises.

The Budget update foreshadows deteriorating economic conditions, citing global challenges, slowing growth, high inflation and higher interest rates, and acknowledges the mounting cost of living pressures on individuals, families and communities.

Key updates include:

- The economy is expected to grow solidly this financial year, by 3 ¼ percent – before slowing to 1½ percent growth for 2023/24, a full percentage point lower than what was forecast in March;
- That slowing growth will have an effect on employment, but jobs will continue to be created, and unemployment is expected to stay low by historical standards – at 4 ½ percent in 2023/24 and 2024/25;
- Inflation is expected to peak at 7 ¾ percent late in 2022, before moderating over time to 3 ½ percent through 2023/24, and returning to the Reserve Bank’s target range in 2024/25; and that
- When that inflation moderates, real wages are expected to start growing again in 2024.



The Government is also committed to repairing the Budget in a 'measured and responsible' manner consistent with the objective of maintaining full employment and the delivery of essential services. It foreshadows that this will be achieved through spending restraint, with new spending focused on high-quality and targeted investments and building on the capability of the Australian people, expanding the productive capacity of the economy, and supporting action on climate change.

The Budget also included a focus on measuring and improving community wellbeing.

By the time of the 2023 NGA, the Government will have delivered its second Budget, which will provide further updates to the economic outlook and also refine its economic strategy going forward.

The 2023 NGA provides you - the elected representatives of Australia's local councils and communities - with the opportunity to engage with the Federal Government and key Ministers.

Further, it is your opportunity to advocate for new or extended programs and policy initiatives that could strengthen local governments' capacity to deliver services and infrastructure to communities across the nation.

This year's call for motions focusses on eight priority areas:

- Productivity;
- Local Government Infrastructure;
- Community Wellbeing;
- Local Government Workforce;
- Data, Digital Technology and Cyber Security;
- Climate Change and Renewable Energy;
- Natural Disasters; and
- Housing.





1. Productivity

In February 2022, the then Federal Treasurer asked the Productivity Commission to undertake an inquiry into Australia's productivity performance and provide recommendations on productivity enhancing reform.

This inquiry was the second of a regular series, undertaken at five-yearly intervals, and recognises that productivity growth is vital for Australia's future. Drawing on the Intergenerational Report the Treasurer notes that '... future growth in income and living standards will be driven from productivity growth as the participation effects of young migration are offset by an ageing population.'

ALGA engaged SGS Economics and Planning to undertake research to support its submissions to this inquiry.

SGS Principal and Partner Dr Marcus Spiller presented on some of the findings of this research at the 2022 NGA. In his presentation he identified that local governments generate local economic activity through employment, payment of wages and expenditure on goods and services in the local economy. In addition, SGS identified nine ways local government supports the productive capacity of the broader economy.

Figure 1 – Nine ways local governments contribute to the productive capacity of the broader economy:



Sources: Adapted from SGS Research for ALGA's Submission to Productivity Commission (2022)

Are there programs and initiatives that the Commonwealth Government could implement to improve local government's capacity to support productivity growth?

Are there programs that could support one, or all of the identified ways local government contributes to productivity in the broader economy?



2. Local Government Infrastructure

The 2021 National State of the Assets Report (NSoA) shone a spotlight on local government infrastructure assets. While the technical report shows that local government assets such as roads, bridges, buildings, parks and recreation, stormwater, water and wastewater and airports and aerodromes are generally in good to very good condition, around 10 percent are not fit for purpose, and around 20 - 25 percent are only fair and over time will need attention.

Over the past 12 months this situation has further deteriorated as a result of natural disasters, and particularly flooding across the eastern seaboard.

The technical report shows that in 2019/20 non-financial infrastructure assets were valued at \$342 billion and were depreciating at \$7.7 billion per year. Replacement costs of these infrastructure assets were in the order of \$533 billion.

While 86 percent of councils have adopted long term financial plans, one third of councils do not have asset management plans for their major assets, or if they do, they are out-of-date. Of the councils that do have asset management plans only 66 percent included financial projections in their financial plan.

Asset management and long-term financial planning are essential tools for councils to manage community assets now and into the future.

Are there programs or initiatives that the Commonwealth Government could adopt to improve the long-term sustainability of council's infrastructure?

Are there programs or initiatives that the Commonwealth Government could provide to improve the sector's capacity to manage local government infrastructure and to integrate these plans into long-term financial plans?





3. Community Wellbeing

While the NSoA focuses attention on physical assets, local governments also provide a wide range of important community services that improve local wellbeing. These services are provided at the discretion of councils based on local characteristics, needs, priorities and resources of the local community.

Australian Bureau of Statistics (ABS) data shows that local government annual expenditure in 2020/21 was \$43 billion. It is important to note that nationally local government is 83 percent self-sufficient. That is, the vast majority of local government services and infrastructure are funded at the local level either through rates, fees and charges, sale of goods and services, and interest, and only 17 percent comes from grants and subsidies from other levels of government. Unfortunately, many of these grants and subsidies are tied, and often require matching funding which restricts the ability to address local priorities in the way the council and community might like.

Local government community services are broadly defined and may include but not limited to:

- environmental health including food safety;
- childcare, early childhood education;
- aged care, senior citizens;
- services to the disabled;
- programs to address disadvantage, to reduce poverty and homelessness;
- sporting and recreational programs;
- arts and cultural activities, program and festivals;
- tourism and economic development activities; and
- library services.

Councils also play a key role making places that are attractive and liveable for current and future workers, and closing the gap between Indigenous and non-Indigenous Australians.

ALGA's research shows that almost one in four councils are heavily reliant on federal Financial Assistance Grants, which make up at least 20 percent of their annual operating revenue. Financial sustainability of local governments remains an ongoing issue which threatens local service provision and community wellbeing.

Noting the funding arrangements for the provision of local government community services in your area and across the country, are there programs and initiatives that the Commonwealth Government could implement to improve the delivery of these services?

Are there changes to existing programs, including to administrative arrangements, that would significantly improve local government human service planning and provision of services and infrastructure across Australia?

Are there new programs the Australian Government could develop that would support councils to close the gap between Indigenous and non-Indigenous Australians?

What are the actions the Australian Government could take to support councils to improve their ongoing financial sustainability, and their capacity to deliver the services their communities need?



4. Local Government Workforce

Local government is a major employer in Australia providing employment, career advancement and training opportunities for more than 190,800 Australians, across an estimated 400 occupations. In many communities, the council is one of the largest employers.

There are 537 local councils in Australia. Importantly, they are geographically dispersed and provide essential public administration to every corner of the nation.

According to the 2022 National Local Government Workforce Skills and Capability Survey, more than 90 percent of local governments are experiencing skills shortages, resulting in around two thirds of councils having their projects impacted or delayed.

Skills shortages occur for a variety of reasons including an inability to compete against the private sector, worker accommodation, support services for families, ageing of the workforce and geographic isolation. The attrition rate (or rate of turnover) of local government staff is estimated to be between 15 – 20 percent per annum.

The most cited skills shortages include engineers, urban planners, building surveyors, environmental officers and human resources professionals.

ALGA's submission to the Productivity Commission's Productivity Inquiry called on all levels of government to work together to improve training pathways and address skills and labour shortages for the benefit of councils, communities, and businesses right across Australia.

While local government must face its immediate workforce challenges, it must also anticipate the changing nature of work, and future skills needed to meet the changing needs of our communities.

Are there programs or initiatives that the Commonwealth Government could implement that would enhance local government's capacity to attract and retain appropriately skilled staff now and into the future?

Are there programs or changes to existing programs that would increase local government's ability to employ apprentices and trainees?

Are there other initiatives that the Commonwealth Government could provide to improve the sector's ability to plan and develop skills fit for the future?



5. Data, Digital Technology and Cyber Security

Provision of information technology to all Australians is vital for innovation, economic growth and social equity. However, it is potentially even more important to regional Australia where the tyranny of distance increases the inequity of services available – including education, health, economic and social.

Innovative technology is becoming more broadly available and has the ability to boost productivity and economic growth.

Councils around Australia continue to embrace new technologies to improve their service delivery standards and broaden consultation and engagement with their local communities. However, many councils lack basic technological infrastructure and have a shortage of necessary skills and resources.

In October 2022, cyber-attacks on major Australian corporate organisations including Optus and Medibank Private highlighted the critical importance of cyber security. It is a timely reminder as digital information, services and products become an increasing feature of modern business operation including in local government.

Like all risks, local government must manage the risk of cyber-attack and address cyber security. At a national level, there is a poor understanding of local government's vulnerability to cyber-attacks and a lack or inadequacy of risk management strategies and business continuity planning within the sector. While this is primarily a responsibility of the sector itself, governments at all levels must work together to ensure that the public have confidence in government information management systems and its security.

Drawing upon your own council experience, and your knowledge of other councils within your state, or territory, are there programs and initiatives that the Commonwealth Government could implement to help local government develop its digital technology services and infrastructure and/or to improve cyber security within the sector?



6. Climate Change and Renewable Energy

Local governments are playing an important leadership role in addressing climate change, supporting a wide range of programs to lower the carbon footprint of their own business operations and in their local communities.

As a sector, local government is leading the debate for lowering carbon emissions, sourcing renewable energy, responding creatively to reduce greenhouse gas emissions from landfills, and facilitating the construction of green buildings and water sensitive design of cities and towns.

Councils also have a role to play supporting communities in transition, moving away from fossil fuels to new industries.

Pragmatically, local government has been at the forefront of addressing the impacts of climate change and adapting to reduce its environmental footprint. These impacts include an increased number of days with high temperatures, less rainfall and more droughts in southern Australia, less snow, more intense rainfall and fire weather, stronger cyclones, and sea level rise. These changes will increase stress on Australia's infrastructure and physical assets and natural ecosystems that are already threatened, and significantly affect agriculture, forestry, fisheries, transport, health, tourism, finance and disaster risk management.

At the 2022 NGA, there were five Strategic Motions and 15 associated motions debated concerning this issue. Councils are encouraged to review these motions on ALGA's website prior to developing new motions for debate at the 2023 NGA.

Noting the Government's commitment to reducing emissions, are there programs and initiatives that the Commonwealth Government could develop to assist councils in their work to address climate change and reduce emissions?





7. Natural Disasters

Over the past five years, Australian communities have experienced unprecedented natural disasters. At the time of writing, almost every community in Australia, particularly those on the East Coast, had been adversely affected by wet weather conditions associated with the La Nina weather pattern.

Councils in Western Australia are still recovering from a cyclone in 2021, and the Black Summer bushfires in 2019/20 burned approximately 250,000 square kilometres across the country.

The impacts of heavy rainfall, record breaking floods and associated social disruption and damage to infrastructure have exposed weaknesses as well as the strength of current emergency management systems.

There have been numerous NGA motions in the past regarding natural disasters. This year, councils are encouraged to draw on their practical experience of the improvements that could be made to managing emergencies.

Please note, however, that many aspects of emergency management are state or territory responsibilities, and your motions should focus on how the Commonwealth Government could assist.

What new programs could the Australian Government develop to partner with local government to improve the current natural disaster management systems to further assist in recovery and build resilience?





8. Housing

A lack of affordable housing remains one of the biggest issues for Australian councils and communities.

There is less social and affordable housing stock available than there was a decade ago, and more low-income Australians are experiencing housing stress.

The shortage and rising costs of rental properties and affordable home ownership are having significant social and economic impacts in cities and towns across Australia, including rural and regional communities.

This is due to a range of factors including changes to recent migration patterns, cheap finance and labour and material shortages in the construction sector.

While the provision of affordable housing is not a local government responsibility, councils often facilitate affordable housing within their communities, operating within state/territory planning, financial and other legislation requirements.

Some councils are going further, addressing thin markets and developing land and housing themselves, delivering local solutions to meet the needs of their communities.

Local government also plays an important role addressing some of the causes of homelessness, including social inclusion programs that can assist mental health and family violence issues, as well as providing support for people currently experiencing homelessness.

What new programs and policies could the Australian Government develop to partner with local government to support the provision of more affordable housing?

How can the Australian Government work with councils to address the causes and impacts of homelessness?





Conclusion

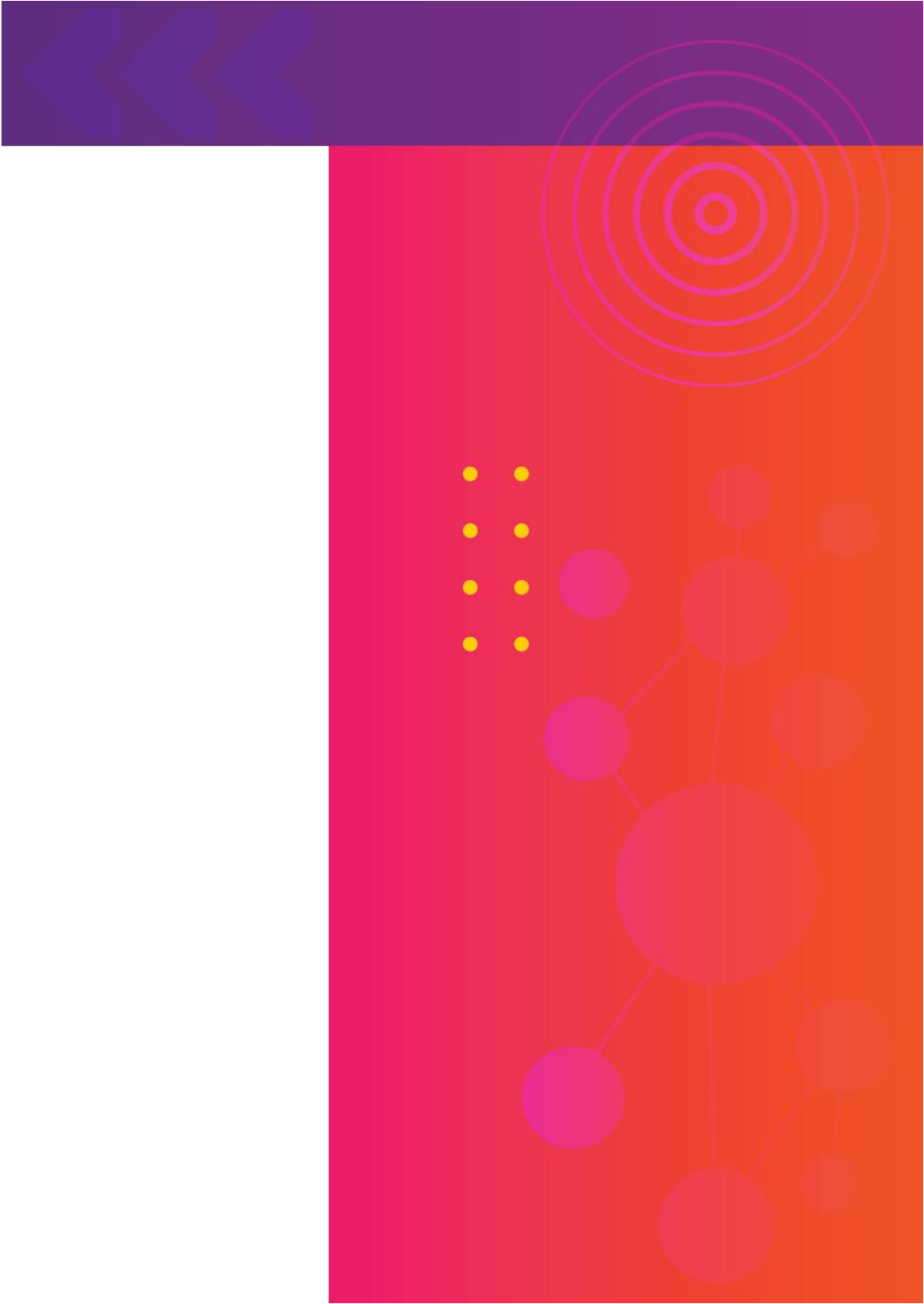
Thank you for taking the time to read this discussion paper and your support for the 2023 National General Assembly of Local Government.

A FINAL REMINDER:

- » Motions should be lodged electronically at www.alga.com.au and received no later than 11.59pm on Friday 24 March 2023.
- » Motions must meet the criteria published in this paper.
- » Motions should commence with the following wording: 'This National General Assembly calls on the Australian Government to...'
- » Motions should not be prescriptive in directing how the matter should be pursued
- » Motions should be practical, focussed and relatively simple.
- » It is important to complete the background section on the form.
- » Motions must not seek to advance an outcome that would result in a benefit to one group of councils to the detriment of another.
- » When your council submits a motion there is an expectation that a council representative will be present at the 2023 National General Assembly to move and speak to that motion if required.

We look forward to hearing from you and seeing you at the 2023 National General Assembly in Canberra.







AUSTRALIAN
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Draft Motions – 2023 National General Assembly

Relevant Director – Angela Hughes, Director Communities

Motion 1 – Addressing disadvantage to prevent homelessness

The National General Assembly calls on the Australian Government to make the following policy reforms to address disadvantage and improve the community wellbeing of our communities:

- Implementation of the recommendations from the Productivity Commission's recent review of the National Housing and Homelessness Agreement to ensure a fairer and more effective access to affordable housing and housing assistance, particularly for lower income households;
- Immediate implementation of Recommendation 9.2 to review the Commonwealth Rent Assistance program to better support lower income households in rental stress and at risk of homelessness;
- Implementation of programs to increase the supply of new and appropriate emergency and crisis accommodation places, focusing on women over the age of 55, young people and models that allow for short-to-medium term stay; and
- Increasing funding for Emergency Relief services to enable adequate response for lower income households and people experiencing homelessness.

National Objective

Rising interest rates and inflation are placing households across the nation under greater financial stress, resulting in broader implications for the economy and the wellbeing of Australians. These market factors, coupled with a lack of affordable housing in most local government areas across the country is currently one of the biggest issues for Australian council's, who have statutory responsibilities to create environments that supports the health and wellbeing of communities.

Whereas all communities are being impacted by this issue, it is lower income households already experiencing disadvantage that are being most impacted by these market factors and lack of affordable housing, which is increasing the demand for government funded supports and subsidies. Across Australia, 30.9% of households renting privately are paying more than 30% of their income on rent, placing them in rental stress. This percentage significantly increases for very low, low and moderate income households, placing these households at increased risk of housing instability, homelessness and poor wellbeing.

The Australian Government must recognise access to safe, stable and affordable housing as a critical determinant of health and wellbeing that supports improved life outcomes, and when integrated into the urban landscape is beneficial to the wellbeing of all Australians.

Summary of Key Arguments

The Productivity Commission's recent review of the National Housing and Affordability Agreement found that it is no longer effective in improving access to affordable, safe and sustainable housing for those Australians who are living in rental stress. A new Agreement is needed that takes these recommendations into account and improves the affordability within the private rental market and the targeting of housing assistance to address disadvantage and support wellbeing within local communities.

Draft Motions – 2023 National General Assembly

The data from across most local government areas demonstrates that the need for these reforms is urgent, as not only are more Australians renting than ever before, the increases in the costs of living and renting is placing more households in rental stress and often pricing very low income households out of the private rental market altogether. Specialist homelessness agencies are seeing significant increases in demand, reporting that demand is exceeding supply and housing assistance program guidelines are no longer fit-for-purpose in the current environment. This includes Commonwealth Rent Assistance, as the value of payments have declined over time relative to rents.

It is not surprising that homelessness rates in Australia are increasing. Older women are the fastest growing group to experience homelessness, with 42% of people experiencing homelessness on census night in 2016 being women, a 10% increase from 2011, and a 25% increase in women sleeping rough, most of whom are aged 55 years and over. There was also an increase in the number of young people experiencing homelessness, with the biggest increase seen in those sleeping in severely overcrowded dwellings.

It is clear that the current supply of government-funded crisis beds is inadequate, with demand constantly exceeding supply. A consequence is that specialist homelessness services are having to invest significant proportions of the Housing Establishment Fund into purchasing private emergency accommodation in hotels, motels and caravan parks, which are expensive, time limited and hard to find. Further, local councils are having to get involved in a variety of local solutions, including foreshore camping, sleep buses and overnight accommodation in churches during winter.

Programs like the Safe Places Emergency Accommodation program should be replicated to allow for the delivery of new or expanded emergency and crisis accommodation facilities for women over the age of 55 increasing the supply of crisis beds for young people. A proportion of these beds need to be available for the short-to-medium term to enable a Housing First approach, allowing services adequate time to provide supports while clients are in stable accommodation, improving the likelihood of successful tenancy outcomes. Local councils would be able to work with providers to plan for expanded and new facilities, improving local community wellbeing outcomes.

Emergency relief providers are reporting that they are unable to fulfil all requests for emergency relief due to increasing demand resulting from increasing costs of living, even with the support of other partners, charitable groups and philanthropic donations. As such local councils are having to step in to provide top up funding to fill the gap, placing greater financial pressures on councils.

Draft Motions – 2023 National General Assembly

Relevant Director - Kim Jaensch, Director Corporate & Commercial Services

Motion 2 – Increased Federal funding support for the Victorian Local Government sector

This National General Assembly calls on the Australian Federal Government to provide overall increased funding to metropolitan and regional councils to manage the current risk of long term sustainability. The cumulative impact of prolonged rate capping, COVID, construction cost escalations, interest rate rises, cost of living increases and cost shifting from other levels of Government places all Victorian councils in an impossible position.

National Objective

The objective of this motion is the National Government (NG) increase the percentage of tax revenue allocation to local government financial assistance grants (FAGs). The FAG program is the primary means by which the NG provides monetary support to local councils, however the total pool of funds for distribution are too low to provide local councils with the capacity 'to provide their residents with an equitable level of services'.

In 2020-21, the federal budget allocation for FAGs was sitting at 0.55 per cent of the Commonwealth Tax Revenue – a decrease from the 1 per cent recorded in 1996. This marked a significant shift for local governments who rely heavily on Federal funding. The low rates follow a three-year freeze on indexation of the FAGs from 2014/15-2016/17 which amounted to a loss of \$925 million in revenue that carries ongoing impacts, as many councils had to abandon or delay critical infrastructure maintenance from lost funds. Additionally, indexation is adjusted for population changes and increases in the Consumer Price Index, but does not take into account rising costs of building materials and wages, making the grants lower than actual council costs

Summary of Key Arguments

- The implications of cost shifting from State and Federal Government to Local Government has been a major financial issue for many years and poses a risk on both the ability to deliver services and local governments financial sustainability.

Several of these cost shifts relate to instances where State or Federal Governments have enacted legislation or programs which have required Local Government to implement. For example, increased accreditation requirements for Family Day Care, new Immunisation programs and revised Child Care Regulations have all required Council to implement revised programs or services which have either not been funded or have been inadequately funded for the level of service required.

- Costs are increasing at a greater rate than the rate cap imposed by State Government, this is putting service delivery for the community at risk. While inflation is at above seven per cent and growing, council rates are capped by the State Government at 3.50 per cent. While all councils are different, most deliver upwards of 120 different services to their communities. Increased regulations are further implemented that cost councils time and money, such as the Kindergarten Reform, Building Regulation Reform and Circular Economy Policy.

Draft Motions – 2023 National General Assembly

- One of the biggest risks to Local Governments financial sustainability is the building and construction industry cost escalations. Councils deliver new projects and must constantly renew and improve infrastructure — many of which require extensive repair.
- Interest rates are also increasing at an unprecedented rate. Most councils have a long-term capital works program that relies on a level of borrowing. While this is a healthy approach to investing in inter-generational assets, we also need to factor the cost of borrowing into our long-term plans.

Draft Motions – 2023 National General Assembly

Relevant Director – Cam Arullanantham, Director Infrastructure and Operations

Motion 3 – Increased Federal Funding Support for Roads for metro and regional roads

This National General Assembly calls on the Australian Federal Government to provide additional funding to metropolitan and regional Councils through a Building Australian Roads Network fund, or expanded Roads to Recovery Program, to address the increasing budget needs for current upgrade and operational issues.

National Objective

- With the extreme weather events occurring across much of Australia over the past twelve months or more, the issues associated with the ongoing and repetitive damage to roads and infrastructure are such that impact on many if not all Council's across the nation.
- Roads to Recovery is a funding program that is now essential for many Council's to support day to day provision of road asset services, however with additional funding being sought, all Councils could see real benefit in a Building Australian Roads Network fund being initiated.
- With potential economic benefits at regional and metropolitan level, an industry based approach is required.

Summary of Key Arguments

- Increased extreme weather events across Australia has seen more rainfall events, increasing the likelihood of the road network being affected by unexpected flooding and storm event. Additional funding is necessary to ensure road condition, maintenance and construction is prioritised.
- Community concern in regard to road conditions has heightened. Whilst damage may not be catastrophic in itself, the cumulative impact of ongoing events needs to be adequately resourced. Local Governments in both metro and regional areas need to have adequate funding to prioritise road upgrades and repairs in line with community expectations.
- Increased funding for the road network is essential to support regional and metropolitan economic development. Safe and useable roads for freight and business accessibility are essential for ongoing economic growth.

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

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Signed by the CEO